

# Fingal Development Plan 2017-2023



## Written Statement

**Comhairle Contae  
Fhine Gall**  
Fingal County  
Council



March 2017

## **Mayor**

Cllr. David O'Connor (until June 2016)

Cllr. Darragh Butler (from June 2016)

## **Elected Members**

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Cllr. Brian Dennehy

Cllr. Kieran Dennison

Cllr. Anne Devitt

Cllr. Paul Donnelly

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# FINGAL DEVELOPMENT PLAN 2017-2023

## WRITTEN STATEMENT

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# ACKNOWLEDGEMENTS

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Design by Resonate Design. Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment by RPS.



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# GLOSSARY

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## A

<b>AA</b>	Appropriate Assessment (see also HDA and NIS)
<b>ACA</b>	Architectural Conservation Area
<b>AHRRGA</b>	Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs
<b>AILG</b>	Association of Irish Local Government
<b>APJ</b>	Action Plan for Jobs

## B

<b>BEAT</b>	Beat Enterprise and Development Centre
<b>BER</b>	Building Energy Rating
<b>BEV</b>	Battery Electric Vehicles
<b>BIM</b>	Bord Iascaigh Mhara
<b>BRE</b>	Building Research Establishment (UK)
<b>BRT</b>	Bus Rapid Transit
<b>BS</b>	British Standards

## C

<b>C&amp;D</b>	Construction and Demolition Waste
<b>CBD</b>	Convention on Biological Diversity
<b>CCMA</b>	City and County Managers Association
<b>CEDRA</b>	Commission for the Economic Development of Rural Areas
<b>CER</b>	Commission of Energy Regulation
<b>CFRAMS</b>	Catchment Flood Risk Assessment and Management
<b>CHP</b>	Combined Heat and Power
<b>CIP</b>	Capital Investment Programme
<b>COP</b>	Conference of Parties
<b>cSAC</b>	candidate Special Area of Conservation
<b>CSO</b>	Central Statistics Office

## D

<b>DAA</b>	Dublin Airport Authority
<b>DAFM</b>	Department of Agriculture, Food and the Marine
<b>DAHG</b>	Department of Arts, Heritage and the Gaeltacht
<b>DART</b>	Dublin Area Rapid Transport
<b>DCC</b>	Dublin City Council
<b>DJEI</b>	Department of Jobs, Enterprise and Innovation
<b>DLR</b>	Dun Laoghaire-Rathdown County Council
<b>DMURS</b>	Design Manual for Urban Roads and Streets
<b>DCENR</b>	Department of Communications, Energy and Natural Resources
<b>DoECLG</b>	Department of the Environment, Community and Local Government
<b>DoEHLG</b>	Department of the Environment, Heritage and Local Government
<b>DoHPCLG</b>	Department of Housing, Planning, Community and Local Government.



## GLOSSARY

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<b>DTTAS</b>	Department of Transport, Tourism and Sport
<b>DRAQMP</b>	Dublin Regional Air Quality Management Plan
<b>DSP</b>	Department of Social Protection
<b>E</b>	
<b>EAA</b>	Economic Action Area
<b>EI</b>	Enterprise Ireland
<b>EIA</b>	Environmental Impact Assessment
<b>EIS</b>	Environmental Impact Statement
<b>EMRA</b>	Eastern and Midland Regional Assembly
<b>EPA</b>	Environmental Protection Agency
<b>ERBD</b>	Eastern River Basin District
<b>ERDF</b>	Eastern Regional Development Fund
<b>ESA</b>	Ecosystem Services Approach
<b>ESRI</b>	Economic and Social Research Institute
<b>ETB</b>	Enterprise and Training Board
<b>EU</b>	European Union
<b>ECFRAMS</b>	Eastern Catchment Flood Risk Assessment and Management Study
<b>EV</b>	Electric Vehicles
<b>F</b>	
<b>FCC</b>	Fingal County Council
<b>FCN</b>	Fingal Community Network (PPN)
<b>FCVF</b>	Fingal Community and Voluntary Forum
<b>FDI</b>	Foreign Direct Investment
<b>FEMFRAMS</b>	Fingal East Meath Flood Risk Assessment and Management Study
<b>FLP</b>	Fingal LEADER Partnership
<b>FTE</b>	Full-Time Equivalent Jobs
<b>G</b>	
<b>GDA</b>	Greater Dublin Area
<b>GDP</b>	Gross Domestic Product
<b>GDD</b>	Greater Dublin Drainage
<b>GDSDS</b>	Greater Dublin Strategic Drainage Study
<b>GDTA</b>	Grow Dublin Tourism Alliance
<b>GFA</b>	Gross Floor Area
<b>GHG</b>	Greenhouse Gases
<b>GI</b>	Green Infrastructure
<b>GIS</b>	Geographic Information Systems
<b>GNP</b>	Gross National Product
<b>GSI</b>	Geological Survey of Ireland
<b>GVA</b>	Gross Value Added



# GLOSSARY

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## H

<b>HDA</b>	Habitats Directive Assessment (see also AA and NIS)
<b>HGV</b>	Heavy Goods Vehicle
<b>HLC</b>	Historic Landscape Characterisation
<b>HSA</b>	Health and Safety Authority
<b>HSE</b>	Health Service Executive

## I

<b>ICW</b>	Integrated Constructed Wetland
<b>ICPSS</b>	Irish Coastal Protection Strategy Study
<b>ICT</b>	Information and Communication Technology
<b>IDA</b>	Industrial Development Agency
<b>IPCC</b>	Intergovernmental Panel on Climate Change
<b>ITB</b>	Institute of Technology, Blanchardstown

## L

<b>LAP</b>	Local Area Plan
<b>LARES</b>	Local Authority Renewable Energy Strategy
<b>LECP</b>	Local Economic and Community Plan
<b>LEO</b>	Local Enterprise Office
<b>LCDC</b>	Local Community Development Committee
<b>LCDP</b>	Local Community Development Programme
<b>LCA</b>	Landscape Character Assessment
<b>LO</b>	Local Objective

## M

<b>MAN</b>	Metropolitan Area Networks
<b>ML</b>	Megalitre

## N

<b>NAMA</b>	National Asset Management Agency
<b>NAP</b>	National Aviation Policy for Ireland
<b>NBP</b>	National Biodiversity Plan
<b>NDS</b>	National Digital Strategy
<b>NEEAP</b>	National Energy Efficiency Action Plan
<b>NGB</b>	Next Generation Broadband
<b>NGO</b>	Non-Governmental Organisation
<b>NHA</b>	Natural Heritage Area
<b>NIAH</b>	National Inventory of Architectural Heritage
<b>NIS</b>	Natura Impact Statement (see also AA and HDA)
<b>NPF</b>	National Planning Framework
<b>NPWS</b>	National Parks and Wildlife Service
<b>NRA</b>	National Roads Authority



## GLOSSARY

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<b>NREEP</b>	National Renewable Energy Efficiency Plan
<b>NSS</b>	National Spatial Strategy
<b>NTA</b>	National Transport Authority
<b>NTAC</b>	National Trails Advisory Council
<b>NTO</b>	National Trails Office
<b>nZEB</b>	nearly Zero Energy Buildings

### O

<b>OECD</b>	Organisation for Economic Co-operation and Development
<b>OPW</b>	Office of Public Works

### P

<b>PE</b>	Population Equivalent
<b>PHEV</b>	Plug-in Electric Hybrid Vehicles
<b>pNHA</b>	Proposed Natural Heritage Areas
<b>PPN</b>	Public Participation Network
<b>PRP</b>	Pollution Reduction Programmes
<b>PSZ</b>	Public Safety Zone Photovoltaics
<b>PV</b>	

### Q

<b>QBC</b>	Quality Bus Corridor
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### R

<b>RAPID</b>	Revitalising Areas by Planning Investment and Development
<b>RAS</b>	Rental Accommodation Scheme
<b>REDZ</b>	Rural Economic Development Zones
<b>REPS</b>	Rural Environment Protection Scheme
<b>R&amp;D</b>	Research and Development
<b>RFF</b>	Refuge for Fauna
<b>RMP</b>	Record of Monuments and Places
<b>RPGs</b>	Regional Planning Guidelines
<b>RPS</b>	Record of Protected Structures
<b>RSES</b>	Regional Spatial and Economic Strategy

### S

<b>S&amp;A Housing</b>	Social and Affordable Housing
<b>SAA</b>	Special Amenity Area
<b>SAAO</b>	Special Amenity Area Order
<b>SAC</b>	Special Areas of Conservation
<b>SDCC</b>	South Dublin County Council
<b>SDZ</b>	Strategic Development Zone



# GLOSSARY

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<b>SEA</b>	Strategic Environmental Assessment
<b>SEDA</b>	Spatial Energy Demand Analysis
<b>SFRA</b>	Strategic Flood Risk Assessment
<b>SI</b>	Statutory Instrument
<b>SICAP</b>	Social Inclusion and Community Activation Programme
<b>SID</b>	Strategic Infrastructure Development
<b>SIU</b>	Social Inclusion Unit
<b>SMART Objectives</b>	Specific, Measurable, Assignable, Realistic, Time-Related Objectives
<b>SME</b>	Small and Medium Enterprise
<b>SMS</b>	'Sutton-Malahide-Swords' Cycle Route
<b>SNR</b>	Statutory Nature Reserve
<b>SPC</b>	Strategic Policy Committee
<b>SPA</b>	Special Protection Area
<b>SQ M</b>	Square Metres
<b>SuDS</b>	Sustainable Drainage Systems
<b>SWRR</b>	Swords Western Ring Road

## T

<b>TII</b>	Transport Infrastructure Ireland
<b>TPO</b>	Tree Preservation Order
<b>TUD</b>	Technological University of Dublin

## U

<b>UNISDR</b>	United Nations Office for Disaster Risk Reduction
<b>UNESCO</b>	United Nations Educational, Scientific and Cultural Organisation

## V

<b>VDFP</b>	Village Development Framework Plans
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## W

<b>WEEE</b>	Waste Electrical and Electronic Equipment
<b>WFD</b>	Water Framework Directive
<b>WFDRPA</b>	Water Framework Directive Register of Protected Areas
<b>WHO</b>	World Health Organisation
<b>WMU</b>	Water Management Unit
<b>WSSP</b>	Water Services Strategic Plan
<b>WTP</b>	Water Treatment Plant
<b>WWD</b>	Waste Water Discharge
<b>WWT</b>	Waste Water Treatment
<b>WWTP</b>	Waste Water Treatment Plant







# Introduction and Strategic Context

## Chapter 1

## CHAPTER 1

## INTRODUCTION AND STRATEGIC CONTEXT

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## CHAPTER 1

# INTRODUCTION AND STRATEGIC CONTEXT

## THE DEVELOPMENT PLAN

The Fingal Development Plan 2017-2023 sets out the Council’s proposed policies and objectives for the development of the County over the Plan period. The Development Plan seeks to develop and improve, in a sustainable manner, the social, economic, environmental and cultural assets of the County.

The administrative area of Fingal covers over 450 square kilometres and includes 88km of scenic coastline. The County stretches from the River Liffey and the Dublin City boundary in the south to the Meath boundary north of Balbriggan, and eastwards from the coast to the Meath and Kildare boundaries in the west. Fingal has the youngest population in the State (total population, 296,214 in 2016 Census), which is a key characteristic of the County as it accommodates an expanding Dublin population.

The County has a diverse character including both urban and rural areas, the coast, river valleys and upland areas. The main urban areas include Swords, Blanchardstown, Balbriggan, Skerries, Lusk, Rush, Donabate, Malahide, Portmarnock, Baldoyle, Sutton, Howth, Balgriffin, Belcamp, Santry, Charlestown and Meakstown. The remainder of the County is rural in character and includes the villages of Balscadden, Naul, Garristown, Oldtown, Ballyboghil, Rowlestown, Rivermeade, Coolquay, Ballymadun and Kinsaley.

### 1.1 Preparation of the Fingal Development Plan 2017-2023

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

The preliminary consultation period ran from 20th March 2015 to 15th May 2015. Four Public Consultation Evenings and three stakeholder meetings were held at this time. In excess of 2,380 individual views and opinions were expressed at these meetings. A total of 325 submissions were received in this preliminary consultation period.



The Draft Plan consultation stage ran from 19th February 2016 to the 29th April 2016. During the public consultation period in excess of 450 persons attended the seven Public Information Days. There were in excess of 22,970 'hits' on [www.fingal.ie/devplan](http://www.fingal.ie/devplan) with unique page views of 15,037. There was also regular activity on Facebook and Twitter and a total of 897 no. submissions received during this public consultation period. Having considered the Draft Plan and Chief Executive's Report and having made amendments the Council resolved to amend the Draft Plan.

Having resolved to amend the Draft Plan a further public display period ran from 4th November 2016 to 2nd December 2016 to give people an opportunity to comment on the proposed amendments. There were 80 no. submissions received during this consultation period.

The Members considered the Chief Executive's Report on the submissions at meetings on 14th and 16th February 2017. The Plan was made at this meeting and came into effect four weeks from the day it was made, 16th March 2017.

## 1.2 Legislative Background to the Fingal Development Plan 2017-2023

This Plan has been prepared in accordance with the requirements of the *Planning and Development Act, 2000 (as amended)*. These Acts set out mandatory requirements for inclusion in a Development Plan. These consist of, inter alia, objectives for the zoning of land, the provision of infrastructure, the conservation and protection of the environment, and the integration of the planning and sustainable development with the social, community and cultural requirements of the area and its population. It also includes the requirement to prepare a 'core strategy' for the County, which must be consistent, as far as practicable, with National and Regional development objectives as set out in the *National Spatial Strategy (NSS)* and *Regional Planning Guidelines for the Greater Dublin Area (RPGs)*.

In accordance with European and National legislation, the Council carried out a *Strategic Environmental Assessment (SEA)* and an *Appropriate Assessment (AA)* under the *Habitats Directive*, which informed the preparation of this Development Plan. These assessments are undertaken so the impact of the proposed Plan objectives on the environment can be evaluated, and used to inform the direction of the Plan to ensure that our built environment responds to sensitivities and requirements of the wider natural environment.

### Strategic Environmental Assessment

Strategic Environmental Assessment (SEA), as required under the *Planning and Development (Strategic Environmental Assessment) Regulations 2004*, was carried out as part of the preparation of this Plan. SEA is the process by which environmental considerations are integrated into the preparation of plans and programmes. The results of the SEA process have been fully incorporated into the preparation and making of this Plan. The resulting Environmental Report has been published as a separate document in conjunction with this Plan.



## Strategic Flood Risk Assessment

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A Strategic Flood Risk Assessment (SFRA) was undertaken for the plan area having regard to the Ministerial planning guidelines on *The Planning System and Flood Risk Management*. Flood Risk Assessment was integrated into the SEA process. The Strategic Flood Risk Assessment has been published as a separate document in conjunction with this Plan.

## Appropriate Assessment

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The EU Council Directive 92/43/EEC on the *Conservation of Natural Habitats and of Wild Fauna and Flora*, better known as '*The Habitats Directive*', provides legal protection for habitats and species of European importance, through the establishment and conservation of an EU-wide network of sites known as European (Natura 2000) sites. These are candidate *Special Areas of Conservation (cSAC)* designated under the *Habitats Directive* and *Special Protection Areas (SPAs)* designated under the *Conservation of Wild Birds Directive (2009/147/EC)*. Article 6(3) establishes the requirement for Appropriate Assessment (AA) of plans and projects likely to affect European (Natura 2000) sites. An Appropriate Assessment was conducted as part of the preparation of this Plan. A Natura Impact Report has been published as a separate document in conjunction with this Plan.

## Ministerial Guidelines

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Ministerial Guidelines issued to Planning Authorities regarding their functions under the Planning Acts have been considered in the making of this Plan in accordance with Section 28 of the *Planning and Development Act, 2000 (as amended)*.

## 1.3 Form and Contents of the Fingal Development Plan

The Fingal Development Plan 2017 – 2023 has been prepared in accordance with the requirements of the *Planning and Development Act, 2000 (as amended)*. This Plan replaces the Fingal Development Plan 2011 – 2017 and consists of a Written Statement, Maps and Appendices.

The Written Statement is divided into 12 separate chapters with Chapters 1 and 2 setting out the vision, strategic context, aims, goals and the settlement and core strategies for the County. Chapters 3 to 10 set out the policies, objectives and actions required under a range of topics including placemaking and communities, green infrastructure, economic development, infrastructure and movement, urban and rural Fingal, and natural and cultural heritage. Chapters 11 and 12 set out the land use zoning policies and development management standards for the County.

- **Chapter 1: Introduction and Strategic Context**
- **Chapter 2: Core Strategy and Settlement Strategy**
- **Chapter 3: Placemaking**
- **Chapter 4: Urban Fingal**
- **Chapter 5: Rural Fingal**
- **Chapter 6: Economic Development**
- **Chapter 7: Movement and Infrastructure**
- **Chapter 8: Green Infrastructure**



- **Chapter 9: Natural Heritage**
- **Chapter 10: Cultural Heritage**
- **Chapter 11: Land Use Zoning Objectives**
- **Chapter 12: Development Management Standards**

The **Appendices** include the Council's Housing Strategy, the Record of Protected Structures and Recorded Monuments, Technical Guidance Notes for Use Classes, a statement detailing implementation of Ministerial Guidelines, and Map Based Local Objectives (to be read in conjunction with the Development Plan Maps).

The **Maps** provide a graphic representation of the proposals of the Plan indicating land use zoning and other objectives of the Council. They do not purport to be accurate survey maps from which site dimensions or other survey data can be determined.

Should any conflict arise between the Written Statement and the Maps, the Written Statement shall prevail. Should any conflict arise between the print and electronic version of the Plan the print version shall prevail.

The Maps included are:

- |                                  |                                    |
|----------------------------------|------------------------------------|
| • Sheet 1: County Strategy/Index | • Sheet 9: Malahide/Portmarnock    |
| • Sheet 2: Fingal North          | • Sheet 10: Baldoyle/Howth         |
| • Sheet 3: Fingal Central        | • Sheet 11: Fingal South           |
| • Sheet 4: Balbriggan            | • Sheet 12: Blanchardstown North   |
| • Sheet 5: Skerries              | • Sheet 13: Blanchardstown South   |
| • Sheet 6: Lusk & Rush           | • Sheet 14: Green Infrastructure 1 |
| • Sheet 7: Donabate/Portrane     | • Sheet 15: Green Infrastructure 2 |
| • Sheet 8: Swords                | • Sheet 16: Green Infrastructure 3 |

The policies of the Plan will be further developed at a local level through the preparation of Local Area Plans, Masterplans, Urban Framework Plans and Public Realm Strategies.

## 1.4 Strategic Vision

The Development Plan presents an opportunity to shape the future growth of Fingal to plan for and support the sustainable long term development of the County. The Plan aims to build on our previous successes and to strengthen our strategic advantage as a County, to ensure that we utilise the strengths of our citizens, communities, built and natural heritage, infrastructure and tourism to their full potential.

The Strategic Vision for the County is to:

- Consolidate urban areas to provide a vibrant, attractive environment for living and working, facilitating efficient movement by sustainable modes of transport throughout the County.
- Create a high quality built environment integrating the conservation of Fingal's built heritage with best practice contemporary architecture and urban design.



- Support and protect Fingal's attractive rural villages and countryside which support agriculture, horticulture, recreation and tourism. Promote vibrant rural villages with a mix of uses, through the creation of a dynamic framework which involves people living, working, and interacting for social and community reasons.
- Ensure consistency with the Council's Core, Settlement and Housing Strategies to provide high quality housing of a sufficient scale and mix, located in optimum locations and aligned with adequate infrastructure, services and amenities.
- Direct rural generated housing demand to villages and rural clusters and promote the re-use and rehabilitation of existing housing stock in rural areas in preference to new build in order to preserve and enhance the distinct character of rural Fingal.
- Make better use of key resources such as land, water, energy, waste and transportation infrastructure.
- Create a competitive business environment supporting economic development, job creation, tourism and prosperity for all.
- Reduce climate change through settlement and travel patterns and reduced use of non-renewable resources.



- Protect Green Infrastructure and enhance Fingal's natural resources of clean water, biodiversity, nature conservation areas, landscape, coastline, greenbelts, parks and open spaces, and agricultural land.
- Improve on key social, cultural, economic and environmental indicators.
- Promote active and healthy lifestyles through increased opportunities for walking, cycling and active sport and recreation.
- Make Fingal an attractive and vibrant place to live, work and visit.
- Encourage inclusive and active sustainable communities based around a strong network of community facilities.

## 1.5 Main Aims of the Development Plan

The Fingal Development Plan 2017-2023 aims to:

1. Plan for and support the sustainable long-term development of Fingal as an integrated network of vibrant socially and economically successful urban settlements and rural communities, strategic greenbelts and open countryside, supporting and contributing to the economic development of the County and of the Dublin City Region.
2. Provide for the future wellbeing of the residents of the County by:
  - Supporting economic activity and increasing employment opportunities.
  - Protecting and improving the quality of the built and natural environments.
  - Ensuring the provision of adequate housing, necessary infrastructure and community facilities.
  - Promoting and improving quality of life and public health.
  - Build on the progress made in the County following the conclusion of the previous development plan.
3. Incorporate sustainable development, climate change mitigation and adaptation, social inclusion, high quality design and resilience as fundamental principles, cross cutting and underpinning the Development Plan.
4. Promote an appropriate balance of development across the County, by developing a hierarchy of high quality, vibrant urban centres and clearly delineated areas of growth, and favouring expansion in areas nearest to existing or planned public transport nodes.
5. Ensure an adequate supply of zoned lands to meet forecasted and anticipated economic and social needs, while avoiding an oversupply which would lead to fragmented development, dissipated infrastructural provision and urban sprawl.
6. Foster the development of socially and economically balanced sustainable communities.
7. Facilitate the actions and implementation of the *Local Economic and Community Plan*, as appropriate.



8. Facilitate the potential for growth in tourism by implementing the *Fingal Tourism Strategy 2015-2018*, as appropriate.
9. Continue to influence regional and national planning and development policies in the interest of the County.
10. Co-operate with the Eastern and Midland Regional Assembly, Local Authorities and other stakeholders in meeting the needs and development requirements of the County and the (Greater Dublin Area) GDA in accordance with the *National Spatial Strategy* and the *Regional Planning Guidelines for the GDA* and any successor policy documents.
11. Facilitate and encourage innovation in order to drive sustainable development, protecting against potential negative impacts.

## 1.6 Strategic Policy

The Strategic Policy will deliver on the Main Aims by seeking to:

1. Promote sustainable development by providing for the integration of economic, environmental, social and cultural issues into Development Plan policies and objectives, utilising the **Strategic Environmental Assessment** (SEA) and **Appropriate Assessment** (AA) processes.
2. Contribute to the creation of a more **socially inclusive, equal and culturally diverse society** by providing for appropriate community infrastructure, quality public realm and improving access to information and resources. Seek new innovative ways of enhancing **social inclusion** and ensure the Plan can facilitate initiatives arising from the *Social Inclusion and Community Activation Programme (SICAP)*, where appropriate.
3. Add quality to the places where Fingal’s communities live, work and recreate by integrating **high quality design** into every aspect of the Plan promoting adaptable residential buildings and ensuring developments contribute to a positive sense of place and local distinctiveness of an area.
4. Promote and facilitate the long-term consolidation and growth of the **County town of Swords** as provided for in the *Swords Strategic Vision 2035*.
5. Consolidate the growth of the major centres of **Blanchardstown and Balbriggan** by encouraging infill development and intensification of development within appropriate locations.
6. Consolidate development and protect the unique identities of the settlements of **Howth, Sutton, Baldoyle, Portmarnock, Malahide, Donabate, Lusk, Rush and Skerries**.
7. Develop a strategy to promote and deliver an enhanced identity and link with Fingal for the wider communities of **Santry, Ballymun, Meakstown/Charlestown, Finglas and Lanesborough**.



8. Promote the **vibrancy of town centres** by providing for a mix of uses, including cultural and community uses and upper floor residential, as appropriate.
9. Safeguard the current and future operational, safety, and technical requirements of **Dublin Airport** and provide for its ongoing development within a sustainable development framework of a Local Area Plan. The plan shall take account of any potential impact on local communities and shall have regard to any wider environmental issues.
10. Promote **enterprise and employment** throughout the County, particularly in the growth centres of Swords, Blanchardstown and Balbriggan and work with the Dublin Local Authorities to promote the Dublin City Region as an engine for economic growth for the Region and the country.
11. Protect, maintain and enhance the **natural and built heritage** of the County, particularly the coastal areas which are of such importance to residents of and visitors to the Dublin region.
12. Safeguard the **'green agricultural'** identity of North Fingal, promoting the rural character of the County and supporting the agricultural and horticultural production sectors.
13. Provide viable housing alternatives for the **rural community** through the promotion of controlled growth of the rural villages and clusters balanced with careful restriction of residential development in the countryside and recognising the unique value of the rural communities in Fingal.
14. Strengthen and consolidate **greenbelts** around key settlements.
15. Seek the development of a **high quality public transport system** throughout the County and linking to adjoining counties, including the development of the indicative route for New Metro North and Light Rail Corridor, improvements to railway infrastructure including the DART Expansion Programme, Quality Bus Corridors (QBCs) and Bus Rapid Transit (BRT) systems, together with enhanced facilities for walking and cycling.
16. Promote, improve and develop a well-connected **national, regional and local road and public transport infrastructure system**, geared to meet the needs of the County and the Region, and providing for all road users, prioritising walking, cycling and public transport.
17. Work with Irish Water to secure the timely provision of **water supply and drainage infrastructure** necessary to end polluting discharges to waterbodies, comply with existing licences and Irish and EU law, and facilitate the sustainable development of the County and the Region.
18. Secure the timely provision of infrastructure essential to the sustainable development of the County, in particular in areas of **resource and waste management, energy supply, renewable energy generation and Information and Communications Technology (ICT)**.





19. Ensure the timely provision of **community infrastructure** including schools, recreational, sport facilities and emergency services, commensurate with the number of housing units proposed for construction on lands zoned for residential development.
20. Ensure new developments have regard to the requirements of the **Planning System and Flood Risk Management Guidelines**.
21. Promote, drive and facilitate the transition in the future to an entirely **renewable energy supply**.
22. Minimise the County's contribution to **climate change**, and adapt to the effects of climate change, with particular reference to the areas of land use, energy, transport, water resources, flooding, waste management and biodiversity, and maximising the provision of green infrastructure including the provision of trees and soft landscaping solutions.
23. Promote and maximise the benefits of quality of life, public health and biodiversity arising from implementation of policies **promoting climate change adaptation and mitigation**.
24. Encourage innovation and facilitate the development of pilot schemes that **support climate change mitigation and adaptation**.
25. Prepare a **Sustainable Energy Strategy for the County** in consultation with relevant stakeholders and interest groups setting out strategies, policies and actions to facilitate a reduction in greenhouse gas emissions and the harvesting of renewable energy resources most appropriate to the County.

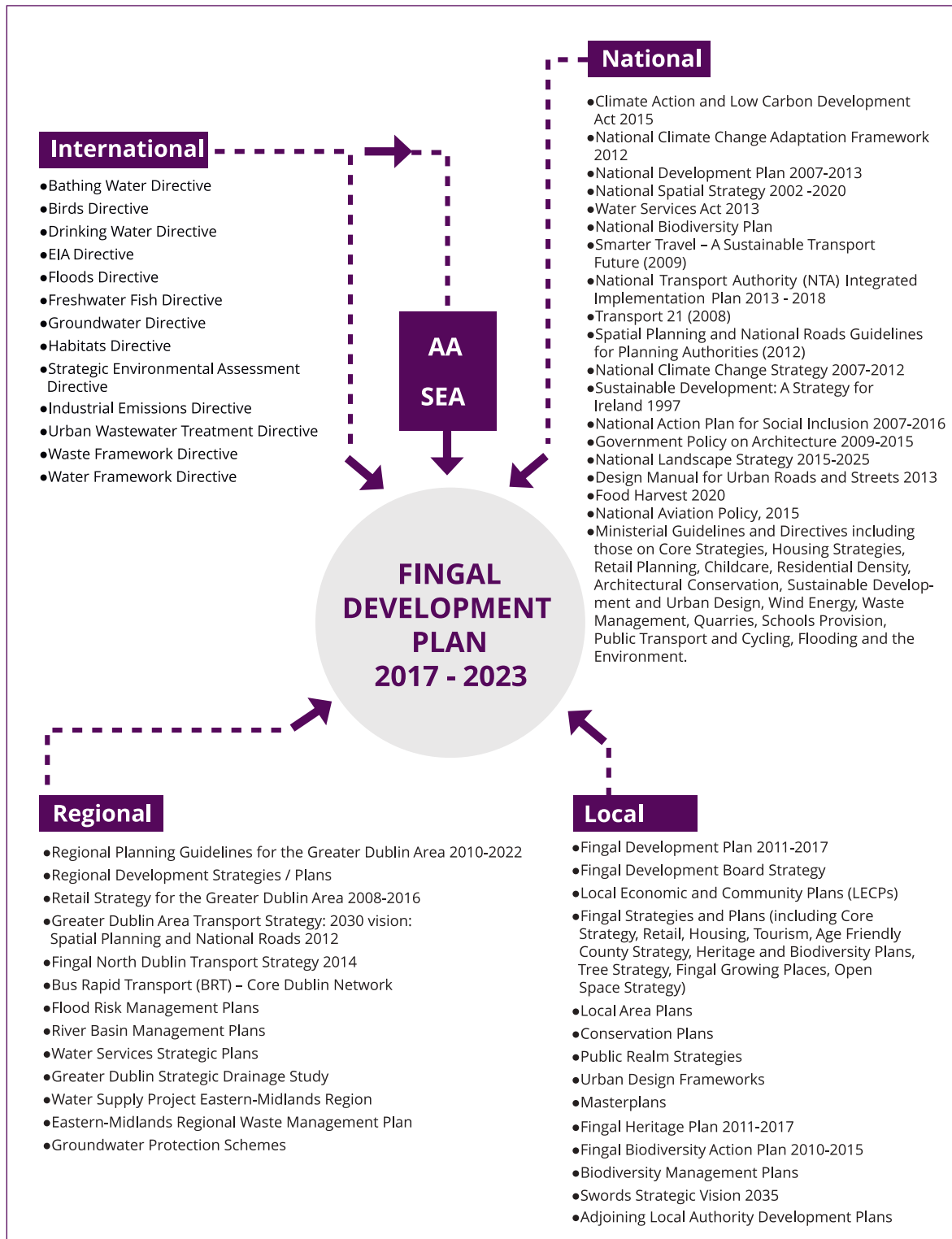
## 1.7 Current Context

The *Planning and Development Act, 2000 (as amended)* requires that a Development Plan shall, so far as is practicable, be consistent with National and Regional Plans, Policies and Strategies which relate to proper planning and development and is also required to have regard to Guidelines by the Minister for Housing, Planning, Community and Local Government.

In preparing the Plan, regard has been taken of International, National, Regional and Local policy documents, some of which are outlined in Figure. 1.1. The Plan's overall aims and strategic direction, including the settlement strategy of consolidated development, maximising efficient use of land and integrating land-use and transportation, was conceived from consideration of these documents.



Figure 1.1 International, National, Regional and Local Context in preparing the Fingal Development Plan



## 1.8 Cross Cutting Themes

The Plan is underpinned by the principles of sustainable development, climate change adaptation, social inclusion and high quality design.

### **Sustainable Development (derived from the Aalborg Charter of European Cities and Towns towards Sustainability)**

Our present lifestyle, in particular our patterns of division of labour and functions, land-use, transport, industrial production, agriculture, consumption, and leisure activities, and hence our standard of living, make us essentially responsible for many environmental problems humankind is facing. Present levels of resource consumption in the industrialized countries cannot be achieved by all people currently living, much less by future generations, without destroying the natural capital.

Sustainable human life cannot be achieved without sustainable local communities. Local government is close to where environmental problems are perceived and closest to the citizens and shares responsibility with governments at all levels for the well-being of humankind and nature. Fingal County Council is therefore a key player in the process of changing lifestyles, production, consumption and spatial patterns. The Council shall integrate the principles of sustainability in all policies and this will inform all actions of the Council for the period of the Plan.

Environmental sustainability demands from us that the rate at which we consume renewable material, water and energy resources does not exceed the rate at which the natural systems can replenish them, and that the rate at which we consume non-renewable resources does not exceed the rate at which sustainable renewable resources are replaced. Environmental sustainability also means that the rate of emitted pollutants does not exceed the capacity of the air, water, and soil to absorb and process them.

Furthermore, environmental sustainability entails the maintenance of biodiversity; human health; as well as air, water, and soil qualities at standards sufficient to sustain human life and well-being, as well as animal and plant life, for all time. Land use policy and controls are central to the achievement of sustainability at a local level.

Central to placemaking is the development of sustainable communities, where communities are able to evolve and the needs of today can be facilitated without compromising the ability of future generations to meet their own needs. Placemaking is a multi-faceted approach to the planning, design and management of new development and public spaces. It is fundamentally about responding to the context of a place, through the understanding of its evolution and history, its functionality, its impacts on those living and working there as well as how it interacts with the environment. Access to public transport, education, community facilities, leisure, retail, health services and jobs are as important as the aesthetic of a place.

The Development Plan has a key role to play in enhancing and developing Fingal's inherent sense of place, identity and character, ensuring that our individual communities remain distinctive and ensuring residents have access to a range of accommodation, facilities and environment in which to enjoy their desired lifestyle.



Placemaking and sustainable communities should be at the centre of our thinking in respect of planning, and specifically the Plan, incorporating the key characteristics that make for good placemaking and communities.

Good planning and design also offers opportunities to reduce our use of natural resources by promoting renewable sources of energy. While the current Building Regulations set out standards and deal with issues such as building standards, workmanship, conservation of fuel and energy, and access for people with disabilities, there are other issues which can be addressed through good planning and urban design, i.e. the design and arrangement of buildings can result in the creation of a microclimate, influencing the effects of temperature, sunlight and wind movement. Certain orientations and design can enhance comfort on exposed sites and maximise the potential of daylight and solar gain.

Incorporating energy efficiency into design and construction and where possible alternative energy technologies such as bio-energy, solar energy, heat pumps, heat recovery and wind energy should be encouraged. This can help reduce our reliance on fossil fuels and minimise emissions of carbon dioxide and other greenhouse gases that contribute to global warming and climate change.

Promoting the use of low embodied energy materials, sustainable building technologies, and reduced resource use in the construction of buildings is an important consideration in the planning and construction of new developments.

An important element of the sustainable development thread in the Fingal Development Plan 2017–2023 is the SEA and AA. As detailed above these assessments are required under European legislation and provide a high level of protection to the environment.

The Plan has adopted the principle of sustainable development by promoting and encouraging the integration of economic, environmental, social and cultural issues into local policies and programmes and will integrate the emerging Ecosystem Services Approach (ESA) within our Green Infrastructure. The Ecosystem Services Approach is a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way.

## Climate Change

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Climate Change is one of the cross-cutting themes in this Development Plan. The Council recognises that climate change is an over-riding challenge facing us locally arising from the global challenge of climate change. The EU and Ireland has already committed to mitigation policies which are designed to reduce carbon emissions and include regulations on matters such as car efficiency and building regulations. In addressing and responding to this challenge, Fingal will be required to both adapt to and mitigate for climate change by reducing emissions and unsustainable energy consumption.

In December 2015 the *Climate Action and Low Carbon Development Act 2015* was enacted. The Act establishes the national objective of transitioning to a low carbon, climate resilient and environmentally sustainable economy in the period up to and including the year 2050. The main provisions of the Act include the preparation of five-yearly National Low Carbon Transition and Mitigation Plans, or National Mitigation Plans. These Plans are required to outline the ways



by which national greenhouse gas emissions will be reduced, in line with both existing EU legislative requirements and wider international commitments.

As the majority of the country’s greenhouse gas emissions emanate from agriculture, transport, energy and the built environment, the DoHPCLG anticipates that it is in these sectors that most mitigation effort will be required. The requirements of the Act have implications for Planning Authorities and the ways in which climate change considerations will become increasingly important in their land use plans, in particular, their Development Plans.

Addressing the risks posed by climate change will require both **adaptation** and **mitigation**. *Adaptation* describes actions that are designed to cope with the consequences of climate change including warmer temperatures, more extreme precipitation events and sea level rise. *Mitigation* measures are designed to offset or stop the human-caused drivers of climate change; namely emissions of greenhouse gases and land-use change.

It is recognised that the nature of Fingal’s economy, settlement patterns, infrastructure (including roads, electricity networks, water supply and sewer systems), physical geography (e.g. total area, extensive coastline and rivers) and mix of land use (e.g. horticulture and urban/suburban) presents a unique set of challenges in the response to climate change. The Council through proper planning, promoting sustainable development, will work towards reducing greenhouse gas emissions. The Development Plan 2017-2023 contains provisions dealing with climate change mitigation and adaptation throughout the Plan, in areas such as flood risk management, transportation, surface water, waste management, water services, urban design, energy, natural heritage and green infrastructure.

In May 2016 the EPA published ‘*Local Authority Adaptation Strategy Development Guidelines*’. These Guidelines are designed to assist Local Authorities in developing local climate change mitigation and adaptation strategies which will assess local vulnerability to climate risks and identify, cost and prioritise adaptation actions (further detail is provided in Section 7.3 – Energy and Climate Change). The Guidelines describe the tasks that a Local Authority needs to complete in order to develop, adopt and implement an Adaptation Strategy.

Fingal is working closely with Codema (Dublin’s Energy Agency) and the three Dublin Local Authorities, who will act in unison and will work with all relevant stakeholders in order to deliver an inclusive and interconnected Climate Change Mitigation Action Plan. Internationally, Fingal will liaise closely with the Covenant of Mayors and has recently become one of the international signatories (alongside the other Dublin Local Authorities). Fingal supports the international co-operation of Local Authorities facing the challenge of climate change mitigation and adaptation.

Preparing a Strategy is likely to be a task which will require significant resources and ‘buy in’ at all levels and from all Council departments. Due to the timeframes involved in terms of preparation of the Plan, it is likely that the Strategy will be completed post-adoption of the Plan and will therefore be incorporated into the adopted Development Plan by way of a statutory Variation at a later date.

## Social Inclusion

Social inclusion is the process where a series of positive actions are taken to achieve equality of access to goods and services, to assist all individuals to participate in their community and society, to encourage the contribution of all persons to social and cultural life and to be aware



of, and to challenge, all forms of discrimination. The ultimate aim of social inclusion is enabling participation in the mainstream of society for all those who desire it. All processes of consultation, policy-making and practice must not just include, but be driven by, the views and needs of excluded groups. Social inclusion is also about the wellbeing of individuals, families, social groups and communities. Creating a more socially inclusive society by alleviating social exclusion, poverty and deprivation is a major challenge. Steps taken towards this can include the provision of recreational and community infrastructure and improving access to information and resources. Social inclusion is embedded in the Development Plan with policies in particular focused on aiming to improve access to all groups within society.

The Council is committed to developing a more socially inclusive society and promoting participation and access for all. The *National Development Plan 2007-2013*, the *National Anti-Poverty Strategy 1997*, *Building An Inclusive Society 2002*, the *National Action Plan Social Inclusion 2007-2016* and *Towards 2016* are the national documents informing the development of a socially inclusive Fingal. A profile of poverty and social exclusion in Fingal has been developed by the Council's Social Inclusion Unit (SIU).

Target populations for the profile were identified, which include:

- Children and young people,
- Single parent families,
- Unemployed people,
- Travellers,
- New ethnic communities,
- People with disabilities,
- Older adults.

In 2011 the Fingal Development Board and the Council jointly signed the Dublin Declaration on *Age Friendly Cities and Communities*, a World Health Organisation (WHO) Initiative. The *Fingal Age Friendly County Strategy* was launched in 2011, which identifies the key issues for older people in Fingal. In 2013 the Council, in association with Age Friendly Ireland selected Skerries as the town in which to pilot the Age Friendly Town process in Fingal, with the outcome being an Action Plan for the town.

The *Local Government Reform Act 2014* has resulted in the restructuring of all Community and Voluntary forums nationally and the new Public Participation Network (PPN) will be the link through which Local Authorities connect and engage with the community, social inclusion and environmental sectors countrywide, for consultation and information sharing.

Fingal Community Network is the local Public Participation Network and is Fingal's new framework for public engagement. It brings together all groups and organisations working on a community and voluntary basis in Fingal and it will provide the structure to facilitate the two way flow of information between the Local Authority and Community, Voluntary and Environmental groups. The network will enable residents of Fingal and community organisations to influence plans and policies for the future development of the County.

The Development Plan has a role in facilitating such initiatives through promoting good placemaking, for example ensuring new developments are designed with good connectivity and permeability for all. Social inclusion will continue to be a cross cutting theme within the Development Plan, taking cognisance of the *Social Inclusion and Community Activation Programme (SICAP)*, which aims to tackle poverty and social inclusion through local engagement and



partnership between disadvantaged individuals, community organisations and public sector organisations.

The *Planning Policy Statement 2015* from the DoHPCLG affirms that the planning process should be conducted in a manner that affords a high level of confidence, where people have the opportunity to participate at both the strategic plan making process, and individual planning applications. There is no one blue-print for delivering sustainable communities and it requires different strategies in different areas and societies. All strategies benefit from effective, participative systems of governance and engaging the interest, creativity and energy of all citizens. These give a sense of ownership and encourage pride in local communities, which assists in social cohesion.

The Development Plan has been proofed to ensure it has a strong social inclusion focus, with particular regard to the identified target populations and the disadvantaged areas of the County. The Plan aims to ensure that social inclusion continues to underpin all policies and objectives. Implications and challenges for the new Plan include:

- Ensuring that the Council works in partnership with other organisations and agencies to provide a supportive living environment for people from all walks of life and all stages of their lifecycle,
- Seeking new innovative ways of enhancing social inclusion, and
- Ensuring the Plan facilitates initiatives arising from the SICAP, where appropriate.

## High Quality Design

High quality design adds quality to the places in which people live, work and enjoy. Ensuring high quality design adds value to towns, villages and the countryside and improves people’s quality of life. High quality urban design is essential to achieving attractive, high quality places in which people will live, work and relax.

The *Government Policy on Architecture 2009-2015* promotes the importance of good architecture in the creation of quality places. The Council promotes best practice contemporary architecture and the conservation of the County’s architectural heritage throughout the Plan.

Facilitating and promoting good design is a cross cutting theme in the Development Plan. Good design, in terms of overall layouts and individual buildings is fundamental to placemaking and developing sustainable communities with a ‘sense of place’ and ‘local distinctiveness’. “Placemaking”, the process of creating great places and strong communities is essential in attracting and retaining strong enterprise and employment sectors. Placemaking builds the necessary foundation upon which new enterprises can be developed and can grow, creating lasting, sustainable prosperity for local communities. Urban areas with a vital sense of place and high quality design can take advantage of changes in the way business is done.

Through the Local Area Plan, Masterplan and Development Management processes, the Council promotes a high quality of design and standard of residential development. In rural areas of the County the Development Plan seeks to ensure sustainable patterns of development and high quality of design so that these areas remain attractive and retain their rural character. The Plan sets out a range of objectives aimed at creating well designed environments for both rural and urban settings. An overarching aim of the Plan is to create and sustain people-friendly places for the benefit of the residents and businesses of Fingal, whilst supporting developers seeking



to deliver the highest quality design solutions. Investing in high quality urban design can create economically successful development that functions well and has a lasting effect into the future.

## Resilience

Resilience is a principle that also underpins the Development Plan and is described as *'the ability of a system, community or society exposed to hazards to resist, absorb, accommodate to and recover from the effects of a hazard in a timely and efficient manner, including through the preservation and restoration of its essential basic structures and functions'*. (United Nations Office for Disaster Risk Reduction (UNISDR), 2009).

The key concept of 'resilience' underpins the Development Plan and is built into the strategic policies and recommendations of each of the cross-cutting themes: sustainable development, climate change, social inclusion and high quality design.

Challenges for the development of sustainable, well designed, socially inclusive, attractive places where people will want to live and work include:

- Providing clear guidance and policy direction in identifying criteria and features on what contributes to making a place special,
- Providing design principles to ensure new 'greenfield' development creates a sense of place and is integrated into existing communities, it should respect existing features which positively contribute to the local distinctiveness of an area,
- Seeking new ways in which to achieve higher densities and create places where people will want to live and work,
- Encouraging vibrant and attractive towns, villages and neighbourhoods,
- Seeking new ways to provide a supportive living environment for people from all walks of life and all stages of their life cycle,
- Ensuring new buildings are of a high quality design and adaptable for changing family demands, and
- Ensuring the most appropriate policy tools, such as Local Area Plans and Masterplans are assigned to particular areas to ensure the best policy response is in place to facilitate development in a planned, coordinated and sustainable manner.

## 1.9 Population Overview

### Demographic Trends

Fingal's population in the 2016 Census (preliminary figures) was 296,214 persons, which is 22.02% of the total Dublin population. Fingal's share of the Dublin population has risen steadily since 1986, when it was just 14%. The population of Fingal is expected to further increase during the Development Plan period to 2023.

The 2016 Census indicated a continuing high growth rate in Fingal, of 8%, in spite of the slowdown in the economy and housebuilding in particular.

### 1.10 Economic Overview

Fingal is the chosen location for a large variety of businesses across all the main sectors of economic activity. The County is home to a diverse range of employers, varying in scale from





major multi-national companies to indigenous small and medium sized enterprises (SMEs) and small local business start-ups. There has been a steady rise in the number of businesses created in the County since 2011, with 5,876<sup>1</sup> recorded in 2014.

The strength and diversity of Fingal’s local economy is evident as it features all the key economic sectors identified within the national economy. The County performs strongly in the Information and Communication Technology (ICT) sector, with leading companies such as Synopsys, IBM, PayPal and Symantec represented in the Blanchardstown area. Similarly, the Pharmaceutical/ Healthcare sector is well established in Fingal by companies such as Bristol Myers-Squibb, Organon and Mylan. The Aviation sector is a major employer and includes Aer Lingus, Dublin Airport Authority, Cityjet, Servisair and Ryanair. The Agri Food Sector, a key employment sector for rural communities, includes enterprises such as Keelings, Country Crest, Sam Dennigan and Donnellys. The Retail Sector is also an important source of employment with regionally significant shopping centres in Blanchardstown and Swords, retail warehousing and retailers with a national-draw such as Ikea<sup>2</sup>. Fingal also has a significant public service employment base represented by key employers such as Fingal County Council, Connolly Hospital and the Institute of Technology Blanchardstown.

There are a number of employment generating land use zonings in the Plan that will facilitate business, enterprise and job creation over the coming Plan period. These zonings, ranging from general employment to high technology, heavy industry, metro economic corridor, warehousing and distribution, food park and rural business, allow for enterprise and employment growth opportunities across the various economic sectors. There is a sizeable quantum of employment zoned lands at optimum locations throughout the County. The Council, however recognizes that a balance needs to be achieved between new employment development and the ongoing need to protect and enhance the County’s natural and built environments.

The policy context for the economic development of the County has been reformed in recent years, as the Government document *‘Putting People First Action Programme for Effective Local Government’ (2012)* envisages a clearer and enhanced role for local government in the area of economic development. The Council is required to adopt an integrated **Local Economic and Community Plan (LECP)**, which must be consistent with National and Regional spatial policy and the Fingal Development Plan. The Fingal LECP was approved by the Council in December 2015.

There are a number of key challenges ahead in planning for economic growth across the County and the Plan policies need to respond to the challenges of a changing economy.

## Key Economic Challenges

- **Transport infrastructure** – To ensure that employment generating lands are easily accessible by good quality public transport networks, in particular that there is an accessible public transport system to serve Swords and the Airport.
- **Commuting patterns to work** – The majority of Fingal’s citizens travel outside the County to work.

<sup>1</sup> Corporate Plan 2015-2019, Fingal County Council, March 2015, Table 1 Rateable Businesses, pg 5.

<sup>2</sup> *Economic Development Strategy 2014-2017*, Fingal County Council, Table 2: Top 25 Commercial Employers in Fingal, pg 6.



- **Skills matched to employment** – In almost all economic sectors in Fingal there is a surplus supply of labour to local jobs which influences the need to travel out of the County for work. Fingal also has a high skills profile, and the issue of skills matching is one for the long-term economic planning of the County. Future sustainability would be more easily secured if local skills and sectoral employment opportunities were more closely aligned.
- **Unemployment** – The unemployment rate (calculated by expressing the unemployed as a percentage of people of working age) varies from 37% in parts of the County to less than 1% in other parts.
- **Water supply and drainage issues** - Fingal need to work closely with Irish Water to ensure that adequate provision of infrastructure is provided to ensure that wastewater and water services will not be a limiting factor in achieving forecasted growth targets in the future.
- **Vacancy Rates** - In terms of retail and industrial businesses within Fingal the vacancy rate is estimated to be at 12.6% (at the end of 2014), with measures required to incentivise owners of unoccupied commercial property to utilise them.

## Key Economic Strengths and Opportunities

Alongside key economic challenges, Fingal has considerable strengths and opportunities, which place it in a unique position to encourage and foster enterprise and employment opportunities. Fingal shall continue to take advantage of its location within the newly formed Eastern and Midland Regional Assembly (EMRA) to maximise economic development and strengthen the growth centres of Swords, Blanchardstown and Balbriggan, which are the County's primary locations for growth.

- **Recent economic improvements** – Since the adoption of the Development Plan in 2011, there have been a number of major job announcements in Fingal and a general upturn in the local and national economy.
- **Strong economic base** – Fingal's local economy is strong and diverse featuring all the key economic sectors identified within the national economy. These include: Green Economy (with a focus on Clean Technology); Financial Services; Information and Communications Technology (ICT); Research, Development and Innovation; Manufacturing (including Bio-Pharmaceuticals); Aviation Services; Retail; Tourism; Agri Food; and Marine. Opportunities for enterprise generation and employment growth are identified in each sector for the coming Plan period.
- **Employment lands** – Fingal has an optimum quantum of employment zoned lands provided at appropriate locations throughout the County. A wide variety of zonings are provided for to cater for employment opportunities across economic sectors through high technology, general enterprise and employment, food industry, heavy industry, mixed use employment, rural related business, retail warehousing, warehousing and distribution and airport related development.
- **Strategic location** - Fingal is strategically located in the EMRA, proximate to Dublin City, Dublin Airport, the M50, the M1 and the Port Tunnel which all provide access to national and international markets and make Fingal an attractive location for Foreign Direct Investment (FDI) and indigenous industry.



- **Transportation linkages** - Dublin Airport, Dublin Port, M1 and M50 Motorways (which link to the M2, M3, M4, M7 and M8) all provide strong linkages from Fingal to national and international markets, with Dublin Airport being the largest employer in the County. Fingal is extremely well-connected to provide increased opportunity for economic development.
- **High quality physical environment** - Fingal has a high quality natural and built environment which is considered to be a key factor in attracting employers and highly skilled employees.
- **Demographic profile** - Fingal is characterised by a high proportion of young people and families in relation to the rest of the country, which require that a mix of employment opportunities are created, that a diverse range of third level education offer is available, and that retailing requirements for children and young families are met.
- **Tourism Potential** - With a strong, attractive, rural and coastal environment, the County is ideally positioned to be attractive to potential employers and employees. Fingal has a wealth of both natural and man-made features and amenities which attract tourists to the County. Dublin is forecast to continue to attract an increasing share of an expanding tourism demand for Ireland. Fingal, as an integral component of the Greater Dublin tourism destination, is well positioned to benefit from this tourism growth. The opportunity for Fingal now is to compete for a share of growing visitor numbers to Dublin and its environs, which is projected to deliver a doubling of tourism expenditure in the Greater Dublin area to €2.5 billion by 2020 and the creation of almost 20,000 new jobs<sup>3</sup>.

## 1.11 Environmental Overview

Fingal has a rich variety of environmental and heritage resources. These include the coast, countryside, rivers, amenity lands, and rich archaeological and architectural heritage found throughout the County. The coast is an area of high landscape quality and sensitivity as well as being an important recreational resource. It is also the County's most important biodiversity resource and is home to a rich variety of wildlife including internationally important numbers of birds and a variety of other plants and animals. In particular there are European (Natura 2000) sites all along the coast which the Council must protect pursuant to the requirements of the *Habitats and Birds Directives*. There are Special Amenity Areas at Howth and Liffey Valley and the Dublin Bay Biosphere Reserve in Fingal.

The countryside, as well as being important for agriculture and horticulture, is important for its varied and high-quality landscape and wildlife resources which are an increasingly important amenity for the County's growing population. The countryside also provides a setting for the County's towns and villages with their distinctive and rich built heritage.

The County is traversed by a number of large rivers including the Liffey, Tolka, Ward, Broadmeadow, and Delvin which are important fisheries and wildlife resources as well as being important for the ongoing provision of water services and for the management of flood risk. The achievement of "good-status" for all waters in line with the aims of the *Water Framework Directive* is a key environmental goal and requirement. Parks and open-spaces are also important resources for people and provide for active and passive recreation and for the conservation of

<sup>3</sup> Grow Dublin Taskforce : 'Destination Dublin – A Collective Strategy for Growth to 2020'



important heritage assets including the historic parkland demesnes of Malahide Castle, Ardgillan Castle and Newbridge House. The County also has an obligation to respond now to the future challenges of climate change through growth and development which will reduce the need for energy use, support sustainable modes of transport and reduce the County's carbon footprint.

A number of key environmental challenges can be identified for Fingal:

- Protecting the ecological integrity of European (Natura 2000) sites, the Special Amenity Areas and the Dublin Bay Biosphere Reserve, while allowing for ongoing growth and development.
- Providing for growth and development which reduces energy consumption, promotes sustainable modes of transport and reduces car-dependency.
- Management of the coastline including the management of flood risk and dune conservation measures will be increasingly important in response to the impacts of predicted climate change and increased population pressure.
- Maintenance and improvement of the environmental and ecological quality of Fingal's watercourses and coastal waters pursuant to the requirements of the *Water Framework Directive*.
- Management of flood risk along the County's watercourses taking account of climate change predictions.
- Facilitating the provision of waste water treatment systems in order to ensure compliance with the requirements of the *Water Framework Directive* and to facilitate sustainable development in the County.
- Protection, enhancement and promotion of the County's rich archaeological and architectural heritage.
- Management of the County's varied landscapes so that change maintains and enhances landscapes of high-quality and improves landscapes.
- Ongoing provision of high-quality accessible parks and open spaces for our growing population.

When combined environmental and heritage resources in the County can be described as the County's "Green Infrastructure", a vital resource for the future, which plays a key role in sustaining environmental quality, in providing recreational and health benefits for people, in attracting economic investment, tourism, jobs and in making Fingal a more attractive place to live. The Development Plan identifies green infrastructure as a key strategic asset for the County and includes policies for the protection, creation and management of this resource in an integrated manner by focusing on key themes such as Biodiversity; Parks, Open Space and Recreation; Landscape; Sustainable Water Management and Archaeological and Architectural Heritage. In seeking to further develop the green infrastructure approach there is a particular need to increase investment in green infrastructure projects and places.





## Fulfilling the Requirements of the Habitats Directive

The *Habitats Directive* places strict legal obligations on member states to ensure the protection, conservation and management of the habitats and species of interest in all European (Natura 2000) sites. Plans and projects must be screened for Appropriate Assessment (AA) and full AA must be carried out unless it can be established through screening that the plan or project in question will not have a significant effect on any European (Natura 2000) site. It is therefore important to establish at the earliest stage in plan making or project planning whether AA is required (through screening) and the likely implications of AA for the plan or project in question.





# Core Strategy and Settlement Strategy

## Chapter 2

**CHAPTER 2**

**CORE STRATEGY AND SETTLEMENT STRATEGY**

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## CHAPTER 2

## CORE STRATEGY AND SETTLEMENT STRATEGY

## 2.1 Statutory Context

The *Planning and Development (Amendment) Act 2010* introduced the requirement for an evidence based ‘Core Strategy’ to be included in County Development Plans. The key purpose of core strategies is to ensure that local authorities identify and reserve an appropriate amount of land in the right locations to meet housing and population targets. This is done through the articulation of a medium to long term quantitative strategy for the spatial development of the area of the planning authority which is consistent with national and regional policy objectives set out in the *National Spatial Strategy* (NSS) and the *Regional Planning Guidelines for the Greater Dublin Area* (RPGs).

Under the Act, a Core Strategy focuses on:

- Defining a settlement hierarchy for the County that is consistent with the NSS and RPGs.
- Transposing the prescribed RPGs housing and population targets set at County level for the rural and urban centres identified within the settlement hierarchy.
- Providing an evidence based rationale for the land proposed to be zoned for residential and mixed use development having regard to the capacity of existing zoned land and the phasing of development taking account of the location of public transport and services.
- Demonstrating how the Planning Authority has had regard to the statutory *Retail Planning Guidelines* in setting out objectives for retail development (see Chapter 6: Economic Development).

While the Act does not expressly require core strategies to contain information concerning other land uses such as employment and commercial zones, the *Guidance Note on Core Strategies*, issued by the then DoEHLG (2010) recommends that planning authorities undertake an appropriate level of analysis to ensure that sufficient lands are zoned at suitable locations, taking account of higher level planning policies and the required physical infrastructure.

## 2.2 Consistency with the National Spatial Strategy

Development Plans sit within a hierarchy of national and regional spatial plans. At the top of this hierarchy is the *National Spatial Strategy*. It aims to achieve a better balance of social, economic and physical development and population growth across the country. In Dublin, it favours the physical consolidation of the Metropolitan Area as an essential requirement for a competitive city region. It also seeks to sustain Dublin’s role as the engine of the national economy while strengthening the drawing power of other areas, bringing people, employment and services closer together to create a better quality of life. This will help to avoid congestion, discourage long distance commuting, enhance the environment and increase access to services like health, education and leisure. The DoPHCLG is currently preparing a National Planning Framework which when published by Government will succeed the NSS. However, until such time as there is a replacement Strategy the Development Plan takes its policy guidance from the current NSS.



## 2.3 Consistency with the Regional Planning Guidelines for the GDA 2010-2022

The *National Spatial Strategy* was implemented in the Dublin and Mid-East Regions through the *Regional Planning Guidelines for the Greater Dublin Area 2010-2022*. These Guidelines continue to be the key regional policy influence on the preparation of the Development Plan. Following on from the enactment of the *Local Government Reform Act 2014*, three new Regional Assemblies came into effect in January 2015, replacing the previous Regional Authorities. Fingal is now part of the Eastern and Midlands Regional Assembly which is made up of the counties of Leinster less Carlow, Kilkenny and Wexford. The new Assembly will produce a *Regional Spatial and Economic Strategy* which will, when adopted, supersede the current RPGs. When the new *Regional Spatial and Economic Strategy* is published after the adoption of the Fingal Development Plan, the Development Plan may have to go through a formal variation process to ensure that it remains consistent with any revised targets and objectives of the Regional Strategy.

Until such time as new Regional Strategies are prepared, the preparation of the Development Plan will continue to be guided by the RPGs. These Guidelines seek to deliver policies that integrate land use, transport, economic growth and investment in utilities – water, broadband and energy so that the Greater Dublin Area (GDA) can move towards becoming a sustainable high quality location for business, residents and visitors. The RPGs define the settlement hierarchy and the identification of growth areas within the GDA. Each county is assigned housing targets based on population projections up to 2022. The Fingal Development Plan is obliged to be consistent with these targets and this core strategy indicates how and where the County has sufficient zoned land to meet them.

The current RPGs targets are based on the 2006 Census and are, therefore, outdated. However, they indicate that while “.....in the short term, it is not planned for or expected that housing completions will be significant” and that the population targets may prove to be “...unachievable in the short-term”, it is important that “Councils are well placed for an economic recovery and that adequate provision is made, even if uptake is slower”.

## 2.4 Regional Planning Guidelines’ Settlement Strategy

The overarching framework for Fingal’s Settlement Strategy is set out in the RPGs and is based on the identification of key growth areas within the Metropolitan and Hinterland Areas of the GDA (see Figure 2.3 Core Strategy Map). The stated objective of the RPGs Settlement Strategy is to consolidate urban areas around the Dublin Gateway and make the most efficient use of investment in infrastructure through integration with land use planning policy. The RPGs recognise that Fingal contains both a large metropolitan area and a strong rural hinterland and that new public transport corridors will provide new opportunities to strengthen the integration between high quality, high capacity public transport and housing growth.

In this regard future expansion of the existing built footprint within the Metropolitan Area should only happen in tandem with the planned, committed development of high quality heavy or light rail based public transport projects. This will support the implementation of the NTA’s *Transport Strategy for the Greater Dublin Area* and maximise the benefit of the large-scale investment currently being made in public transport in the Dublin region. The RPGs specifically recommend that the majority of future housing in Fingal should occur within the catchment



areas of such strategic transport infrastructure, and phasing for towns outside of these corridors allowing for lower levels of growth in line with the natural increase in population levels. Equally, any expansion must be within carefully considered phased, high standard, integrated Local Area Plans or Strategic Development Zones where new housing and public transport and other services are delivered in tandem.

The Hinterland Area includes a varied array of urban centres from large vibrant towns to smaller locally focused villages. It also includes large areas of agricultural and natural lands as well as amenity locations within active rural communities. The value of these areas is recognised in the RPGs and it is indicated that they should be carefully managed to ensure their primary use is protected from encroachment, fragmentation and urban driven development. The identification of suitable greenbelt lands is encouraged in this regard and it is a policy approach that has been fully utilised within this Plan.

The RPGs Settlement Hierarchy identifies a hierarchy of settlement types within the Metropolitan and Hinterland areas of each county and the appropriate policy for growth within them (see Table 2.1). Small towns and villages are defined at county level by the Development Plan (see Section 2.7, Settlement Strategy).



Table 2.1 Regional Planning Guidelines Settlement Hierarchy for the GDA

Hierarchy	Description	Locations
<b>Gateway Core</b>	International business core and high density population, retail & cultural activities.	Dublin City Centre & immediate suburbs
<b>Metropolitan Consolidation Towns</b>	Strong active urban places within metropolitan area with strong transport links	<b>Swords, Blanchardstown</b> , Lucan, Clondalkin, Tallaght, Dundrum, Dun Laoghaire Bray.
<b>Large Growth Towns I</b>	Key destinations, economically active towns supporting surrounding areas, located on Multi Modal Corridor in metropolitan hinterland.	Navan, Naas, Wicklow, Drogheda
<b>Large Growth Towns II</b>	Smaller in scale but strong active growth towns, economically vibrant with high quality transport links to larger towns/city	Newbridge, Greystones, Arklow, Cherrywood, <b>Balbriggan</b> , Dunboyne, Maynooth, Leixlip
<b>Moderate Sustainable Growth Towns</b>	(i) In Metropolitan areas, strong edge of metropolitan area district service centres, high quality linkages and increased densities at nodes on public transport corridors (ii) In Hinterland areas, 10k from large town on public transport corridor, serve rural hinterland as market town	<b>Donabate</b> , Celbridge, <b>Lusk, Rush</b> , Ashbourne, Dunshaughlin, Kells, Trim, Kildare, Monasterevin, Kilcullen, Kilcock, Blessington, Athy, Newtownmountkennedy.
<b>Small Towns</b>	Good bus or rail links; 10k from large growth towns.	To be defined by Development Plans.
<b>Villages</b>		To be defined by Development Plans.



Figure 2.1 Settlement Strategy for the GDA 2010-2022



## 2.5 Housing and Population Targets

### Population

The RPGs translate the national and regional population targets set by the NSS to county level. Development Plans are required to be consistent with these targets albeit there is recognition that they may not be achieved within the allotted timeframe. The current RPGs targets are based on data derived from the 2006 Census through the updated NSS figures produced in 2009 by the then Department of Environment, Heritage and Local Government. Targets differ from projections. CSO projections take account of mortality, fertility and migration trends but, unlike NSS/RPGs targets, they do not factor in the intended influence of regional policy on population trends.

The RPGs targets for the Dublin Region, the Greater Dublin Area and Fingal are set out in the tables below. Table 2.2 shows an average annual growth rate of 1.47% targeted for the Dublin Region between 2006 and 2022 and 1.7% for the GDA. Actual average growth per annum from 2006 to 2011 was as targeted. CSO preliminary population figures, included in Table 2.2, suggest a slowdown in the annual growth in the Dublin Region since 2011 to 0.94% per annum and 0.92% per annum in the Mid-East.

**Table 2.2 RPGs Targets for the Dublin Region and GDA**

	Census 2006	RPG 2010	Census 2011	Census 2016	RPG Target 2016	RPG Target 2022
<b>Dublin Region</b>	1,187,176	1,256,900	1,273,069	1,345,402	1,361,200	1,464,200
<b>GDA</b>	1,662,536	1,796,900	1,804,156	1,904,806	1,955,800	2,103,900

The RPGs population targets for Fingal in Table 2.3 represent an increase of 13,555 persons on 2011 levels by 2016 and an increase of 35,293 persons by 2022. This is an annual growth rate of 1% per annum 2011-2016 and 1.17% per annum over the years 2011-2022. This is a marginally faster rate of growth than the 0.94% CSO 2016 indicate for the region, but it would be a significant slowdown on the rates of growth experienced by Fingal over the period 2002 to 2006 and 2006 to 2011 when the County grew by almost 5.55% and 2.84% per annum over each period respectively.

**Table 2.3 Actual and RPGs Population and Housing Targets for Fingal**

Fingal	Census 2006	Census 2011	Census 2016	RPG Target 2022	RPG Target 2023 (estimated)
<b>Population</b>	239,992	273,992	296,214	309,285	312,908

## Housing

Fingal’s share of Dublin’s housing stock rose from 18.8% in 2006 to 19.5% in 2011. The RPGs have targeted a share for Fingal of 19.8% of Dublin housing for the years 2016 and 2022 respectively.

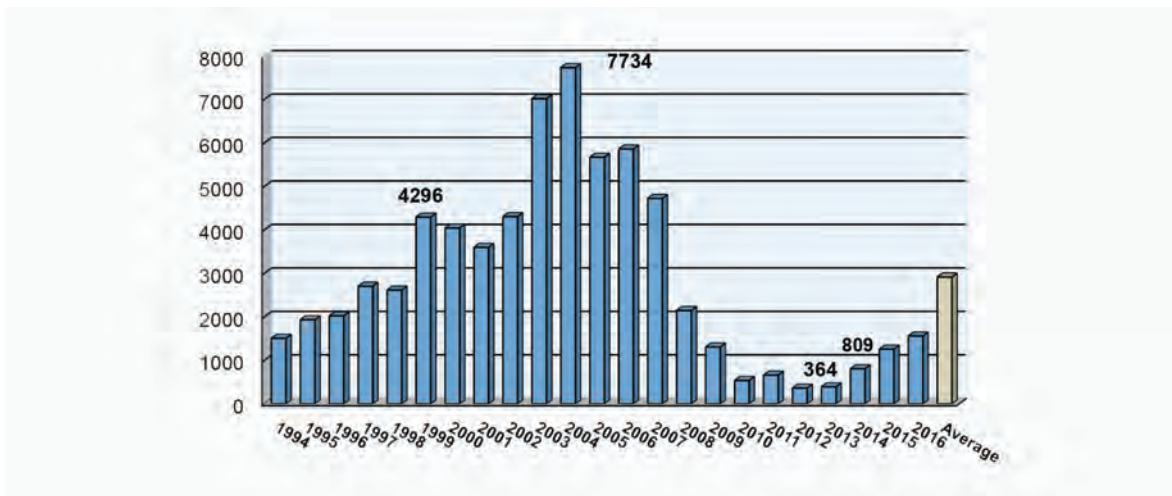
Table 2.4 Actual and RPGs Population and Housing Targets for Fingal

Fingal	Census 2006	Census 2011	RPG Target 2016	RPG Target 2022	Estimated RPG Target 2023
Population	239,992	273,992	287,547	309,285	
Housing Stock	89,909	102,793	118,646	142,144	145,340
Persons per hhd*	2.66	2.66	2.42	2.17	

\*Note comments within main text, the occupancy rate is closer to 2.9 for recent Census years.

An increase of 15,853 units in Fingal is required to meet the 2016 RPGs targets from the 2011 level. This represents an annual requirement for 3,170 units. Between 2011 and 2022 a total of 39,351 units were targeted representing 3,577 units per annum. In normal market conditions the lower figure per annum would not be an unreasonable target for Fingal.

Figure 2.2: Residential Completions in Fingal 1994-2014



However, under recent market conditions DoHPCLG completion figures indicate a total of 2,599 units completed in Fingal between the Census in April 2011 and July 2015, indicating an average of 650 units per annum. This gives an estimated housing stock in Fingal in mid-2015 of 105,392 units. Based on current housing stock, 5,700 units per annum over the 7 year period 2016 to 2023 would be necessary to fulfil RPGs targets. Table 2.5 sets out the housing growth required to meet the RPGs targets. In reality, this is an unrealistic target in the context of current market conditions. Research done on behalf of the Housing Agency in 2014 indicated that an average annual production of c.7,500 units is required in the Dublin Region’s urban settlements between 2014-2018<sup>1</sup>. If Fingal took 20% of this growth, to align with its RPGs target share, completions would need to be in the order of 1,500 units per annum.

<sup>1</sup> Housing Agency, Housing Supply Requirements in Ireland’s Urban Settlements 2014-2018



Table 2.5 Number of New Residential Units in Fingal required to meet RPGs Targets

Estimated Existing Units July 2015	RPG Target Units 2022	RPG Target Units 2023 (estimated)	New Units Target 2016-2023	Headroom Requirement 2023-2026	New Units Target 2016-2026
105,392	142,144	145,340	39,948	9,588	49,536

## Dealing with Uncertainty

The Development Plan is being reviewed at a time when there is a vacuum in population data and associated targets. Recent CSO figures indicate that the population of the Dublin Region has not grown to the extent targeted by the RPGs. This is perhaps to be expected given the level of emigration witnessed since 2007. However, the figures set out in the earlier paragraphs suggest that Fingal may be an exception within the Dublin Region. Preliminary Census 2016 figures indicate Fingal has exceeded the RPGs population targets.

The difficulty for Fingal is in anticipating the housing need associated with the growing population. Unlike the population targets, it is very clear that the RPGs housing targets will not be met in the short term. While the delivery of new housing is a priority, if recent population growth is primarily associated with growing family sizes there may not be an immediate requirement to grow the housing stock proportionately. The most important priority for Fingal is to ensure that there is sufficient land zoned in the right places to meet the housing targets up to 2023 in the first instance, recognising that much of this may not be completed until after that date. This will involve consolidating urban areas around the Dublin Gateway and making the most efficient use of investment in infrastructure through integration with land use planning policy.

While it is important to ensure that sufficient land is zoned, Fingal must have cognisance of the fact that current regional policy does not provide for any significant growth of the County's share of the Dublin Region's population or housing stock. Planning policy remains one of consolidation within the Metropolitan Area with expansion only happening in tandem with the planned, committed development of high quality heavy or light rail based public transport projects. Until such time as the new *Regional Spatial and Economic Strategies* are produced by the Regional Assemblies it would be imprudent for Fingal to assume changes in established regional policy.

## 2.6 Housing Land Capacity under the 2011-2017 Development Plan

In mid-2015 there was approx. 1,461ha of zoned land available with the potential to deliver approx. 43,041 residential units (see Table 2.6 below). This includes the villages and also incorporates the potential for small sustainable infill development. This is in excess of the target of 39,948 units for the Development Plan period 2017-2023. However, it is approximately 6,000 units short of the estimated RPGs target, including the 50% headroom up to 2026, of 49,536. The distribution of Fingal's remaining housing capacity on zoned residential/mixed use land in the 2011-2017 Development Plan is set out in Table 2.6.





Table 2.6 Remaining Zoned Residential Capacity from Fingal Development Plan 2011-2017

Town/Village	Remaining Land Supply (hectares)	Remaining Capacity Residential Units	Metropolitan-Hinterland % Land	Metropolitan-Hinterland % Units
<b>Metropolitan Area</b>				
Consolidation Towns				
Swords	293	9,328		
Blanchardstown	320	11,757		
Consolidation Areas within the Gateway				
Malahide	88	1114		
Portmarnock	57	1490		
Howth	16	498		
Baldoyle/Sutton	29	1498		
Other Settlements*	71	2791		
Moderate Sustainable Growth Town				
Donabate	116	4056		
Small Towns/Villages	94	877		
<b>Total Metropolitan</b>	<b>1,084</b>	<b>33,409</b>	<b>74%</b>	<b>78%</b>
<b>Hinterland Area</b>				
Large Growth Town II				
Balbriggan	153	4332		
Moderate Sustainable Growth Towns & Other				
Rush	58	1994		
Lusk	43	1218		
Skerries	41	1175		
Small Towns & Villages	82	913		
<b>Total Hinterland</b>	<b>377</b>	<b>9,632</b>	<b>26%</b>	<b>22%</b>
<b>TOTAL Fingal**</b>	<b>1,461</b>	<b>43,041</b>	<b>100</b>	<b>100</b>

\*This includes Charlestown & Meakstown, Santry & Ballymun, Balgriffin & Belcamp, Baskin and Kinsaley.

\*\*The total number of units does not include permissions for rural 'one-offs' or rural clusters.

## New Residential Zoning

The emphasis of this Plan is to continue to consolidate the existing zoned lands and to maximise the efficient use of existing and proposed infrastructure. In this way the Council can ensure an integrated land use and transport strategy in line with national and regional policy. It will also ensure that the Council is in a strong position to influence infrastructure providers at national level, including Irish Water, in that there will be clear evidence of the Council's commitment to maximising investment in infrastructure through its policy of consolidation. The development of larger areas of residential or mixed use lands will only take place subject to the necessary infrastructure being available and to this end will be subject to a Local Area Plan. It is through the LAP process that, within the towns and villages, the detailed phasing and distribution of housing will be determined in line with the population and housing targets established at a strategic level.

Fingal has a significant quantum of land zoned to achieve the RPGs targets. However, to be ready for any increased uptake and to account for constraints on some of the existing zoned lands, it is proposed to zone a strategic land bank at Lissenhall. This will ensure that Fingal is well placed to meet housing demand in a phased manner and to maximise the efficiencies of State investment in existing and proposed public transport infrastructure. This new zoning is located in the Metropolitan Area, ensuring that any further negative deviation from the RPGs targets does not occur.

### **Lissenhall, Swords**

In anticipation of the development of the indicative route for new Metro North, a strategic land bank providing for the development of a sustainable, vibrant, attractive and well-connected mixed use urban district on the northern side of Swords has been identified at Lissenhall. These lands would be the subject of an approved Local Area Plan and be developed over the period of several Development Plans i.e. over the next 20 – 25 years.

Swords is the administrative capital of the County. The town has direct links to the national road network (M1 and M50) and is located on the Dublin/Belfast economic corridor which is a key national transport corridor in the NSS. Swords is located adjacent to the key gateways of Dublin Port, via Dublin Port Tunnel, and Dublin Airport, two important gateways to the Country. With the announcement of the indicative route for new Metro North Swords will be extremely well connected to Dublin City's economic and commercial life and even more so to Dublin Airport. This will stimulate significant economic growth and expansion of the area bringing with it a range of challenges which include:

- Provision of new sustainable housing.
- Provision of facilities for community, educational, health and recreational needs.
- Increased number and range of employment activities.
- Provision of high quality open spaces and landscape.
- Connectivity and accessibility to all the above for new and existing communities.
- Ensuring high standards in architecture and urban design.

The indicative route for new Metro North will facilitate the optimal development of Swords into the future and the Council will maximise the benefits of and the efficient use of the Metro for the benefit of those living and working in the town. The Council, in accordance with best practice and the principles of sustainable development, will seek to maximize the opportunities created by the arrival of this key piece of infrastructure. To this end the identification and promotion of the Metro Economic Corridor(s) will be of strategic importance to the economy and well-being of the County's residential and business/employment population.

Swords is identified as a 'Primary Economic Growth Town' within the polycentric gateway under the Regional Planning Guidelines for the GDA and a driver within the core of the Greater Dublin Area, for sustained international and regional economic development and growth. In order to fulfil this role and in light of the emerging role that settlements such as Swords will be required to play in maintaining the success of the GDA, a long term, adequately planned vision is necessary. In this regard, the long term strategic vision for Swords is to create a sustainable city with a commensurate level of jobs, services and infrastructure to support a potential population of 100,000. In endeavouring to achieve this vision of an emerging green city with a thriving economy it is critical that adequate lands are zoned in the future to accommodate the full range of needs of the city's residential population, business community and visitors. Within



the current development envelope of Swords, even allowing for the introduction of possible new intensive mixed use zonings along the Metro line, Swords would have the capacity only to reach a population of circa 65-70,000.

There is potential for the indicative route for new Metro North to extend into the lands at Lissenhall and therefore, the zoning must be appropriate for the area. Furthermore, a substantial portion of these lands will be within 1km of the agreed Estuary Stop. Lissenhall is an expansive, low-lying, rural landscape comprising approximately 240 hectares. The area, in broad terms, is bound by the M1 and R132 to the east, the Broadmeadow River to the south and south west, and the proposed route of the Swords Western Ring Road to the north. These lands are adjacent to the M1 and Belfast-Dublin corridor.

By identifying Lissenhall as a key future development area, the Council is seeking to maximise the opportunities created by the delivery of this key piece of strategic infrastructure in accordance with best planning practice and the principles of sustainable development. The development of the area following the sequential development of the existing Swords envelope, is also consistent with the Council's long term strategic vision for Swords to develop as a sustainable city. It is envisaged that this area could accommodate the development of a significant mixed use urban district providing for a significant level of employment in addition to approximately 6,000 – 7,000 residential units. A Local Area Plan will be prepared for these lands to provide a framework for development. Lissenhall is detailed further in Chapter 4 Urban Fingal, in the context of Swords.

Table 2.7 below outlines the potential capacity at Lissenhall.

**Table 2.7 Proposed New Residential and Mixed Use Zoning 2017-2023**

Metropolitan Area	New Mixed Use (ha)	Total New (ha)	Net Potential New Units
	ME		
Swords - Lissenhall	221	221	6,000 – 7,000

### **Total Capacity - Fingal Development Plan 2017 – 2023**

Table 2.8 sets out the total land and housing capacity for the 2017-2023 Development Plan.

The Guidance Note on Core Strategies distributed to Local Authorities under Circular Letter PSSP6/2010 sets out that ‘apart from Regional Planning Guidelines for the Greater Dublin Area, the RPG housing figures ... have already taken account of the headroom requirements (of up to 50% extra over actual predicted land/unit requirements) specified in the Planning Guidelines on Development Plans, therefore, no further headroom capacity should be provided in development plan zoning outside of the seven planning authorities in the GDA’. Section 4 of the above Planning Guidelines on Development Plans sets out that ‘planning authorities should take all reasonable steps to ensure that sufficient zoned residential land is available throughout the lifetime of the development plan and beyond to meet anticipated needs and allow for an element of choice. In particular, to ensure continuity of supply of zoned residential land, planning authorities should ensure that at the time they make a development plan, enough land will be available to meet residential needs for the next nine years. In this way, development



plans will provide for sufficient zoned land to meet not just the expected demand arising within the development plan period of six years, but will also provide for the equivalent of 3 years demand beyond the date on which the current plan ceases to have effect'. Accordingly the following figures are based on a calculation of the population requirement over an additional three years from that of the Plan period (equivalent of 3 years demand beyond the date on which the current plan ceases to have effect') and is intended to cater for the longer term development of the County. The reservation of lands at Lissenhall, situated within the Metropolitan Area, accounts for the majority of this headroom allocation.

**Table 2.8 Total Residential Capacity provided under the Fingal Development Plan 2017-2023**

Town/Village	Land Supply (hectares)	Potential Residential Units
<b>Consolidation Towns</b>		
Swords	514	15,828
Blanchardstown	329	11,757
<b>Consolidation Areas within the Gateway</b>		
Malahide	88	1114
Portmarnock	57	1490
Howth	16	498
Baldoyle/Sutton	29	1498
Other Settlements*	80	2791
<b>Moderate Sustainable Growth Town</b>		
Donabate	116	4056
Small Towns/Villages	96	877
<b>Total Metropolitan</b>	<b>1,325</b>	<b>39,909 (81% of total)</b>
<b>Hinterland Area</b>		
<b>Large Growth Town II</b>		
Balbriggan	153	4332
<b>Moderate Sustainable Growth Towns &amp; Other</b>		
Rush	58	1994
Lusk	45	1218
Skerries	43.5	1175
Small Towns & Villages	112.5	913
<b>Total Hinterland</b>	<b>412</b>	<b>9,632 (19% of total)</b>
<b>TOTAL Fingal**</b>	<b>1,737</b>	<b>49,541</b>

\*This includes Charlestown & Meakstown, Santry & Ballymun, Balgriffin & Belcamp, Baskin and Kinsaley.

\*\*The total number of units does not include permissions for rural 'one-offs' or rural clusters.

While Table 2.8 outlines the potential to deliver 49,541 units, it must be interpreted in the County Fingal context, in that the land will become available on a phased basis. The key tenet of the overall Settlement Strategy is the continued promotion of sustainable development through positively encouraging consolidation and densification of the existing urban built form – and thereby maximising efficiencies from already established physical and social infrastructure.



Therefore this level of development is unlikely to be developed over the lifetime of this County Development Plan (6 years unless amended by legislation) rather it outlines the optimal sustainable development strategy for the County over a longer time period and can only be developed in tandem with the timely delivery of the necessary physical infrastructure.

It is also noted that the housing capacity allocated to Hansfield SDZ could be excluded from the total figures, as per the DoEHLG *Guidance Notes on Core Strategies* issued in November 2010. The DoEHLG state that ‘any excess (of lands or housing capacity) will not normally include lands identified for the strategic long term development as part of Strategic Development Zones or major regeneration sites within key areas...’. Notwithstanding this, in order to identify the full potential of zoned lands within the County these figures have been included in Tables 2.5 and 2.7.

The development of the strategic lands at Lissenhall will be subject to a Local Area Plan, SEA and Appropriate Assessment and will also be dependent on the concurrent delivery of adequate water services and upgraded /planned public transport infrastructure.

In relation to the development of other lands within the County, Local Area Plans, the SDZ at Hansfield, and Masterplans, will establish more detailed phasing or prioritisation for the delivery of residential uses, other uses, or infrastructure, as appropriate. Such locally-based plans and related requirements are set out in Chapter 4, Urban Fingal.

## 2.7 Settlement Strategy

The Fingal Settlement Strategy embraces the strategic approach advocated by the *Regional Planning Guidelines* to physically consolidate the majority of future growth into the strong and dynamic urban centres of the Metropolitan Area while directing development in the Hinterland to towns and villages in order to discourage dispersed development and unsustainable travel patterns. To achieve this objective sufficient lands have been zoned to accommodate anticipated population growth through a mix of varied house types and sizes in areas with good public transport links. This approach has been balanced by the countervailing need to avoid an oversupply that would lead to fragmented development, uneconomic infrastructure provision and urban sprawl.

At its core, the Plan envisages that the future development and growth of Fingal will take place in accordance with an overarching hierarchy of settlement centres. Each identified settlement centre will accommodate an agreed quantum of future development appropriate to its respective position in the hierarchy.

Table 2.9 Fingal Settlement Strategy 2011-2017

Metropolitan Area	Hinterland Area
<b>Metropolitan Consolidation Towns</b> Swords Blanchardstown	<b>Large Growth Town – Level II</b> Balbriggan
<b>Consolidation Areas Within Gateway</b> Baldoyle Castleknock Clonsilla Howth Baskin Mulhuddart Village Portmarnock Sutton Santry (Incl. Ballymun) Balgriffin & Belcamp Charlestown & Meakstown	<b>Moderate Sustainable Growth &amp; Other Towns</b> Lusk Rush Skerries
	<b>Other Hinterland Towns/Villages</b> Balrothery Loughshinny
<b>Moderate Sustainable Growth Towns</b> Donabate Malahide	<b>Villages</b> Ballyboghil Naul Balscadden Oldtown Garristown Ballymadun
<b>Small Town</b> Portrane	
<b>Villages</b> Coolquay Kinsaley Rivermeade Rowlestown	
<b>Rural Clusters</b> See Chapter 5 entitled ‘Rural Fingal’ for a full list of rural clusters	

**Objective SS01**

Consolidate the vast majority of the County’s future growth into the strong and dynamic urban centres of the Metropolitan Area while directing development in the hinterland to towns and villages, as advocated by national and regional planning guidance.

**Objective SS02**

Ensure that all proposals for residential development accord with the County’s Settlement Strategy and are consistent with Fingal’s identified hierarchy of settlement centres.

**Objective SS03**

Identify sufficient lands for residential development in order to achieve the housing and population targets set out in the Core Strategy, while ensuring that excess lands surplus to this specific requirement are not identified, in order to prevent fragmented development, uneconomic infrastructure provision and car dependent urban sprawl.

**Objective SS04**

The Council will work in cooperation and collaboration with key stakeholders including the DoHPCLG and the Dublin Housing Supply and Co-Ordination Task Force (or any successor) to respond to the current supply challenge in the Dublin region. The Council also will support ‘Active Land Management’ using Exchequer funding to ensure the delivery of a convincing response to the current social housing demand.



**Objective SS05**

Engage and implement with the recommendations of the Dublin Housing Supply and Co-Ordination Task Force in responding to the current supply challenge in the Dublin region.

**Objective SS06**

Identify and support the provision of key enabling infrastructure at strategic sites in Fingal County to facilitate their release for development in response to the current housing crisis.

Figure 2.3 Core Strategy Map



## Rural Settlement

The strategy is also cognisant of the need to support rural communities and ensure they remain vibrant and self-sustaining through the facilitation of genuine rural generated housing need in a manner which is consistent with Fingal’s classification as “an area under strong urban influence”, while also balancing the need to minimise encroachment upon viable agricultural lands. This will primarily be achieved through the orderly development of identified rural villages and clusters, recognising the distinction between villages in the Metropolitan Area and those in the rural Hinterland. The Council will also promote the re-use and rehabilitation of existing housing stock in rural areas in preference to new build in order to preserve and enhance the distinct character of rural Fingal. Detailed policy governing rural development is contained in Chapter 5 ‘Rural Fingal’.

### Objective SS07

Direct rural generated housing demand to villages and rural clusters in the first instance and to ensure that individual houses in the open countryside are only permitted where the applicant can demonstrate compliance with the criteria for rural housing set down by this Development Plan.

## Greenbelts

The targeted development of strategically identified towns and villages will be supported by a greenbelt policy which will safeguard the innate rural value of the Fingal countryside. Greenbelt zoning will underpin the settlement strategy by ensuring:

- Existing urban areas within Fingal do not coalesce and merge into one another leading to unsustainable development and travel patterns.
- The identity and unique character of rural and urban areas in the vicinity of administrative boundaries will be maintained where this would be beneficial.
- That citizens can enjoy the visual and natural amenities of the countryside in close proximity to the urban areas in which they reside.
- Proposed development within the Greenbelt shall clearly demonstrate a functional need for such a location, and consistency with the established character of the landscape of the area.

### Objective SS08

Strengthen greenbelt lands by identifying opportunities for infill development and consolidation of existing towns to reduce the need to zone additional greenfield lands and ensure the preservation of strategic greenbelts between our towns and villages.

### Objective SS09

Promote development within the Greenbelts which has a demonstrated need for such a location, and which protects and promotes the permanency of the Greenbelt, and the open and rural character of the area.

### Objective SS10

Promote public parks, outdoor sports facilities and other recreational uses within the Greenbelts in accordance with the Green Infrastructure Strategy and open space policy.





**Objective SS11**

Promote opportunities for the enhancement and protection of biodiversity and natural heritage within the Greenbelt.

## 2.8 Settlement Strategy for the Metropolitan Area

### Metropolitan Consolidation Towns

Swords and Blanchardstown are the largest urban centres in Fingal and are classed as Metropolitan Consolidation Towns in the *Regional Planning Guidelines*. The towns function as part of the Dublin Gateway as identified by the *National Spatial Strategy* and will continue to perform the role of the County's primary development centres during the Plan period. As identified key locations for housing, enterprise and retail development, the long term population horizon envisaged in the *Regional Planning Guidelines* for each of these centres is c.100,000 people. The proposed development of Lissenhall (Swords) is consistent with this strategy and reinforces the strategic role of Swords in the settlement hierarchy.

Swords, Fingal's County town, is identified as a Level 2 'Major Town Centre' in the *Retail Strategy for the Greater Dublin Area* and has a well-developed retail offering which includes the Pavilions Shopping Centre and Airside Retail Park. The town also benefits from its close proximity to Dublin Airport and has a strong industrial base which underpins its role as an important centre for employment in the County. One of Swords key strengths is the quality of road infrastructure serving the town. Direct access to the M1 motorway on the Dublin-Belfast economic corridor is complemented by a high quality regional road network (R125 & R132 dual carriageways). The NTA and TII are also currently progressing plans to develop the indicative route for new Metro North to serve the town. A Masterplan for the long term development of Swords was published by the Council in January 2009 and remains a relevant guidance document for the future development of the area.

Blanchardstown, strategically located at the intersection of the N3 and M50 national roads, is the largest settlement centre in Fingal. Designated as a Level 2 'Major Town Centre' in the *Retail Strategy for the Greater Dublin Area*, it is also one of the largest and most important retail centres in the State. In addition to Blanchardstown Town Centre, a number of large public sector employers are based in the area including Fingal County Council, Connolly Hospital and the Institute of Technology (ITB). The IDA has also been particularly successful in marketing Blanchardstown as a key location for foreign direct investment and a number of large ICT and pharmaceutical companies have long established operations in the area. The state of the art National Sports Campus is located nearby at Abbottstown. Lands at Hansfield are designated as a Strategic Development Zone (SDZ) and this planned new sustainable community will be served by rail via the newly constructed railway station at Hansfield on the Clonsilla to M3 Parkway railway spur.

The strategic location and development potential of lands at Dunsink is recognised within this Development Plan. This land area comprises 125 hectares and forms part of the townlands of Ashtown, Castleknock, Dunsink and Scribblestown. The lands are characterised by their current use for predominantly agricultural and recreational amenity purposes. The Royal Canal and Tolka River Valley run to the south of the lands while Elm Green Golf Course covers a large part of the western portion of the site. Located only six kilometres from Dublin City Centre, this area provides a unique opportunity to significantly consolidate the Dublin Gateway in a



sustainable manner underpinned by high quality public transport given the site benefits from close proximity to the existing heavy rail network at Ashtown and the proposed extension to the Luas to Finglas. In addition, commercial development would benefit from access to the nearby M50 motorway. It is envisaged that the lands could facilitate approximately 4,000 – 5,000 residential units. While recognising these lands as a potential strategic landbank for the County, it is acknowledged that the current infrastructural constraints on these lands require further detailed investigation that should inform any future decision to zone these lands for a mixed use urban district. Any future development of these lands would also be the subject of an approved Local Area Plan. In this regard, an Objective is included in Chapter 4, Urban Fingal to carry out a feasibility study for the lands at Dunsink within the lifetime of the Development Plan that will identify the necessary physical infrastructure required to realise the full development potential of these lands.

#### **Objective SS12**

Promote the Metropolitan Consolidation Towns of Swords and Blanchardstown as Fingal's primary growth centres for residential development in line with the County's Settlement Hierarchy.

#### **Objective SS13**

Facilitate the provision of sufficient employment, retail, community and cultural facilities to serve the growing residential communities of Swords and Blanchardstown.

#### **Objective SS14**

Promote the continued sustainable development of Swords and Blanchardstown as core economic areas for enterprise in partnership with relevant State agencies.

## Consolidation Areas within the Gateway

There are a number of settlements across the County which have their own distinct character and sense of place but given their location in close proximity to Dublin City, respectively form consolidation areas within the gateway. These areas include Baldoyle, Castleknock, Clonsilla, Howth, Mulhuddart, Portmarnock, Sutton, and parts of the city suburbs located close to the M50 motorway.

The policy approach in these areas will be to gain maximum benefit from existing transport, social, and community infrastructure through the continued consolidation of the city and its suburbs. Future development will happen in a planned and efficient manner utilising opportunities to achieve increased densities where appropriate.

### Objective SS15

Strengthen and consolidate existing urban areas adjoining Dublin City through infill and appropriate brownfield redevelopment in order to maximise the efficient use of existing infrastructure and services.

### Objective SS16

Examine the possibility of achieving higher densities in urban areas adjoining Dublin City where such an approach would be in keeping with the character and form of existing residential communities, or would otherwise be appropriate in the context of the site.

## Moderate Sustainable Growth Towns

In the Metropolitan Area, Moderate Sustainable Growth Towns are positioned at the sub-county town level in the settlement hierarchy where economic activity is well developed but not typically of a sufficiently robust level to wholly sustain the local population. For this reason commuting by public transport and private car to higher order centres is a common characteristic of these towns.

As Moderate Sustainable Growth Towns, Donabate and Malahide will continue to play an important role within a consolidated Metropolitan Area. Development in these towns should be linked to the capacity of high quality public transport connections and the provision of social and community infrastructure such as schools and leisure facilities.

### Objective SS17

Manage the development and growth of Malahide and Donabate in a planned manner linked to the capacity of local infrastructure to support new development of the area and taking account of the ecological sensitivity of qualifying features of nearby European Sites.

## Small Towns

Small towns are centres of between 1500 and 5000 people, characterised by small local businesses and modest retail provision mainly in the convenience category. Development in these centres is to be managed in line with the ability of local services and infrastructure to accommodate expansion, having regard to the recommendations for small towns included in the Ministerial Guidelines on *Sustainable Residential Development in Urban Areas* and the *Regional Planning Guidelines for the Greater Dublin Area*.

Portrane is Fingal's only 'Small Town' and is noteworthy for both its natural and architectural heritage. It is composed of three distinct areas: Portrane Village, The Burrow and St. Ita's Hospital. Any development proposed in these areas will have to demonstrate sensitivity to this high value setting.

#### Objective SS18

Ensure development in Portrane is sensitively designed and respects the unique character and visual amenities of the area, taking account of the ecological sensitivity of qualifying features of nearby European Sites surrounding The Burrow at Portrane.

### Villages

There are four villages in the Metropolitan Area. These complement and support higher order settlement centres located on the edge of the gateway.

The future development of Fingal's villages needs careful consideration. In the Metropolitan Area growth in villages such as Coolquay, Kinsaley, Rivermeade and Rowlestown will be managed to ensure these centres do not expand rapidly, putting pressure on services and the environment and creating the potential for unsustainable travel patterns. Objectives for the development of villages are set out in Chapter 5, Rural Fingal.

### Rural Clusters

The Rural Clusters serve as areas where members of the rural community can live as an alternative to housing in the open countryside. There are nine such clusters in the metropolitan area. Further information on rural clusters is contained within Chapter 5, Rural Fingal.

## 2.9 Settlement Strategy for the Hinterland Area

### Large Growth Town - Level II

Large Growth Towns serve as significant hubs for residential development and economic activity of both a commercial and industrial nature. They act as important self-sustaining regional economic drivers benefitting from high quality connections to Dublin City Centre.

Balbriggan is Fingal's only Large Growth Town and it is the largest urban centre within the Hinterland Area. It is characterised by a young and expanding population which has rapidly grown to in excess of 20,000 people over the last two decades. Major investment by Fingal County Council and other stakeholders in the town's water services and roads infrastructure has provided a basis for the town to continue to grow in a sustainable manner.

Balbriggan has a substantial quantum of zoned land for high technology and general industrial development. The town's excellent accessibility to major transport corridors, as well as its proximity to Dublin Airport and the Ports at Drogheda and Dublin make Balbriggan a desirable location for enterprise.



**Objective SS19**

Support and facilitate residential, commercial, industrial and community development to enable Balbriggan to fulfil its role as a Large Growth Town in the Settlement Hierarchy recognising its important role as the largest town in the hinterland area.

**Moderate Sustainable Growth Towns and Other Towns**

In the hinterland area, the towns of Lusk, Rush and Skerries rely on the provision of quality local services and also serve as commercial nodes for their immediate rural environs as their location is more remote from higher order centres. Skerries was not categorised in the settlement strategy of the *Regional Planning Guidelines* but it best fits with the description of being a Moderate Sustainable Growth Town given its substantial population, vibrant town centre and varied retail offer.

It will be important that Lusk, Rush and Skerries develop in a self-sufficient manner in order to prevent them from becoming dormitory towns. A full range of services should be available to meet local needs and that of the surrounding rural areas in order to encourage smarter travel patterns and to provide for further growth. At present Skerries has the most developed commercial offering of the three towns, while Rush has benefitted from recent investment. It will be a priority to supplement the retail and local services offering in Lusk in order to provide for population growth in the town.

**Objective SS20**

Manage the development and growth of Lusk, Rush and Skerries in a planned manner linked to the capacity of local infrastructure to support new development.

**Other Hinterland Towns/Villages**

Balrothery and Loughshinny are different from the other villages in the County as both centres have been specifically identified for a limited level of additional housing development and have the necessary residential zoning in place to facilitate this.

Balrothery is an historic village located to the south of Balbriggan. While there has been extensive residential development over the past number of years, the historic core of the village, which is a designated Architectural Conservation Area (ACA), has been maintained and has positively influenced more recent development. The footprint of the village is naturally contained by a combination of the surrounding amenity land uses and identified greenbelt lands.

Loughshinny is an attractive coastal village characterised by its traditional seaside vernacular buildings as well as its harbour. The landscape context is highly sensitive and rich in both archaeological and natural heritage. Any new development must be proposed at a scale that is both appropriate to the size of the village and respectful of its unique character.

**Objective SS21**

Ensure development in Balrothery and Loughshinny is sensitively designed and respects the unique character and visual amenities of these villages.

## Rural Villages

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There are six villages located in the Hinterland Area. These act as rural service centres which meet the basic everyday needs of each village and its immediate rural environs.

The development of Ballyboghil, Balscadden, Ballymadun, Garristown, Naul and Oldtown will be guided by their village function as key centres for local services and rural enterprise. Objectives for the development of villages are set out in Chapter 5, Rural Fingal.

## Rural Clusters

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There are twenty eight rural clusters located in the Hinterland Area. These small settlements will play an important role in accommodating rural generated housing need in the County by helping to contain pressure for housing in the open countryside. Further information on rural clusters is provided in the Chapter 5, Rural Fingal.

## 2.10 Housing Strategy

Social housing and homelessness are amongst the greatest challenges to be addressed by the Council in the current plan period. Fingal County Council's Housing Department manages social housing provision and the Local Authority responds to homelessness through a number of initiatives. Detailed information can be found in the Housing Strategy (Appendix 1) of the Plan.





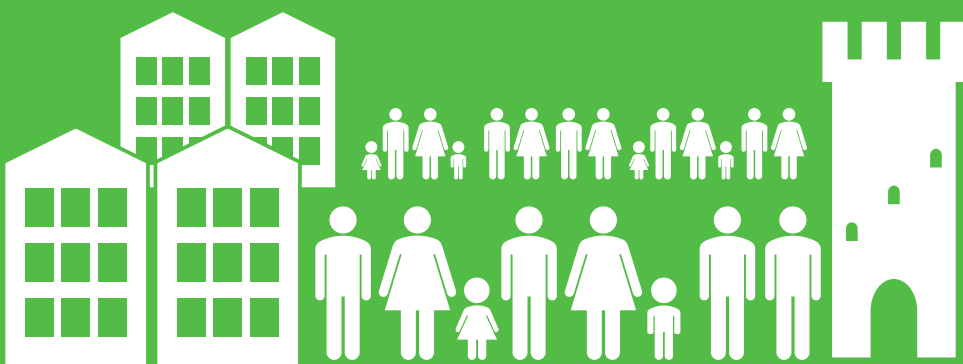
# Placemaking

## Chapter 3

# CHAPTER 3 PLACEMAKING

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## CHAPTER 3 PLACEMAKING

### 3.1 Background

The overall pattern of development will be shaped by this Development Plan, through the Settlement Strategy and associated Core Strategy which establishes a spatial hierarchy for the County and in turn sets the background for the future pattern of growth. The Plan supports the development of a hierarchy of high quality, vibrant, consolidated and attractive urban settlements. This includes the development of Swords as the County Town, Blanchardstown as a major urban centre, and Balbriggan as a large growth town. This hierarchy is supported by a number of towns, urban areas, and villages throughout the County. An integral feature of the County is the open countryside and greenbelt lands that separate the urban areas which help to define the character of Fingal, providing a sense of place and local identity to individual towns and villages. The maintenance of this general pattern of development is important for the sound and sustainable development of the County.



It is important to maintain this settlement hierarchy and physically distinct and separate urban centres, while creating unique character areas within the core urban towns and villages and associated suburbs, to help make sustainable communities and places.

Through placemaking, which encompasses a multi-faceted approach to planning, design and management, the Council will continue to ensure the development of sustainable communities by supporting the development of adequate housing, retail, leisure, and employment uses, quality public realm, community facilities, design and standards and open space throughout the County.

## Statement of Policy

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- Deliver successful and sustainable communities through the provision of infrastructure, adequate housing, open space, retail, leisure, employment, community and cultural development supporting the needs of residents, workers and visitors, whilst conserving our built and natural heritage.
- Ensure that the built environment is of a high quality design standard.
- Continue to attract and retain quality jobs that are well-paying and environmentally friendly. Placemaking builds the necessary foundation upon which new enterprises can be developed and can grow, creating lasting, sustainable prosperity for local communities.
- Ensure communities develop in a co-ordinated sustainable manner to create vibrant and viable places and ensure new development respects the existing character of existing centres.
- Provide high quality housing and residential areas in identified areas to meet the needs and expectations of all residents.
- Ensure adequate provision of accessible high quality open space and recreational facilities in the County.
- Promote adequate provision and distribution of community infrastructure in the County.

## Achieving Good Placemaking

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Fingal County Council is committed to achieving successful and sustainable communities throughout the County. The Development Plan aims to improve the quality of Fingal's urban and rural environments and encourage a high standard of design in all new developments. Adhering to the principles of placemaking will achieve accessible, safe and sustainable built and natural environments, which reflect the special character and heritage of the County and its varied townscapes and landscapes.

The diagram below demonstrates how placemaking and sustainable communities can be at the centre of our thinking in respect of planning, and specifically the Development Plan, illustrating the key characteristics that make for good placemaking and sustainable communities.





Source: Adapted 'Egan Wheel', Egan 2004

National publications provide excellent guidance on how to deliver quality neighbourhoods, urban areas and sustainable communities. These include *Delivering Homes Sustaining Communities* (2007), *Quality Housing for Sustainable Communities* (2007), *Sustainable Urban Housing: Design Standards for New Apartments* (2007 & 2015), *Sustainable Residential Development in Urban Areas* (2009), *Urban Design Manual A Best Practice Guide* (2009), *Government Policy on Architecture* (2009) and *Appropriate Assessment of Plans and Projects – Guidance for Planning Authorities* (2009). This chapter consists of five main themes and each theme is key to achieving successful and sustainable areas. These include:

- Sustainable Communities,
- Public Realm,
- Sustainable Design and Standards,
- Open Space,
- Community Infrastructure, Facilities and Services.



## 3.2 Sustainable Communities

Sustainable communities are those that are economically, environmentally, and socially healthy and resilient. Challenges are met through integrated solutions rather than through fragmented approaches.

The Plan has a key role to play in enhancing and developing Fingal's communities and ensuring that our individual communities remain distinctive and ensure residents have access to a range of accommodation, facilities and environment in which to enjoy their desired lifestyle.

At present, in addition to established towns, villages and local centres in Fingal, there are a number of new mixed-use family friendly neighbourhoods and communities emerging in areas such as Millers Glen in Swords, Hansfield in Blanchardstown, Stapolin in Baldoyle and at Station Road in Portmarnock. These new areas will provide a wide range of uses and will act as a focal point for living, shopping and access to local services and facilities. As such the main aim in the development of these areas is the creation of a sustainable community which meets local need by providing a range of retail, commercial, leisure and residential use each with a distinctive sense of place for residents and visitors alike.

A sustainable community's success depends upon its citizens' commitment and involvement through:

- Active, organized, and informed citizenship.
- Inspiring, effective, and responsive leadership.
- Responsible, caring, and healthy community institutions, services, and businesses.

### Characteristics of a Successful and Sustainable Community

Successful areas are places where people want to live, work and visit. A successful community is made up of many components. The most successful and popular places and neighbourhoods are generally those which:

- Include a range of facilities focused in a consolidated area with a critical mass of attractions and make best use of the already established investment in the built environment; these attractions include a mix of shops as well as a wide range of financial, professional and government services together with cultural, entertainment and leisure facilities.
- Include a thriving local residential population which adds to the vitality and vibrancy of the area as it ensures activity outside of standard retail and office opening hours.
- Are easily accessible by a range of transport modes including cycling and walking, have sufficient good quality short stay car parking close to the core area, have good transport linkages within the centre, and have efficient arrangements for delivery of goods.
- Present an attractive amenity in terms of the built environment and streetscape, streets and public spaces which are considered clean and safe, and have a sense of local identity and character, all of which greatly enhances the attraction of the centre.
- Have the vision and mechanisms in place to build on these existing assets, can overcome problems, adapt to both market and consumer needs and can secure appropriate and necessary improvements where required.
- Encourage and facilitate sustainable lifestyles and livelihoods.



## Sustainable Placemaking

Urban and village centres provide the focus for a wide range of activities that contribute to a sense of place and the area’s sense of identity. These centres clearly have an important economic, social and cultural role to perform. The urban centres of Fingal have seen significant development over the years. The main priority is for consolidation in the existing centres and support of the existing businesses and activities in order to maintain vibrancy.

In urban areas, such as Blanchardstown, Swords and Balbriggan, this includes developing sustainable residential communities both on land zoned for residential development and in mixed use areas. Objectives will promote the use of appropriate residential densities dependant on location, the use of an appropriate variety and mix of good quality, well designed dwelling types and sizes, and the encouragement of infill and brownfield development to consolidate existing towns in preference to greenfield development.

The Rural Villages are a distinctive and valuable asset within the rural area with opportunities for the establishment of sustainable rural communities. Development Plan objectives enhance this particular community aspect and spirit by building upon unique and key strengths.

The social component of rural Fingal thrives on the dynamic interaction of members of communities who live both in established settlements located within the rural area and in individual (or “one-off”) houses located in the open countryside. The development of these communities, and services to support their operation, is a key factor in ensuring their well-being.

The urban and village centres are categorised in a hierarchy of places and land use zoning objectives as follows:

Urban Place Designation	Function	Location
<b>Major Town Centres (MC)</b>	Main town centres of the County which offer a range of services and facilities to a large hinterland.	Swords, Blanchardstown and Balbriggan
<b>Town and District Centres (TC)</b>	These town and district centres offer a range of services, facilities and retail for their immediate hinterland.	Balrothery, Skerries, Rush, Lusk, Donabate, Malahide, Portmarnock, Grange Road (Baldoyle), Baldoyle, Sutton Cross, Howth, Charlestown, Clonsilla, Porterstown, Blanchardstown Village and Castleknock.
<b>Village Centres (RV)</b>	These villages vary in function but generally meet the day-to-day needs of the locality and usually offer a mix of commercial and community activity within the village core. Other enterprise, residential, retail, commercial, and community facilities may be provided.	Ballyboghil, Ballymadun, Balscadden, Coolquay, Garristown, Kinsaley, Naul, Oldtown, Rivermeade & Rowlestown.
<b>Local Centres (LC)</b>	These are usually small retail areas that serve a residential area within walking distance of these centres. Other services such as childcare and medical facilities may also be available with a limited amount of office space.	See Retail Strategy for locations, Chapter 6



**Objective PM01**

Support the development of sustainable low-carbon climate resilient communities.

**Objective PM02**

Use specific powers, such as the Vacant Sites register as provided for under the *Urban Regeneration and Housing Act 2015*, to address issues of vacancy and underutilisation of lands in town and village centres in Fingal.

**Objective PM03**

Identify obsolete and potential renewal areas within the County and encourage and facilitate the re-use and regeneration of derelict land and buildings in the County's urban centres.

**Objective PM04**

Work with landowners and development interests to pursue the potential of suitable, available and viable land and buildings for appropriate development.

**Objective PM05**

Develop a hierarchy of high quality vibrant and sustainable urban and village centres including the continued sustainable development and enhancement of:

- Swords as the County Town of Fingal,
- Blanchardstown as a vibrant major town centre,
- Balbriggan as a large growth town,
- The network of town, village and district centres,
- A range of local and neighbourhood centres.

**Objective PM06**

Protect the primacy and maintain the future viability of the existing major towns in the County and develop them with an appropriate mix of commercial, recreational, civic, cultural, leisure, tourism and residential uses.

**Objective PM07**

Ensure each Rural Village develops in such a way as to provide a sustainable mix of commercial and community activity within an identified village core which includes provision for enterprise, residential, retail, commercial, tourism and community facilities.

## Sustainable Economic Development

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The concept of placemaking is critical from the perspective of enterprise and wider economic development. Creating vibrant, attractive places to live can enable key economic conditions such as attracting and retaining talent and incentivising Foreign Direct Investment (FDI) and other investment. Government policy recognises this and placemaking is one of four prongs of the approach to differentiating Ireland as set out in the Government's Enterprise Policy Statement, *Enterprise 2025*. In support of this, a range of actions are set out which can 'realise the potential of the regions throughout Ireland to contribute to, and benefit from, sustainable employment and growth over the next decade'.



## Sustainable Housing

*Rebuilding Ireland – an Action Plan for Housing and Homelessness* was published in July 2016 and provides a multi-stranded, action-oriented approach to achieving many of the Government’s key housing objectives, as set down in the Programme for a Partnership Government, to significantly increase the supply of social housing, to double the output of overall housing from the current levels to at least 25,000 per annum by 2020, to service all tenure types, and to tackle homelessness in a comprehensive manner.

*“The overarching aim of this Action Plan is to ramp up delivery of housing from its current under-supply across all tenures to help individuals and families meet their housing needs, and to help those who are currently housed to remain in their homes or be provided with appropriate options of alternative accommodation, especially those families in emergency accommodation”* (2016, p.8)

There is a pressing need to facilitate a significant increase in housing output whilst creating high-quality accommodation to address a range of housing issues.

In terms of spatial planning the overall objective in relation to housing is the creation of sustainable neighbourhoods “and maximise the contribution of the built environment to addressing climate change” (Rebuilding Ireland, 2016 p.9). In Fingal this translates into the consolidation of the existing communities, already served by public transport and close to established social and community infrastructure, and the creation of new communities serviced by high quality transport links.

## Housing Strategy

The preparation of a Housing Strategy is a mandatory requirement under the *Planning and Development Act, 2000 (as amended)*. The entire Strategy is included as Appendix 1 of the Plan.

Since the last review of the Housing Strategy, there have been significant changes in the economy and in particular the housing market. Given these changes, this housing strategy must evolve to ensure alignment between the Strategy and the prevailing and anticipated environments.

The Housing Strategy assesses the mix of house types and tenures that are required to serve the needs of the County’s forecast population and sets out a range of measures to address housing segregation and provide social housing including the reservation of lands for social housing. The Housing Strategy promotes social integration and facilitates a diverse range of dwelling tenures within housing developments, including social housing in a balanced way across the County. The Strategy also ensures that those with specific housing needs, such as older persons, persons with disabilities, homeless persons and Travellers, are accommodated in a manner appropriate to their specific needs.

The Strategy responses are based on the population and housing projections set out in the Core Strategy, the most recent summary of social housing assessment within the County, the *Social Housing Strategy 2020*, DECLG (2014), and the *Implementation Plan on the State’s Response to Homelessness*, DECLG, (2014).



The Core Strategy projects a likely need for 49,536 additional residential units in Fingal over the period from 2016 - 2026. Consolidation and sustainable intensification in established urban areas and existing towns, through infill development and brownfield redevelopment, is a priority. The strategic growth area at Lissenhall will develop based on the capacity of the public transport network, social and physical infrastructure. The rural villages will continue to develop at an incremental pace based on the delivery of social, physical and transport infrastructure and services.

### **Social Housing**

The Housing Strategy forecasts that 1,913 social housing units will be required during the Plan period. There are 9,103 households on the Fingal Social Housing List (November 2015). This results in a need for 11,016 social housing units over the period 2016 – 2023. The targets for delivery of the *Social Housing Strategy 2015 – 2017* as set out by the DOECLG in April 2015 outlined a target of 1,376 social housing units to be provided by Fingal County Council. The Council projects that 1,611 units will be provided in the County during this timeframe. These units will be provided under various headings such as HAP, Part V, Construction, Acquisitions and by Approved Housing Bodies. Using this delivery method, the Council anticipates that a further 9,403 social housing units will be delivered to meet the projected need for the period 2018 – 2023.

Pursuant to Part V of the *Planning and Development Act, 2000 (as amended)* there is a social housing requirement of 10%, which will be applied to planning permissions for housing on lands zoned for residential use and mixed use development. It is the policy of Fingal County Council to increase the stock of social housing to meet the long term housing needs of those households on the Local Authority housing list. To ensure adequate provision of social housing across the County, Fingal County Council will work with relevant housing bodies and other relevant stakeholders.

The *Housing Policy Statement, 2011*, emphasises the restructuring of the social housing investment programme which enables the delivery of social housing through flexible funding models. Accordingly, the Council supports the provision of housing in partnership with approved housing bodies.

### **Housing for Older People**

The Plan seeks to address the housing needs of older people within their communities, with the aim of providing a range of accommodation choices for people wishing to downsize and in turn to address the underutilisation of larger houses, particularly within more established areas. It is also Council policy to support the concept of independent and/or assisted living for older people. In this regard, the provision of purpose built accommodation or adaption of existing properties is supported. Furthermore, the Council operates three separate grant schemes for qualifying home owners.

In order to provide suitable housing for older people, the Council will work with other housing bodies and agencies associated with this type of housing.





**Housing for People with Disabilities**

Location is critical when considering housing for people with disabilities. Access to public transport and community services is essential. The Council provides a small number of specially adapted units in new housing schemes for people with disabilities. In addition it also adapts existing houses to the needs of tenants with disabilities’ subject to resources through a grant scheme. The Council will support development which will provide respite and/or residential care at appropriate locations and zonings throughout the County. In all cases, development must be in accordance with the principles of universal design.

**Homeless Persons**

Fingal County Council will support the provision of homeless accommodation or support services throughout the County. Proposals for such facilities should not result in an overconcentration in one area and should not unduly impact upon existing amenities. The Dublin Region Homelessness Executive (DRHE) implements the actions of the *Homeless Strategy National Implementation Plan* and the *Dublin Homeless Action Plan Framework 2014 – 2016*.

**Traveller Accommodation**

The County’s *Traveller Accommodation Programme 2014 – 2018* sets out Council policy regarding the provision of Traveller Accommodation. The Council will, as necessary, continue to update its accommodation programme for the Travelling Community.

Sites for Traveller accommodation have been identified on the Plan maps.

- Objective PM08**  
Comply with the Council’s Housing Strategy.
- Objective PM09**  
Secure the implementation of Fingal County Council’s *Traveller Accommodation Programme 2014-2018* and to review this programme if required and/ or deemed to be necessary, during the course of the Development Plan.
- Objective PM10**  
Fingal County Council will support the provision of accommodation of persons affected by domestic violence.
- Objective PM11**  
Review the *Fingal Housing Strategy* having regard to the provisions of any future *Regional Spatial and Economic Strategy (RSES)* by the Eastern and Midland Regional Assembly for its area.

**Energy Performance and Viability in Provision of Housing**

The availability and affordability of housing is a key issue facing the Dublin Region at present. The Plan outlines the policies and objectives for the delivery of high quality housing. This, together with wider market conditions, the availability of land, finance and the capacity of the housing sector, is a key factor in influencing housing supply. As indicated in the Core Strategy, recent housing building levels in Fingal between 2011 and 2015 dropped to approximately 650 units per annum. Research from the Housing Agency in 2014 indicated that an average annual output of c. 7,500 units is required in the Dublin Region’s urban settlements.



Viability and delivery of new housing is a crucial issue. The Plan acknowledges this and seeks to ensure that any proposals to increase residential building and development standards above national regulation and guidance are balanced against any potential negative impacts on supply and affordability. Similarly, proposals to afford greater flexibility in existing Development Plan standards will be balanced against potential impacts in respect of design, quality and residential amenity.

The energy efficiency and renewable energy requirements for the construction of new residential and non-residential buildings are primarily addressed in the current *Building Regulations Part L* (2008 & 2011).

Careful consideration should also be given to the adaptability of buildings over time, to enable the building stock to be retrofitted or refurbished to meet higher energy efficiency standards into the future. Further objectives in relation to energy efficiency, climate change and provision of sustainable buildings are outlined in Section 3.4 – Sustainable Design and Standards.

#### Objective PM12

Ensure high standards of energy efficiency in existing and new residential developments in line with good architectural conservation practice and promote energy efficiency and conservation in the design and development of new residential units, encouraging improved environmental performance of building stock.

## Strategic Development Zones, Local Area Plans, Masterplans and Urban Framework Plans

### Strategic Development Zones

A Strategic Development Zone (SDZ) is an area of land that is proposed to contain developments of economic or social importance to the State. Within Fingal, Hansfield is currently the only designated SDZ. The designation of a site as an SDZ is a decision of the Government, following a proposal by the Minister for Housing, Planning, Community and Local Government.

### Local Area Plans

The Plan sets the context and zoning designations for Local Area Plans (LAPs). LAPs play an important role in setting the framework for the achievement of integrated and balanced communities within a specified area. They seek to provide the optimal development framework to ensure the protection and enhancement of the existing areas, key features and the environment within an area, while providing for a high quality living environment through the use of robust urban design principles.

The function of a Local Area Plan is to take a detailed look at a specific area, identifying and analysing the various issues of relevance, before establishing and setting out principles for the future development of the area.

A Local Area Plan is made up of a written statement, maps, plans and drawings and sets out a framework and objectives for the proper planning and sustainable development of a specific area. These objectives must be relevant to the local area and consistent with the provisions of the Fingal Development Plan.



The intended timescale for the implementation of the plan must be stated. An LAP is a statutory document prepared in accordance with Part II, Section 20 of the *Planning and Development Act, 2000 (as amended)*.

As a statutory document, the Planning Authority and An Bord Pleanála must take account of the provisions of the LAP when considering an application for planning permission for a development located within the area defined by a local area plan. The provisions of a draft LAP may also be taken into consideration.

The making of an LAP is the responsibility of the elected members of the Council (Councillors) who can decide to adopt, amend or reject an LAP based on the issues raised during the public consultation process. This process is carried out with the assistance of the local community, stakeholders and interested bodies.

A number of new LAPs will be prepared during the lifetime of the Plan, including the strategic land bank at Lissenhall. There are existing LAP's at a number of locations and these will continue to apply and will be extended or updated as necessary. A full list of the prepared Local Area Plans in the County is available on the Fingal County Council website at [www.fingal.ie/planning](http://www.fingal.ie/planning).

The development of the larger area of residential and mixed use lands at Lissenhall will only take place subject to the necessary social and physical infrastructure being available and LAPs provide a mechanism to ensure that this takes place providing for phasing of development where necessary. LAPs prepared in consultation with the local community and other stakeholders, create opportunities to strengthen and enhance areas and when prepared for new greenfield areas, they provide the opportunity for the creation of sustainable communities and new place-making.

**Objective PM13**  
 Prepare Local Area Plans for areas designated on Development Plan maps in co-operation with relevant stakeholders, and actively secure the implementation of these plans and the achievement of the specific objectives indicated.

**Masterplans**

The preparation of Masterplans will assist in achieving quality developments in terms of, inter alia, urban design, structure, delivery of community/amenity facilities and permeability. The Fingal Development Plan will identify large or key sites that will require the preparation of approved Masterplans and subsequent planning applications will be required to adhere to the approved Masterplans. Masterplans will be subject to a public consultation process and presentation to the Elected Members of the Planning Authority for agreement. The use of Masterplans has not been confined to residentially zoned lands; Masterplans have also been sought for lands intended for other land uses. The Planning Authority considers Masterplans as an effective means of guiding new development and providing essential social and physical infrastructure in a phased and sustainable manner.

Each Masterplan shall consist of a written statement and a plan or series of plans indicating the objectives in such detail, as may be determined by the Planning Authority for the proper planning and sustainable development of the area to which it applies to include, inter alia, the following details:



- Proposals in relation to the overall design of the proposed development including house types and mix of housing units, maximum heights, external finishes of structures and the general appearance and design, including that of the public realm.
- The types and extent of any proposed development indicating how these uses integrate with surrounding development and land uses.
- Proposals in relation to transportation including public transportation and non-motorised modes, vehicular roads layout and access arrangements, loading / unloading provision, the provision of parking spaces and traffic management.
- Proposals in relation to the provision of services in the area including the provision of waste and sewerage facilities and water, electricity and telecommunications services, oil and gas pipelines, including storage facilities for oil and gas.
- The element of residential development shall include proposals relating to the provision of amenities, facilities and services for the community including crèches and other childcare services, community and resource centres.
- The facilitation of public access to the proposed amenity areas located within the Plan boundaries and beyond.
- To make provision for sport and recreational infrastructure commensurate with the needs of the development as an integral element of their proposals.

#### Objective PM14

Prepare Masterplans for areas designated on Development Plan maps in co-operation with relevant stakeholders, and actively secure the implementation of these plans and the achievement of the specific objectives indicated.

#### Objective PM15

Implement Masterplans prepared in accordance with the Development Plan.

### Urban Framework Plans

The centres of many towns and villages have been the focus of major investment in terms of retail facilities, infrastructure and urban improvements. It is an objective of this Plan to prepare Urban Framework Plans for a number of the urban centres as well as the towns and villages within the County which it is envisaged will include a programme of action to enhance the vitality and viability of these centres.

Among the topics that these frameworks will examine is a vision for each centre, the identification of areas where there is potential for change, development opportunities, provision for improved access to public transport, a framework for urban design, and the integration of natural heritage and biodiversity where appropriate.

Fingal County Council seeks to guide careful urban improvement and to plan for appropriate future growth. These Urban Framework Plans will highlight:

- The distinctive character of the area and its setting in the landscape,
- Current issues pertinent to the particular area,
- The need for conservation, sustainable growth, consolidation, and the protection of the quality, character and distinctiveness of important assets.



Creating a strategy for sustainable development will deliver not only solid economic and environmental benefits but also will provide an urban development framework. The challenge of a successful Framework, through the identification of local distinctiveness, is to unlock opportunities and deliver a high quality environment, improved amenities and a better economic future. Urban Framework Plans will be an advisory plan with a long term vision for the future, which allows sufficient flexibility to manage change in changing circumstances of society, economy, environment and culture. It offers a vision for the area, within the structure of the Fingal Development Plan.

Urban Framework Plans will be developed in consultation with local communities, landowners and other relevant stakeholders, before being presented to the Elected Members of the Planning Authority for agreement.

Detailed Urban Structure Plans and Masterplans have been prepared for Blanchardstown and Swords respectively and an Urban Design Framework has been prepared for the centre of Balbriggan. These continue to be the main frameworks for the development of these areas.

A Public Realm Strategy will identify and focus on the most pertinent issues facing the town/village centre and how the centre interacts with its community and visitors. These documents will be discussed later in this chapter.

- Objective PM16**

Consider the long term Masterplans prepared for the town centres of Swords and Blanchardstown to inform and guide development in these areas.
- Objective PM17**

Consider the Urban Design Framework prepared for the centre of Balbriggan to inform and guide development in this area.
- Objective PM18**

Implement the existing Village Design Frameworks prepared as part of the Local Area Plans for Ballyboghil, Garristown, Naul, Oldtown, Rivermeade and Rowlestown.
- Objective PM19**

Prepare Urban Framework Plans, where appropriate, liaising closely with landowners, developers and other relevant stakeholders. These documents shall indicate the broad development parameters for each site and take cognisance of permitted developments and any potential environmental impacts.
- Objective PM20**

Local Area Plans, Masterplans, Urban Framework Plans and other plans and strategies will be subject to Strategic Environmental Assessments as appropriate and Screening for Appropriate Assessment.



## Areas of Disadvantage and Derelict Sites

Specific parts of the County are disadvantaged, particularly the RAPID area in Blanchardstown. The RAPID programme has allowed for a coordinated approach to disadvantage in the area.

### Objective PM21

Identify areas and recommend methods of small-scale urban regeneration in the RAPID area and other disadvantaged areas commensurate to the area and in consultation with the local population.

The *Designated Urban Centre Grant Scheme* has been developed by the Government to enable investment in urban centres. The objective of this Grant Scheme is to contribute to the improvement in the development potential of Irish urban centres by investing in, and enhancing their economic, social and environmental conditions. This scheme will be available until 2020.

The €30 million *Village and Town Renewal Scheme* announced by Government will run over 6 years. Projects eligible under this scheme will extend to the enhancement of villages, small towns and the surrounding countryside. Projects such as greenways, cycle-ways, upgrading of parks and civic areas, public utilities such as street lighting and renovation of derelict buildings are possible projects which could qualify for funding under this scheme.

### Objective PM22

Implement the provisions of the *Derelict Sites Act* including listing sites on the Derelict Sites Register and imposing the Derelict Sites Levy.

### Objective PM23

Promote the utilisation of the available funding to improve and revitalise urban centres, towns and villages.

## Vacant Sites

Vacant development sites are both a challenge and an opportunity for the County to provide for additional housing, employment and other space. Active land management including the implementation of the vacant land levy are key planning policies to implement the vision and core strategy of the plan. The *Urban Regeneration and Housing Act 2015* provides for a levy on vacant sites and this is a key measure in implementing the Core Strategy by encouraging the development of such vacant development sites.

The Act sets out two classes of land

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

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



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

The Act introduces a vacant site levy which will generally be an annual charge of 3% of the market value of each site on a vacant sites register which will be maintained by the Planning Authority. The Planning Authority is required to identify sites which are vacant and come within the scope of the Act and to make this list publically available.

**Objective PM24**

Identify and secure the redevelopment and regeneration of areas in need of renewal.

**Objective PM25**

Implement the Vacant Sites Levy for all vacant development sites in the County and prepare and make available a Register of Vacant Sites, as per the requirements of the *Urban Regeneration and Housing Act 2015*.

### 3.3 Public Realm

Fingal has a distinctive built and natural environment. The County’s identity and sense of place contribute directly to its economic success and its attractiveness as a place to live and work. For Fingal to maintain and enhance its competitive position, it must continue to put its identity and place at the centre of its strategic activities.

The public realm has a key role to play in this process. It is acknowledged that a successful public realm is a component of a successful place. The public realm acts as a stage upon which the life of the County is played out. Fingal County Council is dedicated to enhancing and improving the unique built and natural heritage that the County boasts and to provide well designed, sustainable places.

The public realm can be defined as those parts of the County where people can gain unrestricted access for the purpose of passing through, meeting, visiting and enjoying. It is where we come together as a community, not merely a place for functional movement. There is now a better understanding of the economic, social and environmental benefits that public realm can contribute to an area.

Public Realm Strategies will be developed for different areas throughout the County. A Public Realm Strategy is a guidance document which will focus on a defined area, usually a town or village centre, and will comprise many of the elements which make an area an attractive place in which to live, work and visit. These strategies will seek to strengthen and enhance the attributes of a town or village which contributes to the distinctive physical and social character of the area. A guiding principle will be to ensure that the interests of all users of the public realm are considered in a socially inclusive and holistic manner. While these strategies will be design-led, compliance with prevailing planning legislation and Development Plan context is required.





Public Realm Strategies have been prepared for Balbriggan and Malahide. *'The Heart of Balbriggan'* aims to transform the town centre into a vibrant commercial, social and cultural centre. The strategies for Balbriggan and Malahide are the result of extensive public consultation and will be used as a tool to guide the development of these central areas into the future. These strategies will continue to be promoted and other strategies developed as appropriate.

The agreed Mission Statement from the Malahide Public Realm is outlined below:

*'The Council wishes to engage with the citizens, businesses and visitors of Malahide through an informal, open and flexible process to develop a Public Realm Strategy for the town. The project aims to identify short, medium and long term actions for the town of Malahide and will inform Council proposals and works for the area, as well as identifying areas or actions where the local community or businesses can assist in delivering an enhanced public realm.'*

Agreeing such a statement will be the first key task of any Strategy. This statement will define and guide the process, establishing common goals and targets.

Public Realm Strategies will be developed by multi-disciplinary teams from within the Council and will include extensive consultation with the citizens of the town or village. A series of public consultations and stakeholder workshops will take place with a diverse range of citizens and residents. These consultations will be instrumental in exploring and identifying the best way to help an area reach its full potential.



Active involvement is considered central to any Public Realm Strategy and in this regard plans and projects that follow must be meaningful and beneficial to locals, encouraging buy-in into both the making of policy, prioritisation of work and increasingly implementation of individual projects through joint working and co-operation between different individuals or organisations.

The Public Realm Strategy will be a result of this dialogue and will outline a holistic approach to the development of the area identifying key short, medium and long term projects and objectives that can be implemented by citizens and the Council.

**Objective PM26**  
 Prepare Public Realm Strategies, where appropriate, liaising closely with residents and other relevant stakeholders.

**Objective PM27**  
 Enhance the visual amenity of existing town and village centres, minimising unnecessary clutter, and provide guidance on public realm design, including wirescape, shopfront design, street furniture and signage.

### 3.4 Sustainable Design and Standards

#### Background

Good design is essential if we are to produce attractive, high quality places in which people will want to live, work and relax. Good design is achieved by the way we arrange streets and spaces and how we plan the mass, scale and position of buildings within the landscape. The result is all the things we admire about our best neighbourhoods – a clearly defined centre, a place that is easy to walk around and feels safe, contains high quality buildings, attractive spaces between buildings and high quality green infrastructure. Good design can give us a clear and distinct sense of place in which we take pride.

An overarching aim of the Development Plan is to create and sustain people-friendly places for the benefit of the residents and businesses of Fingal, whilst supporting developers seeking to deliver the highest quality design solutions. Investing in good design can create economically successful development that functions well and has a lasting effect into the future.

Every area of the County is different, therefore the rules of good urban design should, in so far as possible, respond to the characteristics, history and culture of a place to which they are applied.

#### Energy Efficiency and Climate Change

The provision of sustainable buildings is essential to ensure all new developments contribute positively towards reduced energy consumption and the associated carbon footprint. New building design will reflect the need to ensure development occurs in a sustainable and sensitive manner.



**Objective PM28**

Improve the efficiency of existing buildings and require energy efficiency and conservation in the design and development of all new buildings within the County.

**Objective PM29**

Promote energy efficiency and conservation above Building Regulations standards in the design and development of all new buildings and residential schemes in particular and require designers to demonstrate that they have taken maximising energy efficiency and the use of renewable energy into account in their planning application.

**Objective PM30**

Encourage the production of energy from renewable sources, such as from Bio-Energy, Solar Energy, Hydro Energy, Wave/Tidal Energy, Geothermal, Wind Energy, Combined Heat and Power (CHP), Heat Energy Distribution such as District Heating/Cooling Systems, and any other renewable energy sources, subject to normal planning considerations and in line with any necessary environmental assessments.

## Design Criteria for Urban Development

There are fundamental principles that guide the design of all places, be they urban, rural, neighbourhood or community based. The general design principles, which follow, are rooted in sustainability and will provide a common point of reference for all new development.

Good urban design principles will help the delivery of high quality environments with a clear urban structure. Observing these principles will ensure the conservation of architectural heritage and streetscape, the promotion of high standards of architectural design for new buildings and the reinforcement of local identity and ‘sense of place’.

In recent years a series of guidelines published by the then *Department of the Environment, Community and Local Government* have issued on the subject of urban design and, in combination, these set out an extensive policy framework. The policy statement ‘*Delivering Homes, Sustaining Communities*’, and its associated guidelines document, ‘*Quality Housing for Sustainable Communities*’ (both 2007) provide an overarching policy framework for an integrated approach to housing and planning. The ‘*Sustainable Residential Development in Urban Areas*’ (2009) document sets out key frameworks to be reflected in the Development Plan.

These Guidelines are accompanied by the ‘*Urban Design Manual - A Best Practice Guide*’ which provides advice on the implementation of the policies contained in the guidelines. The ‘*Urban Design Manual*’ sets out a series of criteria to address the range of design considerations for residential development.

The ‘*Retail Design Manual*’ (2012) and ‘*Design Manual for Urban Roads and Streets*’ (2013) also provide comprehensive guidance in relation to enhancing the public realm. The *Design Manual for Urban Roads and Streets* (2013) aligns spatial planning and transport policy, focusing on streets as attractive places to create secure connected places that work for all members of the community. It offers guidance to ensure compact, connected neighbourhoods based on street patterns and forms of development that make walking and cycling more attractive. Equally, the NTA’s *Permeability Best Practice Guide* (2015), which deals with permeability, connectivity and legibility, has a pivotal guidance role in the provision of good urban design.



To achieve good urban design in developments, the 12 Urban Design Principles set out in the *Urban Design Manual – A Best Practice Guide* (2009) should be taken into account in designing schemes. These principles are: Context, Connections, Inclusivity, Variety, Efficiency, Distinctiveness, Layout, Public Realm, Adaptability, Privacy/Amenity, Parking and Detailed Design. Every area of the County is different, therefore the rules of good design should, in so far as possible, respond to the characteristics, history and culture of a place to which they are applied.

**Objective PM31**  
 Promote excellent urban design responses to achieve high quality, sustainable urban and natural environments, which are attractive to residents, workers and visitors and are in accordance with the 12 urban design principles set out in the *Urban Design Manual – A Best Practice Guide* (2009).

**Objective PM32**  
 Have regard to the joint Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government’s *Design Manual for Urban Streets and Roads* (DMURS), (2013) and the National Transport Authority’s *Permeability Best Practice Guide* (2015), in the provision of good urban design.

**Objective PM33**  
 Enhance and develop the fabric of existing and developing rural and urban centres in accordance with the principles of good urban design, including the promotion of high quality well-designed visually attractive main entries into our towns and villages.

**Mixed Uses and Vitality of Sustainable Communities**

To ensure that development takes place in a sustainable and efficient manner, mixed use developments are essential. Fingal encourages a mix of residential, social, commercial and community uses in communities in order to enhance their vitality and viability. These uses are encouraged particularly, in existing under-utilised or vacant building stock. Such mixed uses should complement each other and where this is not possible segregation of uses should take place. For example, a cluster of nightclubs and/or public houses which would encourage significant night time activity would not be complementary to residential use.

Residential uses in some of our town and village centres is somewhat limited. It is desirable to maintain an element of residential use in or close to town centres as it provides night time activity. A more substantial residential presence would add to the vitality and viability of the town centres and as such, proposals for the residential conversion of the upper floors of retail and commercial premises will be favourably considered. Any proposed residential use must respect the historic fabric (if relevant), whilst also providing adequate residential amenity. The development of a vibrant town centre, evening and night time uses is encouraged, subject to development management criteria including access, visual amenity, parking and protection of residential amenity. Venues such as cinemas and shopping centres that will attract large volumes of visitors should be located adjacent/ near to high quality public transport systems and where suitable car parking can be provided.

The vitality of the Rural Village is particularly dependent on a dynamic framework which involves people living, working, and interacting for social and community reasons. A key factor which impacts on the quality of life within Rural Fingal is the level of community activity within the area. This community activity will be supported by objectives focusing on enabling the provision



of commercial and community infrastructure which will allow community to thrive and prosper. A mix of uses is also considered an essential element of promoting life within the Rural Village.

#### Objective PM34

Locate different types of compatible land uses e.g. residential, employment, local retail, tourism and daily service needs close together, so as to encourage a greater emphasis on the use of sustainable transport modes.

#### Objective PM35

Encourage a mix of uses in appropriate locations, e.g. urban centres, village centres, neighbourhood centres.

#### Objective PM36

Encourage appropriate residential, social and community uses in town and village centres in order to enhance their vitality and viability and recognising diversity of communities and actively promote these uses in existing under-utilised or vacant building stock as a mechanism to combat vacancy in town centres.

### Public Art

The Council will encourage and give support to proposals for the creation and display of works of art in suitable, accessible public places, in order to improve the environment and make Fingal as interesting and stimulating as possible for the local community and visitors. Large developments will be required to provide a piece of public art or sculpture or architectural feature, designed in consultation with the Council. The piece of art should have a relationship with the area. Up-lighting, which should maximise energy efficiency, may be appropriate for certain pieces of public art depending on their size, location and the visual impact of such lighting.

### Design Criteria for Residential Development

#### Background

The Development Plan sets out to ensure that an adequate amount of land is available for residential development in line with national and regional population projections. A key facet of the Development Plan is consolidation of the residential land in the existing urban and village areas.

The Council's Housing Strategy identifies the future need for housing in Fingal (see Appendix 1). The provision of a mix and range of housing types is essential to accommodate the housing needs and expectations of the County's residents. Mixed and inclusive communities, which offer a choice of housing and lifestyles, have been proven to provide a number of community benefits. Social housing should be integrated with private housing. Designing new residential areas at appropriate densities with a range of house types and room sizes is a key factor in achieving sustainable and successful communities which have a sense of pride. As stated previously, there are a number of national publications which provide guidance on how to deliver quality residential developments. These include *Delivering Homes Sustaining Communities* (2007), *Quality Housing for Sustainable Communities* (2007), *Sustainable Urban Housing: Design Standards for New Apartments* (2007 & 2015), *Sustainable Residential Development in Urban Areas* (2009), *Urban Design Manual A Best Practice Guide* (2009) and *Government Policy on Architecture* (2009). These guidelines relate to all residential units regardless of their type or location.



**Objective PM37**

Ensure an holistic approach, which incorporates the provision of essential and appropriate facilities, amenities and services, is taken in the design and planning of new residential areas, so as to ensure that viable sustainable communities emerge and grow.

**Objective PM38**

Achieve an appropriate dwelling mix, size, type, tenure in all new residential developments.

**Objective PM39**

Ensure consolidated development in Fingal by facilitating residential development in existing urban and village locations.

**Mix of Dwelling Types and Adaptable Homes**

A suitable mix of housing types should be provided in new residential areas to meet the needs of residents. Homes, whether apartments, traditional houses or otherwise, should be adaptable to the life stage of those living there. The needs of a family with children are very different to those of an elderly couple. However, the basic structure of the home should be easily adaptable to accommodate these different life stages. Residential units should be designed so that they are easily adaptable in the future. Residential developments should include a range of house sizes and types to allow for people to remain in an area at every stage of their lives.

**Objective PM40**

Ensure a mix and range of housing types are provided in all residential areas to meet the diverse needs of residents.

**Residential Density**

In determining densities, regard should be given to *Sustainable Residential Development in Urban Areas* (2009) and its companion document *Urban Design Manual*. The Council promotes higher densities at suitable locations such as along public transport corridors and in main town centres.

**Objective PM41**

Encourage increased densities at appropriate locations whilst ensuring that the quality of place, residential accommodation and amenities for either existing or future residents are not compromised.

**Apartment Development**

Apartment developments should be of high quality design and site layout having due regard to the character and amenities of the area. All apartment developments shall accord with or exceed all aspects of Government Guidelines in relation to residential development best practice, including '*Sustainable Urban Housing: Design Standards for New Apartments*' (2007 & 2015) and '*Sustainable Residential Development in Urban Areas*' (2009) and provisions of Tables 12.1, 12.2 and 12.3 - Dwelling and Apartment Standards set out in Chapter 12 Development Management Standards.



**Objective PM42**

The Guidelines for Planning Authorities '*Sustainable Urban Housing: Design Standards for New Apartments*', 2015 issued by the then Minister for the Environment, Community and Local Government under Section 28 of the *Planning and Development Act, 2000 (as amended)* are required to be applied by the Planning Authority in carrying out its functions.

**Objective PM43**

Have regard to '*Sustainable Urban Housing: Design Standards for New Apartments*' (2007) (or any update or revision of these standards) when assessing apartment developments.

**Other Residential Development****Infill, Corner and Backland Sites**

The development of underutilised infill, corner and backland sites in existing residential areas is generally encouraged. A balance is needed between the protection of amenities, privacy, the established character of the area and new residential infill. The use of contemporary and innovative design solutions will be considered for this type of development.

**Objective PM44**

Encourage and promote the development of underutilised infill, corner and backland sites in existing residential areas subject to the character of the area and environment being protected.

**Objective PM45**

Promote the use of contemporary and innovative design solutions subject to the design respecting the character and architectural heritage of the area.

**Extensions to Dwellings**

The need for people to extend and renovate their dwellings is recognised and acknowledged. Extensions will be considered favourably where they do not have a negative impact on adjoining properties or on the nature of the surrounding area.

**Objective PM46**

Encourage sensitively designed extensions to existing dwellings which do not negatively impact on the environment or on adjoining properties or area.

**Student Accommodation**

The Institute of Technology Blanchardstown (ITB) is the most significant Third Level Institution in Fingal and Connolly Hospital is also a major teaching hospital. There are other Third Level Institutions within adjoining local authority areas.

**Objective PM47**

Support the provision of accommodation for third level students in the campus of Third Level Institutions or at other appropriate locations with access to public transport, that are proximate to centres of third level education.



### **Residential Care Home**

The term 'residential care home' refers to a number of different types of property in which accommodation is provided for people in need of care for various reasons. The occupants, usually in single rooms, have access to on site care services. Care can be provided on a 24 hour basis or partial care depending on the person's needs.

### **Retirement Home**

A 'retirement home' is a multi-residence housing facility intended for older persons. The usual pattern is that each person or couple in the home has an apartment style room or suite of rooms. Additional facilities are provided within the building. Often this includes facilities for meals, gathering, recreation, and some form of health or hospice care.

### **Nursing Home**

A 'nursing home' is a facility for the care (usually long-term) of patients who are not sick enough to need hospital care but are not able to remain at home. Today, nursing homes have a more active role in health care, helping patients prepare to live at home or with a family member when possible. They help conserve expensive hospital facilities for the acutely ill and improve the prospects of the chronically disabled. A retirement home differs from a nursing home primarily in the level of medical care given.

### **Retirement Village**

A 'retirement village' is a complex containing separate and independent homes for residents that are intended to be predominantly or exclusively occupied by retired persons who have entered into village contracts with the operator of the complex. The presumption for such retirement villages is that they be located within an urban setting so that services and facilities are accessible.

### **Sheltered Accommodation**

Sheltered accommodation are housing schemes with on site communal facilities for assisted independent living. Sheltered housing schemes usually have an on-site warden and include care supports such as the provision of meals and health care assistance. Communal on site facilities can include recreation areas, alarm systems and a laundry.

The Council recognises that the provision of residential care is an essential community requirement. Although there has been pressure for such facilities in rural areas, there is a presumption against this type of development in the open countryside for reasons relating to sustainability, poor accessibility and lack of public transport, social exclusion and isolation. Best practice dictates that residential care, retirement, nursing homes and sheltered accommodation should be located in built-up areas and should be located close to shops and other community facilities required by the occupants, and should be easily accessible to visitors, staff and servicing traffic. All planning applications for residential care will be requested to submit an audit of the available services that are accessible to the particular facility.

In some cases, residential care, retirement and nursing homes will be created through the conversion of existing properties. Large detached properties are often the most suitable for conversion, as they generally have more land around them for car parking, servicing and garden areas and are less likely to raise issues of direct noise and disturbance to adjoining properties. In considering applications for new development or the change of use of existing properties, the likely effect on the character of the area and on neighbouring properties shall be taken into account.



**Objective PM48**

Require that residential care homes, retirement homes, nursing homes, retirement villages and sheltered accommodation be located in towns and villages for reasons of sustainability, accessibility, social inclusion, and proximity to the availability of services, except where a demonstrated need to locate in a rural environment because of the nature of the care required can be clearly established.

**Objective PM49**

Consider the existing (and anticipated) character of the area in which a proposed residential care home, retirement home, nursing home or sheltered accommodation is to be located and the compatibility of the use to such an area.

**Design Criteria for Rural Villages and Rural Clusters**

The designated Rural Villages of Fingal are Ballyboghil, Balscadden, Ballymadun, Coolquay, Garristown, Kinsaley, Naul, Oldtown, Rivermeade and Rowlestown. These are mostly traditional village-type settlements, and have the RV zoning objective which aims to protect the special character of Rural Villages and provide for improved village facilities.

The Rural Clusters have more limited characteristics, fewer services and a more residential focus than the villages. They provide an alternative to one-off housing in the countryside through the consolidation of rural residential development within existing small clusters. They will provide the rural community with an opportunity to choose more rural-style housing to that which is provided within the Rural Villages.

**Design Criteria for Housing in the Countryside**

The countryside for the purposes of this section of the Plan are those areas with the rural zoning objectives identified as Rural (RU), Greenbelt (GB), and High Amenity (HA). The re-use of existing buildings within the countryside for residential development will be encouraged.

**Objective PM50**

Ensure that new dwellings in the rural area are sensitively sited and designed and demonstrate consistency with the immediate Landscape Character Type, and make best use of the natural landscape for a sustainable, carbon efficient and sensitive design.

**3.5 Open Space****Background**

Fingal has a well-defined network of open spaces and recreational facilities that are accessible to significant numbers of the County's population. The increased level of urbanisation in the County means demand for all types of open spaces is high. Types of open spaces in the County range from small pocket parks to large regional parks such as the demesnes of Malahide, Newbridge and Ardgillan. The provision of accessible open space is an integral part of the provision of high-quality green infrastructure for communities and forms a core element in the Green Infrastructure Strategy for the County.





The *Fingal Development Plan 2011-2017* marked a move from quantitative provision of open space towards a greater emphasis on qualitative provision. This Plan continues with this approach and incorporates five basic principles of open space provision: Hierarchy, Accessibility, Quantity, Quality and Private Open Space. In doing so the Plan sets out policies and objectives for the provision of a hierarchy of high quality, attractive and secure public and private open spaces, ranging from regional parks and major local parks down to smaller pocket parks, private gardens and balconies, as well as intensive recreational, amenity and community facilities such as active Recreational Hubs and Multiple Games Areas (MUGAs).



Fingal County Council has recently adopted an Open Space Strategy, *Keeping It Green*. This document outlines a strategy for the planning, development and sustainable management of public open space in Fingal and brings together existing policies and practices and introduces new and innovative approaches to public open space.

## Hierarchy

This requires the design of open space and recreational facilities on a hierarchical basis according to the needs of a defined population and having regard to the emerging Green Infrastructure Strategy for the County. Table 12.5, in Chapter 12 Development Management Standards outlines the public open space hierarchy and accessibility standards. The standards allow the provision of a wide variety of accessible public open spaces to meet the diverse needs of the County's residents. For all developments with a residential component a mix of public open space types should be provided where achievable.

## Accessibility

Ensure as far as practical that open space and recreational facilities are accessible by sustainable means of transport namely walking, cycling and public transport, depending on the catchment of the facility in question.

### Objective PM51

Provide a wide variety of accessible public open spaces, including allotments, community gardens, permaculture parklands and sporting facilities, on a hierarchical basis throughout the County in order to achieve a choice of open space facilities. Best practice Green Infrastructure Guidelines should be used to determine the location and type of open spaces to be provided.

## Quantity

Provide sufficient quantities of open space and recreational facilities. For all developments with a residential component, the overall standard for public open space provision is a minimum 2.5 hectares per 1000 population. In general this shall be provided at a ratio of 75% Class 1 and 25% Class 2. In order to provide existing and future communities with adequate recreational and leisure opportunities, the Council will employ a flexible approach to the delivery of public open space and more intensive recreational/amenity facilities. It is the intention of the Council, however, to ensure, except under exceptional circumstances, public open space provision exceeds 10% of a development site area. The development site area cannot include lands zoned RU, GB, OS or HA.

### Objective PM52

Require a minimum public open space provision of 2.5 hectares per 1000 population. For the purposes of this calculation, public open space requirements are to be based on residential units with an agreed occupancy rate of 3.5 persons in the case of dwellings with three or more bedrooms and 1.5 persons in the case of dwellings with two or fewer bedrooms.

### Objective PM53

Require an equivalent financial contribution in lieu of open space provision in smaller developments where the open space generated by the development would be so small as not to be viable.

## Intensive Recreational Facilities/Amenities

In certain circumstances, where the open space standards cannot be achieved or where more intensive recreational uses are deemed to be desirable, the Council, at its discretion, may consider arrangements whereby appropriate intensive facilities may be provided in lieu of open space of lesser utility. Intensive recreational/amenity facilities should be in the form of buildings or enclosures, which may include indoor or all-weather recreational facilities.

Intensive recreational/amenity facilities are defined as any resource, usually in the form of a building or structure (but may also be a pitch, court or all weather playing pitch), which is used by a variety of 'not for profit' voluntary organisations usually to advance their interests in community, culture, sports or other similar group activities. Schools, churches, childcare facilities, health centres and credit unions or similar are not included in this definition.





**Objective PM54**

Allow recreational/amenity facilities (indoor or outdoor) of a more intensive nature to be provided in tandem with larger developments in place of the open space requirement, within a specified timeframe. Such provision shall be at the sole discretion of the Planning Authority. Such facilities shall either be on site or located within the open space ‘accessibility from homes’ specified in Table 12.5.

**Objective PM55**

Ensure coherent clustering of recreational and open space facilities into a recreational hub arrangement unless a more practicable solution is demonstrated.

**Objective PM56**

Require the monetary value of specific intensive facilities to be equal to or greater than the full cost of the open space they replace, inclusive of the development costs of such open space.

**Objective PM57**

Require that intensive recreational/amenity facilities be agreed with, and given in ownership to the Council. The Council may directly manage these facilities and may grant management licences and/or sporting leases in respect of the operation of these facilities, and uses shall be consistent with the provisions of any deed of dedication to which the lands are subject. In areas which are subject to Local Area Plans, the general policy will be decided in the first place at Local Area Plan level, rather than when considering individual planning applications.

**Objective PM58**

Ensure intensive recreational/amenity facilities are not used exclusively by any one group.

**Objective PM59**

Consider in exceptional circumstances particularly desirable open space/ recreation/ amenity facilities which do not comply with the foregoing provisions, but only with the specific approval of the Council.

## Quality

Meet the needs and expectations of the user through the provision of high quality facilities. Different types of open space and recreational facilities meet different needs and therefore have different functions. Larger open spaces and recreation facilities should perform multiple functions i.e. passive and active recreational use.

### Design of Public Open Spaces

Open spaces must be designed to a high specification. Great emphasis must be placed on the quality of open space and details of the proposed landscaping, hard and soft, of these spaces will be required at the planning application stage. Public open spaces should be overlooked and designed in such a way that anti-social behaviour is reduced through passive surveillance. Potential for anti-social behaviour associated with open spaces and associated screen planting must be designed out.

#### Objective PM60

Ensure public open space is accessible, and designed so that passive surveillance is provided.

#### Objective PM61

Ensure permeability and connections between public open spaces including connections between new and existing spaces, in consultation to include residents.

#### Objective PM62

Provide multifunctional open spaces at locations deemed appropriate providing for both passive and active uses.



### Sustainable Urban Drainage Systems

Sustainable Drainage Systems (SuDS) can best be defined as offering a 'total' solution to rainwater management and must be included in all new developments. Ponds, artificial wetlands and water features can make a positive contribution to the provision of Sustainable Drainage Systems (SuDS) and to the amenity of an area. Properly designed and located SuDS features can be incorporated within and can complement the amenity and aesthetic value of open spaces. SuDS areas do not form part of the public open space provision, except where they contribute in a significant way to the design and quality of open space as defined by the Planning Authority. The design of SuDS is best addressed at a macro level and consolidated solutions shall be examined which allow for the aggregation of volumes in larger parks and open spaces rather than a fragmented and phased approach.

### Playground Facilities

Playground facilities should cater for defined age groups and provide for a variety of facilities and play opportunities.

**Objective PM63**

Facilitate the provision of appropriately scaled children's playground facilities within new and existing residential development.



## Tree Policy

Trees provide both valuable amenity and wildlife habitat. Visually they add to an area, softening the impact of physical development on the landscape while also fulfilling an important role in the improvement of air quality in urban areas and providing wildlife habitats.

### Objective PM64

Protect, preserve and ensure the effective management of trees and groups of trees.

## Private Open Space

### Residential Units

All residential units be they traditional type housing or apartments are to be provided with private open space. Open space standards will set out qualitative and quantitative standards so as to ensure that the maximum benefit is derived from the open space.

### Objective PM65

Ensure all areas of private open space have an adequate level of privacy for residents through the minimisation of overlooking and the provision of screening arrangements.

### Houses

One of the characteristics of traditional type housing is the provision of private open space, usually to the rear of the front building line of the house.

### Apartments/Duplex

Private open space associated with apartments and duplexes is important to ensure a suitable level of amenity for occupiers. Balconies and terraced areas are the primary form of private open space for apartment and duplex type schemes.

## 3.6 Community Infrastructure, Facilities and Services

### Background

The provision of good community facilities and services, such as education, training, libraries, childcare facilities, places of worship, health and community centres, in appropriate accessible locations is important as they contribute positively to an enhanced quality of life. The Regional Planning Guidelines require Planning Authorities to adopt objectives that facilitate the social, community and cultural needs of all persons and communities through the provision of well dispersed and easily accessible social and community infrastructure.

Most of these facilities already exist in established urban and rural areas. However in some instances, they are located some distance from the communities they are intended to serve. Generally it is beneficial for facilities to be clustered together within, or adjacent to a town, village or local centre. Clustering can also help to improve their viability as well as making them more convenient and accessible by public transport, walking and cycling.

The aim of the Plan is to create a sustainable community offering a choice of opportunities to meet its needs and in doing so this will help foster social inclusion. It is also important that



new facilities are delivered in a timely manner in tandem with new residential development and community centres or meeting rooms should be designed to be flexible and multi-functional enabling a variety of uses to be accommodated.

**Objective PM66**

Ensure provision of accessible, adequate and diverse community facilities and services in new and established areas to provide for the well-being of residents.

**Objective PM67**

Ensure community facilities are flexible in their design and promote optimum usage.

**Objective PM68**

Promote the clustering of community, recreational and open space facilities, with community facilities being located in local centres or combined with school facilities as appropriate.

**Objective PM69**

Ensure that proposals do not have a detrimental effect on local amenity by way of traffic, parking, noise or loss of privacy of adjacent residents.



**Community Buildings**

Community buildings give their local community the ability to hold a range of events that are appropriate to their area, whether these be sporting events, cultural or community/voluntary/social events. Such centres are important in fostering and developing a sense of community and are an important focal point for the area that they serve.

There is a strong network of community centres in both established and growing communities which offer a wide range of facilities and services. There are approximately 26 community centres, operated and managed by local people with the support of the Council. In recent years a number of state of the art community centres, such as those at Applewood and Holywell in Swords and Ongar and Tyrellstown in Dublin 15, have been provided as part of the Fingal Schools Model. Here schools and community centres were planned and provided as adaptable hubs, offering a range of activities throughout the day and evening time. In addition there are approximately 32 centres around the County which are privately owned and managed by individual communities.

The Council will support the provision of such facilities where there is an identified need for such centres and, in addition, will support the extension and refurbishment of existing centres.

#### Objective PM70

Ensure proposals for large scale residential developments include a community facility, unless it can be established that the needs of the new residents can be adequately served within existing or committed community facilities in the area.

#### Objective PM71

Support the provision of new community centres and facilitate the refurbishment and extension of facilities where there is a need for such works. Such facilities shall be accessible by a range of travel modes with an emphasis on walking, cycling and public transport use, while providing limited car parking facilities to meet anticipated demand of non-local visitors to the centre.

#### Objective PM72

Resist the loss of existing social and community facilities such as community centres and youth clubs or any sports facilities including playing fields, unless satisfactory alternatives are available.

#### Objective PM73

Encourage the development of multi-functional buildings which are not used exclusively by any one group.

### Childcare Facilities

The provision of childcare facilities is an important factor for economic and social wellbeing. The *National Anti-Poverty Strategy 2007-2016* states that the provision of childcare is essential to enable parents to participate in the workforce and to obtain an income that provides an acceptable standard of living for both them and their children. Quality childcare can also make a significant contribution to child development in the early years of a child's life. Currently Fingal County Childcare Committee supports a childcare infrastructure of 364 early childhood facilities that collectively employ in excess of 3,000 staff.

Current issues in general childcare provision include lack of affordable, accessible community based childcare services and before and after school childcare services in urban and rural areas of Fingal, particularly in the vicinity of Swords. These services are vital in assisting people to return to work and to facilitate training for persons in long term unemployment. There is also increased demand for school age childcare and wrap around provision such as breakfast





clubs, homework clubs and summer camps as parents are returning to the workforce. While the Council is not directly involved in the provision of childcare services, the Development Plan seeks to ensure that sufficient facilities are provided particularly in newly developing areas.

**Objective PM74**

Encourage the provision of childcare facilities in appropriate locations, including residential areas, town and local centres, areas of employment and areas close to public transport nodes.

**Objective PM75**

Ensure that childcare facilities are accommodated in appropriate premises, suitably located and with sufficient open space in accordance with the *Childcare (Pre-School) Services (No. 2) Regulations 2006*.

**Objective PM76**

Require as part of planning applications for new residential and commercial developments that provision be made for appropriate purpose built childcare facilities where such facilities are deemed necessary by the Planning Authority.

**Educational Facilities**

Educational Facilities have an important role to play in developing sustainable and balanced communities as well as encouraging families to live in the County. Fingal has a wide range of both primary and second level schools as well as the Institute of Technology in Blanchardstown.

Fingal County Council will continue to work closely with the Department of Education and Skills under the Memorandum of Understanding for the acquisition of school sites to identify and procure school sites where a shortfall in school places is identified. Communication between the Council and different patron bodies will assist in allowing the Council to ascertain demand for schools that are based on very wide catchment areas or which do not use a catchment area approach.



In September 2015, a €3.8 billion capital plan was announced by the Government. This funding is for investment in primary, secondary and third level education facilities, combining the upgrade and extension of existing educational infrastructure and the provision of new buildings over the period 2016 – 2021.

The Memorandum of Understanding, previously known as the Fingal Schools Model, is designed to codify practice in relation to cooperation between the Department of Education and Skills and Local Authorities in the acquisition of sites suitable for the construction and development of buildings for educational purposes. Based on the school planning projections of the Department of Education and Skills, the Council identifies and acquires appropriate sites on behalf of the Department where schools with enhanced sporting, community and arts facilities will be built to the benefit of both the school and the wider community. The design of the schools can vary to meet community needs as identified by the Council. The range of enhanced shared facilities will include amenities such as full-size sports halls, dressing rooms, community meeting rooms, all-weather pitches and playgrounds. These additional facilities (which are over and above the standard specifications for schools) will be available not only to the school during normal school hours but also to the local community outside of these school hours. In the case of schools that are not part of the Fingal Schools Model, or the Memorandum of Understanding, the use by the community of school facilities outside of school times is encouraged by the Council.

It is important that schools are located on easily accessible sites. The continued use and possible intensification of existing social infrastructure including schools is encouraged and is consistent with the consolidation strategy of the Plan. Wherever possible, any detrimental impact that schools (or school extensions) may have on the environment of the immediate surrounding areas should be minimised. Therefore, all planning applications for education developments, whether for new development or extensions to existing schools, will be expected to meet the Council's standards regarding quality of design, vehicular movement/parking and landscaping.

#### Objective PM77

Encourage the continued use and possible intensification of existing educational infrastructure where appropriate.

#### Objective PM78

Reserve individual sites for primary and secondary schools in consultation with the Department of Education and Skills, based on current population using the most up to date statistical data, anticipated additional growth based on residentially zoned land, taking into consideration the timelines of planning and constructing new school places, and in line with access to public transport.

#### Objective PM79

Facilitate the development of additional schools, including Gaelscoileanna and Gaelcoláistí, at both primary and secondary level in a timely manner in partnership with the Department of Education and Skills and/or other bodies. Such sites should be in proximity to public transport.

#### Objective PM80

Require new schools and other education centres to meet the Council's standards regarding quality of design with an emphasis on contemporary design, landscaping and vehicular movement and vehicular parking. Design of schools and other educational centres should also take account of sustainable building practices, water and energy conservation as well as air quality and climate change. Such standards are to be considered and demonstrated in any application for an educational centre.



**Objective PM81**

Promote and facilitate the development of existing and new third and higher-level education centres where practicable and in proximity to public transport.

**Objective PM82**

Promote and facilitate the development of outreach centres connected to existing and proposed further and third level education centres.

**Objective PM83**

Promote and encourage the multiple usage of school buildings so that school facilities are also available for use by the local community after school hours.

**Places of Worship**

There has been an increase in the number of faith communities in the County over the last decade and this has given rise to a demand for worship spaces. While civic halls and community centres may provide opportunities for public worship, faith communities which have a significant number may require their own places of worship. Consideration may need to be given to appropriate locations for new facilities, given the potential for traffic and noise related issues if located in unsuitable areas.

**Objective PM84**

Facilitate the development of additional places of worship through the designation and/or zoning of lands for such community requirements and examine locating places of worship within shared community facilities, to be delivered through actively engaging with the community to understand diverse religious needs for a place of worship and consulting with faith communities to understand which ones are compatible for shared premises/sites.

**Objective PM85**

Encourage and facilitate the development of places of worship in appropriate locations in urban centres and proximate to residential communities.

**Health Centres/Services**

A number of public, voluntary and private agencies are responsible for the provision of healthcare facilities within the County, with the Health Services Executive (HSE) being the primary agency responsible for delivering health and personal social services. While the residents of the County have access to the various hospitals located in the surrounding counties, there are currently three public hospitals within the Fingal area namely, Connolly Hospital in Blanchardstown, and the more specialised facilities of the National Orthopaedic Hospital at Cappagh and St. Ita’s in Portrane. There are 14 health centres in Fingal. There is a centre located in each of the urban population centres with 3 in Blanchardstown. The new National Forensic Mental Health Service Hospital has been approved by An Bord Pleanála on the existing site at St. Ita’s in Portrane. The appropriate conservation and viable future re-use of the Protected Structures within the boundary of St. Ita’s for appropriate uses is a priority of Fingal County Council together with the maintenance and provision for an appropriate level of public accessibility through the site.

The primary care strategy ‘Primary Care: A New Direction’ published by the Department of Health and Children in 2001 promotes the development of ‘one stop’ primary health and community care services integrated under one roof. It was announced in 2012/2013 that four of these



centres are to be in Fingal, two in Blanchardstown and one in Swords and Balbriggan respectively. Blanchardstown Primary Care and Mental Health Centre opened in May 2014 and Corduff Primary Care Centre in Blanchardstown opened in 2016. Balbriggan Primary Care Centre is expected to open in mid-2017.

#### Objective PM86

Support and facilitate the development of health centres, hospitals, clinics and primary care centres in appropriate urban areas.

#### Objective PM87

Provide for new or extended health care facilities where new housing development is proposed.

#### Objective PM88

Facilitate the provision of new health services in towns, villages and local centres, with good accessibility, particularly for people with a disability.

## Libraries

Fingal has a network of 10 libraries across the County delivering a high quality service. The most recent library to open was in the Donabate Portrane Community & Leisure Centre. Refurbishment works have been carried out in Howth and Balbriggan libraries, and in-house enhancements have taken place in Baldoyle and Blanchardstown libraries. The network of libraries is supported by 4 mobile library vehicles which serve 60 locations per month. A series of online initiatives have also been rolled out to enhance existing in-branch services. These include the introduction of Wi-Fi into Blanchardstown, Balbriggan, Swords and Malahide, an eBook lending service, an online education service, and the development of a Library App which allows users to find a book, reserve, borrow or renew books from their mobile device.

Fingal County Council will continue to expand and develop this service subject to need and available resources.



**Objective PM89**

Continue to support the development of the existing library service and provide for an expanded service and network subject to need and the availability of resources.

**Art and Cultural Facilities**

Fingal has a rich and living cultural heritage and a strong cultural identity, including its sport, literature and music. It is important for the identity of the County and its population that this culture be protected and promoted. The Council is lead partner in the two key cultural facilities in the County: the Seamus Ennis Cultural Centre in Naul and the Draiocht in Blanchardstown. These centres play an important part in facilitating the growth and development of the Arts within Fingal and are supplemented by activities taking place within community centres/rooms throughout the County.

The Council through its Arts Office seeks to promote the cultural life of the County and increase accessibility to arts and culture facilities for all members of the community. This aim will be achieved through both the retention of existing facilities and the introduction of new facilities. The location of such facilities in towns, districts and other areas with higher levels of public transport accessibility, together with a diverse range of complementary uses, can make a significant contribution to the vitality and viability of urban areas and the aims of sustainable development.



**Objective PM90**

Encourage the provision of new or improved arts and cultural facilities in Fingal, particularly in parts of the County where there is a deficiency in such provision.

**Objective PM91**

Actively foster and promote the arts in order to preserve and develop the unique history and heritage of the County.

**Objective PM92**

Ensure that facilities where possible are accessible by public as well as private transport.

## Burial Grounds

Local Authorities have a statutory responsibility to provide for burial facilities. Many of the existing burial grounds within the County have reached or are nearing full capacity. Therefore, it will be necessary to provide additional burial grounds within the County.

### Objective PM93

Provide and facilitate the development of additional burial grounds, including green graveyards / natural burial grounds in areas across Fingal as required during the life of the Development Plan and which preferably have good public transport links, taking cognisance of the needs of multi-faith and non-religious communities.

### Objective PM94

Ensure burial grounds are managed and maintained in a manner which respects their cultural heritage and which provides safety and universal access.

## Fire Stations

The Council will continue to support the development and upgrading of the fire service in conjunction with Dublin City Council who act as the lead authority in the provision of the regional fire service.

### Objective PM95

Continue to support the provision of a modern and efficient fire service as required and in conjunction with the regional fire brigade strategy.





# Urban Fingal

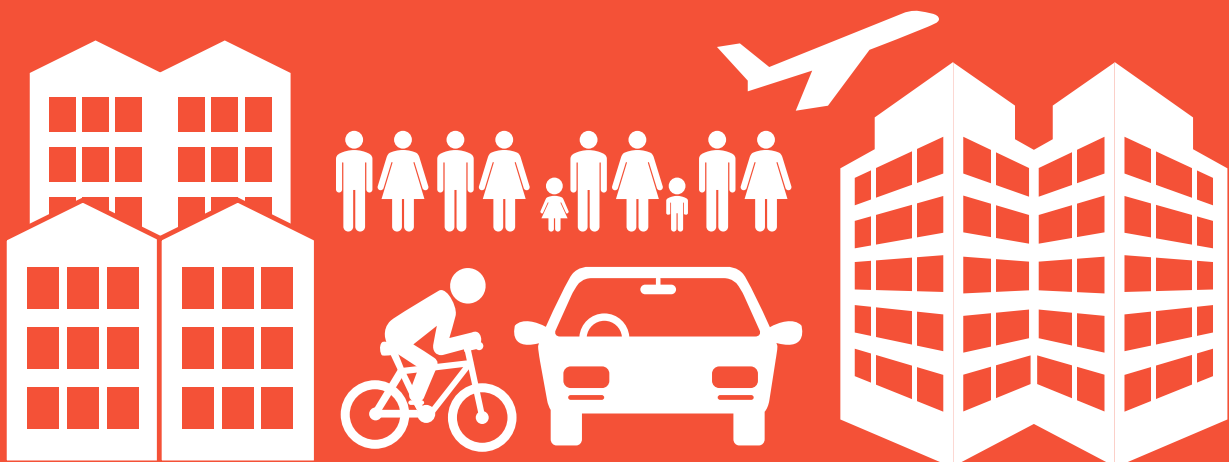
## Chapter 4

# CHAPTER 4

## URBAN FINGAL

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# CHAPTER 4

## URBAN FINGAL

### 4.1 Background

Fingal is divided into a Metropolitan Area and a Hinterland Area under the *Regional Planning Guidelines for the Greater Dublin Area 2010-2022* (RPGs). This division, as detailed in the Core Strategy and Settlement Strategy (Chapter 2), explains at a strategic level how our towns and villages will develop over the lifetime of the Plan. This Chapter provides in more detail a description of the individual settlements that make up Urban Fingal from our largest towns, urban areas and a number of our villages. In providing a brief description of the settlement, it provides a development strategy for each, and then where applicable gives associated Specific Objectives. The individual settlements and communities will develop in accordance with their development strategies and objectives having regard to the principles of Placemaking outlined in Chapter 3 of the Plan.

Taking reference from the RPGs, and Settlement Strategy, the towns and villages are detailed below, generally according to their RPG designation and function taking the Metropolitan Area first (Swords, Blanchardstown, Malahide, Portmarnock, Howth, Sutton, Baldoyle, Balgriffin & Belcamp, Santry, Charlestown & Meakstown, Donabate, and Portrane). This is followed by towns and villages located in the Hinterland Area (Balbriggan, Rush, Lusk, Skerries, Balrothery and Loughshinny). Other rural villages, which have an 'RV' Rural Village land-use zoning are considered in Chapter 5: Rural Fingal, as part of an overall rural settlement hierarchy.

Objectives are provided detailing locations where Local Area Plans (LAPs) and Masterplans are required in a number of urban areas. Details of these LAPs and Masterplans are identified below. In accordance with Objectives PM13 and PM14 (Chapter 3, Placemaking) the LAPs and Masterplans for these lands shall be prepared and agreed by the Planning Authority prior to the submission of any planning application. LAPs and Masterplans shall provide for the phased development of subject lands as appropriate.



## 4.2 Metropolitan Area

### SWORDS

Swords, the administrative capital of the County, is identified as a Metropolitan Consolidation Town in the RPGs and a Level 2 ‘Major Town Centre/County Town’ in the *Retail Strategy for the Greater Dublin Area*. The town has direct links to the national road network (M1 and M50) and is located on the Dublin/Belfast economic corridor which is a key national transport corridor in the National Spatial Strategy (NSS). Swords is located adjacent to the key gateway of Dublin Airport, an important gateway to the Country. It lies at the confluence of the Ward and Broadmeadow Rivers at the head of the Malahide or Broadmeadow Estuary which is both a Special Protection Area (SPA) and a Special Area of Conservation (SAC). The proposed indicative route for new Metro North will connect Swords to Dublin City via Dublin Airport. In the long term it is envisaged that Swords will grow significantly, up to a population of 100,000. A long-term development strategy for Swords *Your Swords An Emerging City Strategic Vision 2035* was published by the Council in 2008 in which the vision is: *‘To promote and facilitate the sustainable development of Swords Town as a vibrant consolidated major town with a thriving economy; an integrated public transport network; an attractive and highly accessible built environment with the highest standards of housing, employment, services, recreational amenities and community facilities.’*

The Plan will also promote lands at Lissenhall, through the preparation of a Local Area Plan, to provide for the longer term strategic development of the area to facilitate the long term development in Swords as required. It is envisaged that in the long term this area, subject to infrastructural improvements, could in the future accommodate the development of a planned sustainable mixed use urban district providing for a significant level of employment and residential development.

Development of these lands will only be considered following the prioritisation of development in the Swords area, subject to a detailed phasing programme for the release of development in a sequential manner within the lands themselves and subject to other policies contained within the Plan.

### Development Strategy

The Development Strategy is to promote the planned and sustainable development of Swords as follows:

- Consolidate existing and future development within well-defined town boundaries separated from the agricultural hinterland by designated greenbelt areas.
- Provide for a much-expanded employment, retail, commercial, educational, civic and cultural base.
- Develop high quality public transport links to Dublin City, Dublin Airport and the Greater Dublin area, with a particular emphasis on the indicative route for new Metro North.
- Target and facilitate the development of high tech and advanced manufacturing and other high intensity employment generating uses and service providing uses.
- Promote the development of high quality living and working environments.
- Develop Swords, in the long term, in accordance with *Your Swords An Emerging City Strategic Vision 2035*. This Strategic Vision is contingent on the indicative route for new Metro North coming to Swords.
- Promote lands at Lissenhall as a longer term strategic area, a mixed use urban district providing for a significant level of employment and residential development.



## Swords Development Plan Objectives

### Objective SWORDS 1

Encourage a range and quality of retail, commercial, civic, cultural, leisure, community and other services commensurate with the role of Swords Town Centre as a Metropolitan Consolidation Town.

### Objective SWORDS 2

Retain the Main Street as the core of the town centre, protect and enhance its character and ensure that any future new commercial and retail development reinforces its role as the core area of the town centre, by promoting the development of active ground floor uses and limiting the expansion of certain non-retail and inactive street frontages including financial institutions, betting offices, public houses and take aways/fast food outlets.

### Objective SWORDS 3

Promote and enhance the identity of the town centre through the delivery of Swords Castle Cultural Quarter Architectural Masterplan, including development of Swords Civic and Cultural Centre and delivery of the conservation plan for Swords Castle thereby ensuring the protection, conservation and enhancement of the historic core of Swords.

### Objective SWORDS 4

Promote the development of lands within Swords town centre in accordance with the principles and guidance laid down in the *Swords Master Plan (January 2009)*.

### Objective SWORDS 5

Actively promote and support the early development of the indicative route for new Metro North linking Swords with Dublin Airport and Dublin City Centre.

### Objective SWORDS 6

Prioritise the early construction of the following critical infrastructure:

- The Western Distributor Road,
- The Fosterstown Link Road,
- The 'Green link' across the Ward River Valley,
- The Highfield Link Road,
- The two new roads (The Western and Eastern Avenues included as per the adopted Local Area Plan for Barrysparks) through the Barrysparks MC and adjoining HT zoned lands (These roads link the R132 and the proposed Airside - Drinan Link Road to the south), and
- Develop a Regional Park (of circa 65 ha) immediately west of Oldtown, and adjoining and ultimately extending into the Broadmeadow River Valley Linear Park, to serve Swords and its hinterland, and to comprise active recreational and passive activities, commensurate with the Council's vision for the emerging city of Swords, subjecting the proposal to Screening for Appropriate Assessment, in particular the cumulative impacts of increased access to European Sites.

### Objective SWORDS 7

Promote the development of Swords as a multi-modal transportation hub.

### Objective SWORDS 8

Prepare and implement an Integrated Traffic Management Strategy in tandem with the development of a public realm strategy for Swords town centre.

**Objective SWORDS 9**

Maintain the operational capacity of the Swords Bypass, the R132.

**Objective SWORDS 10**

Promote the early development of a town wide bus service within Swords linking residential areas to each other, to Metro stops, to the town centre and to the industrial/employment areas.

**Objective SWORDS 11**

Provide for a comprehensive network of pedestrian and cycle ways, linking housing to commercial areas, to the town centre and to Metro stops and linking the three water bodies (the Ward River Valley, the Broadmeadow River Valley and the Estuary) to each other subject to Screening for Appropriate Assessment if required.

**Objective SWORDS 12**

Develop a 'green necklace' of open spaces which are linked to each other and to the existing town centre of Swords, as well as to new development areas, thus promoting enhanced physical and visual connections to the Ward River Valley Park and the Broadmeadow River Valley Park from within the development boundary of Swords.

**Objective SWORDS 13**

Facilitate the development of the Swords Western Ring Road (SWRR) linking the R132 (east of the M1 and north of the Lissenhall interchange) to the N2 via the proposed 'Dublin Airport Box' road network.

**Objective SWORDS 14**

Prepare a Landscape and Recreation Strategy for the Broadmeadow River Valley Park. The Strategy shall facilitate planned extension of the Park into the proposed Regional Park and provide for managed connectivity to the Broadmeadow Estuary. The Strategy will be required to address issues to improve passive supervision, accessibility and permeability of the park and to develop additional passive and limited active recreational facilities and amenities within the Broadmeadow River Park.

**Objective SWORDS 15**

Develop an appropriate entrance to the Ward River Valley from the town of Swords so that access to the amenities of the valley is freely and conveniently available to the people of Swords.

**Objective SWORDS 16**

Prepare an Urban Framework Plan for lands identified as the Airside Strategic Study Area to include an economic appraisal to realise the full potential of Airside.

**Objective SWORDS 17**

Protect and conserve the historic core of Swords including the Zone of Archaeological notification in the centre of the town and implement the Swords Castle Cultural Quarter Architectural Masterplan.

**Objective SWORDS 18**

Prepare a Landscape and Recreation Strategy for the Ward River Valley, to facilitate its planned extension westwards, to improve passive supervision, accessibility and permeability of the park and to develop additional passive and active recreational facilities and amenities including a feasibility study to develop the Old Mill Pond for the purposes of angling, including the provision of angling docks, to promote the pastime of angling.

**Objective SWORDS 19**

Provide a pedestrian connection between the riverside walk on the west side of the Main Street and Bridge Street; and promote the redevelopment of backlands along the western side of Main Street adjoining the riverside walk to provide an attractive frontage and a high degree of informal supervision of the walk.

**Objective SWORDS 20**

Notwithstanding the proposed construction of a relief road at Swords Village over the Ward River, any proposed crossing over the Ward River Valley in close proximity to River Valley, Brookdale and Highfield estate, should consider only environmentally friendly modes of public transport as well as cycling and walking routes.

**Objective SWORDS 21**

Preserve existing good quality views of the Castle, Church and Round Tower from within Swords; and where feasible to open up new views.

**Objective SWORDS 22**

Facilitate the development of a short-term Park and Ride facility on lands in close proximity to the proposed Fosterstown Metro Stop.

**Objective SWORDS 23**

Promote and facilitate the development of a community centre at Brackenstown, Swords having regard to current needs.

**Objective SWORDS 24**

As part of the Lissenhall LAP, facilitate and actively promote the provision of a Lissenhall Metro North Stop that would include significant Park and Ride capabilities and bus service facilities.

**Objective SWORDS 25**

Facilitate the provision of a BMX pumptrack in the Swords area as an added amenity for the community having regard to the design of open space and recreational facilities on a basis according to the needs of a defined population and having regard to the emerging Green Infrastructure Strategy for the County.



## Local Area Plans and Masterplans

### Objective SWORDS 26

Prepare a Local Area Plan for lands at Lissenhall (Refer to Map Sheet No. 8 LAP 8.A) to provide for the longer term strategic development of the area as a planned sustainable mixed use urban district, physically and functionally integrated with Swords.

- The Local Area Plan will assess and determine the sequencing and phasing of development subject to the delivery of the necessary infrastructure, indicative route for new Metro North and its potential extension.
- The Local Area Plan will assess and determine the appropriate scale and mix of uses of employment, residential and supporting community and retail facilities.
- The Local Area Plan lands will be subject to a detailed flood risk assessment to address potential flood risk, proposed mitigation measures and assign appropriate land uses.
- The Local Area Plan will take note of potential noise pollution from road, rail and motorway traffic and implement measures to address any issues that may cause annoyance to potential residents.

### Objective SWORDS 27

Prepare and/or implement the following Local Area Plans and Masterplans during the lifetime of this Plan:

- Lissenhall East Local Area Plan (see Map Sheet 8, LAP 8.B)
- Oldtown / Mooretown Local Area Plan (see Map Sheet 8, LAP 8.C)
- Estuary West Masterplan (see Map Sheet 8, MP 8.A)
- Estuary Central Masterplan (see Map Sheet 8, MP 8.B)
- Estuary East Masterplan (see Map Sheet 8, MP 8.C)
- Watery Lane Masterplan (see Map Sheet 8, MP 8.D)
- Seatown North Masterplan (see Map Sheet 8, MP 8.E)
- Seatown South Masterplan (see Map Sheet 8, MP 8.F)
- Brackenstown Masterplan (see Map Sheet 8, MP 8.G)
- Barryspark Masterplan (see Map Sheet 8, MP 8.H)
- Fosterstown Masterplan (see Map Sheet 8, MP 8.I)
- Crowscastle Masterplan (see Map Sheet 8, MP 8.J)

The main elements to be included in a number of the key Masterplans are provided below. The list is not intended to be exhaustive.

### Estuary East Masterplan

- Facilitate the indicative route for new Metro North through these lands and an appropriate relationship with the indicative route for new Metro North at this location.
- Provide for pedestrian and cycle routes within the Masterplan lands (in particular, along an east – west axis linking the subject lands to the Estuary Metro Stop along the R132 and to adjoining Estuary West Masterplan lands; and also along the extended Broadmeadow Riverside Park and along the Ward River Valley).
- The Masterplan lands shall be subject to a detailed flood risk assessment.

### Estuary West Masterplan

- Future development shall provide a strong urban edge with attractive elevations which address, overlook and provide a high degree of informal supervision of: the Glen Ellan distributor Road; the extended Broadmeadow Riverside Park and Jugback Lane.

- A mixed use Local Services Area shall be provided in the centre of the subject lands close to Newtown House and the stand of mature trees.
- Provide for an extension to the Broadmeadow Riverside Park between Jugback Lane and Balheary Road in conjunction with the first phase of the development of the MP lands.
- Reserve a School site as required in consultation with the Department of Education and Skills.
- Provide for pedestrian and cycle routes within the MP lands: in particular, along a west – east access linking the proposed Local Service Area in the MP lands with Applewood to the west; along the extended Broadmeadow Riverside Park and along Jugback Lane.
- Provide for the retention and protection of the mature stands of trees around Newtown House as part of the development.
- Provide for buildings to be set back in a landscaped setting from the edge of Jugback Lane.
- Protect the residential amenities of existing property adjoining the subject lands.
- Retain the rural character of Balheary road north of its junction with Glen Ellan Road.
- The Master Plan lands will be subject to a detailed flood risk assessment to address potential flood risk and proposed mitigation measures.
- Consult with Health and Safety Authority (HSA) in relation to the designated Seveso site to the south as part of the MP process.

### **Estuary Central Masterplan**

- Provide for the indicative route for new Metro North aligned through these lands and an appropriate relationship and integration of development to the proposed new Metro North at this location.
- Future development shall provide a strong urban edge with attractive elevations which address, overlook and provide a high degree of informal supervision of: the Balheary Road (southern section, south of junction with Glen Ellan Road); the link road between Castlegrange and the Estuary roundabout; the extended Broadmeadow Riverside Park to the north and the Ward River which crosses through the subject lands.
- Reserve a School site as required in consultation with the Department of Education and Skills.
- Provide for the retention and protection of existing mature trees and hedgerows within and bounding the Masterplan lands in so far as is practicable.
- Provide for pedestrian and cycle routes within the Masterplan lands (in particular, along a west - east axis linking the subject lands to any proposed new Metro North stop proposed along the R132 and to the adjoining Estuary West Masterplan lands; and also along the extended Broadmeadow Riverside Park and along the Ward River valley).
- Provide for a multi-modal link between Balheary Road and the R132, the exact location of which should be defined as part of the masterplan process.
- Protect the residential amenities of existing property within and adjoining the subject zoned lands.
- Retain the rural character of Balheary road north of its junction with Glen Ellan Road.
- No development will be permitted on Balheary Park until these public open space lands are replaced by similar recreational facilities within the proposed regional park on the west side of the Town
- The Masterplan lands will be subject to a detailed flood risk assessment to address potential flood risk and proposed mitigation measures.
- Develop the Ward River corridor as a 'Green Spine' through the subject lands connecting into the Broadmeadow Riverside Park.

- Retain existing stone walling along the R132.
- Consult with the Health and Safety Authority (HSA) in relation to the designated Seveso site to the south as part of the MP process.

#### **Seatown North Masterplan (The existing distributor road shall be the boundary)**

- Future development shall provide a strong urban edge with attractive elevations which satisfactorily address, overlook and provide a high degree of informal supervision of the R132 and the east-west distributor road going through Swords Business Park.
- Provide for an appropriate relationship and integration of development with the R132 and the indicative route for new Metro North at this location.
- Higher/denser development shall provide a key urban edge adjoining the R132 and the east-west distributor road.
- Lower density family houses may be considered along the northern part of these lands adjoining Seatown Road.
- Provide for the protection of the residential amenities of existing housing adjoining the subject lands by minimising visual intrusion, overlooking and overshadowing and additional traffic.
- Reserve a School site as required in consultation with the Department of Education and Skills.
- Retain and consolidate existing trees and hedgerows within and bounding the Master Plan lands in as far as is practicable.
- Develop direct, attractive and overlooked pedestrian and cycle routes within the subject lands and connecting these lands to the indicative route for new Metro North; Swords town centre, Seatown Road and the Malahide Estuary.
- Provide for the proposed Sutton to Swords cycle route along the east-west distributor road.
- Provide for appropriate uses and layout on lands adjoining the M1.

#### **Seatown South Masterplan**

- Future development shall provide a strong urban edge with attractive elevations which satisfactorily address, overlook and provide a high degree of informal supervision of the R132 and the east-west distributor road going through Swords Business Park.
- Provide for an appropriate relationship and integration of development with the R132 and the indicative route for new Metro North at this location.
- Provide for a vehicular connection between the subject lands and the Malahide Road.
- Higher/denser development shall provide a key urban edge adjoining the R132 and the east-west distributor road.
- Lower density family houses may be considered along the southern parts of these lands adjoining existing residential development.
- Provide for the protection of the residential amenities of existing housing adjoining the subject lands by minimising visual intrusion, overlooking and overshadowing and additional traffic.
- Retain and consolidate existing trees and hedgerows within and bounding the Masterplan lands in as far as is practicable.
- Develop direct, attractive and overlooked pedestrian and cycle routes, within the subject lands and connecting these lands to the indicative route for new Metro North ; Swords town centre and the Malahide Estuary.
- Provide for appropriate uses and layout on lands adjoining the M1.
- Reserve a school site as required in conjunction with the Department of Education and Skills.





**Barryspark Masterplan**

- Provide for high-density high-quality mixed-use development, which ensures connectivity between Major Town Centre lands east and west of the R132 and facilitates a multi-modal interchange at Swords Metro Stop providing for pedestrian and cycle links.
- Establish strong links between Barryspark and Holywell.
- A new road shall be constructed through the western section of the subject lands which shall in time connect the R132 to the proposed Airside – Drinan Link Road to the south.
- A new road shall be constructed through the eastern section of the subject lands which shall in time connect the R132 via the Drynam Road to the proposed Airside – Drinan Link Road to the south.

**Crowscastle Masterplan**

- Develop a detailed road design for Airside – Feltrim Link Road within the corridor and ensure delivery of this road in tandem with/prior to development of adjoining RS, RA and HT lands.
- A new road shall be constructed through the western section of the subject lands which shall in time connect the R132 to the proposed Airside – Drinan Link Road to the south.
- A new road shall be constructed through the eastern section of the subject lands which shall in time connect the R132 via the Drynam Road to the proposed Airside – Drinan Link Road to the south.
- Provide for pedestrian and cycle routes within the Masterplan lands
- Establish strong links between Barryspark and Holywell.
- Provide for a linear park incorporating a Strategic SuDS and Flood Risk Management corridor across the northern part of these lands.
- Provide for a linear park incorporating a Strategic SuDS and Flood Risk Management corridor across these lands, immediately to the south of the Airside – Drinan Link Road and linking into the existing public open space at Holywell.

**Fosterstown Masterplan**

- Provide for required road improvements including: the construction of the Fosterstown Link Road; realignment and improvements to the Forrest Road and improvements to the R132 (including Pinnock Hill) as part of the phased development of the Masterplan Lands.
- Provide for a vehicular connection to the adjoining MC zoned lands to the north.
- In order to protect existing residential amenities, where development immediately adjoins existing residential development, the heights of such development shall be restricted to 2-3 storeys.
- Future development shall provide a strong urban edge with attractive elevations which satisfactorily address, overlook and provide a high degree of informal supervision of the R132, the Forrest Road and the Fosterstown Link Road.
- Consider the provision of a hotel at a suitable location at Cremona within the Fosterstown Masterplan Lands.
- Facilitate the indicative route for new Metro North through these lands and an appropriate relationship with the indicative route for new Metro North at this location.
- The existing stream which crosses the lands shall be maintained within a riparian corridor. The majority of the public open space shall be provided along the stream and it shall link into the existing public open space at Boroimhe.

**Watery Lane Masterplan**

- Consult with the Health and Safety Authority (HSA) in regard to the Seveso sites to the south of the subject lands as part of the Masterplan process.

### Brackenstown Masterplan

- Protect the integrity and setting of Brackenstown House, a Protected Structure of regional importance situated in High Amenity zoned lands.
- Protect the unique historic Demesne landscape particularly the historic water works features including the Canal, the great pond, Tuckmill race, dam and sluices along the Ward River, cistern house, and stone retaining walls of the terraced garden.
- Have regard to trees on the lands including those protected by Tree Preservation Orders.
- Identify recreational/amenity lands in the area, including linkages between the lands, and wider area including the Ward River Valley.
- Take account of the proposed route selection of the Western Distributor Road.
- Allow for low density housing only.

## BLANCHARDSTOWN

Blanchardstown is the largest commercial and residential centre within the Metropolitan Area of Fingal, and will continue to be promoted as a key urban settlement within the County providing retail, social, cultural, leisure and administrative services. Conveniently located c. 7km from Dublin City Centre; it is within easy reach of both Dublin Airport and the Port Tunnel. Blanchardstown, in addition to having strong links to the national rail network, has also strong links to the national road network i.e. the M2, M3 and M50. The area is well served by a bus and cycle network. Located in close proximity to the Liffey Valley SAAO, the Phoenix Park and the Royal Canal as well as surrounding countryside. Blanchardstown enjoys a favourable environment in which to work and live.



Within its development boundary there are a number of distinctive areas that contribute to its diversity and vitality. The nucleus of the centre comprises of an original village area located adjacent to the more recent centre, where a wide range of retail, commercial, cultural and residential facilities exist. Outside of the centre there are a number of residential areas which include the distinct urban villages of Clonsilla, Castleknock, Mulhuddart, Ongar and Tyrrelstown; in addition to smaller scale local centres including Corduff, Hartstown and Mountview. The Dublin Enterprise Zone, c.1500 hectares, located just north of the N2, is one of the largest such zones in the Country. It employs c. 20,000 people and offers a high quality business environment. In addition, a third level campus associated with the Institute of Technology Blanchardstown (ITB), the National Sports Campus and the National Aquatic Centre are all located within the confines of Blanchardstown. To the east of Blanchardstown, lands at Dunsink, are identified as a longer term strategic area suitable for mixed use development.

### Development Strategy

Promote the planned and sustainable development of Blanchardstown, positioning it as an important residential, service, employment, retail, and leisure centre, specifically by:

- The provision of civic, cultural, retail, commercial, residential and employment activity within Blanchardstown at a level appropriate for a Metropolitan Consolidation Town.
- Promote lands at Dunsink as a longer term strategic area suitable for mixed use development.

### Blanchardstown Town Centre and Blanchardstown Village

Blanchardstown is designated as a Metropolitan Consolidation Town under the RPGs, and a Level 2 'Major Town Centre' in the Retail Strategy for the Greater Dublin Area. The Town Centre is now one of the key retail locations within Fingal and the Greater Dublin Area with in excess of 170,000sq m of retail floor space. There is a wide mix of uses within the Town Centre area. Blanchardstown Village is an attractive commercial centre which complements the town centre to the west.

### Development Strategy

Promote the planned and sustainable development of Blanchardstown, positioning it as an important residential, service, employment, retail and leisure centre, specifically by:

- The consolidation of Blanchardstown as a major centre in Fingal through the promotion of residential development in addition to the uses contained within the Major Town Centre zoning.
- The enhancement of Blanchardstown Village through the preparation of an Urban Framework Plan.
- The promotion of the long term viability of the Town Centre through encouraging the development of a mix of uses within the Town Centre.
- The pedestrian, cycle and vehicular integration of Blanchardstown Village with the Town Centre.
- The location of a public transportation hub adjacent to the Town Centre with the goal of reducing reliance on the private car.



## Blanchardstown Development Plan Objectives

### Objective BLANCHARDSTOWN 1

Prepare an Urban Framework Plan for Blanchardstown Village to guide and inform future development to include improvements to the Village streetscape and environment through appropriate high quality infill development not exceeding three storeys; retain the historic streetscape by ensuring the conservation of traditional buildings; enhance levels of public lighting and supervision and provide a central public space.

### Objective BLANCHARDSTOWN 2

Prepare an Urban Framework Plan for Blanchardstown Town Centre to guide and inform future development. This will include improvements to the urban fabric of the Town through the integration of public transport facilities and road corridors with increased density development and innovative building formats which will have regard to changing retail patterns, the potential for high technology employment growth and the changing education, community and recreational needs of the Town's diverse population.

### Objective BLANCHARDSTOWN 3

Promote Blanchardstown Town Centre and Village area as an integral component in the promotion and development of the Dublin Enterprise Zone.

### Objective BLANCHARDSTOWN 4

Promote the consolidation and densification of the core retail area of Blanchardstown Town Centre as a major centre in Fingal through the promotion of residential development in addition to the uses contained within the MC zoning.

### Objective BLANCHARDSTOWN 5

Prepare and promote the implementation of a traffic management model for the Blanchardstown area.

### Objective BLANCHARDSTOWN 6

Encourage the provision of weather-proofed and secure cycle parking facilities in order to encourage cycling to and from the Town Centre and Village Centre.

### Objective BLANCHARDSTOWN 7

Promote an integrated parking management system for the Town Centre which includes the segregation of customer and employee parking.

### Objective BLANCHARDSTOWN 8

Support the delivery of a Light Rail Corridor linking Blanchardstown to Tallaght in South Dublin and to the indicative route for new Metro North at Dardistown.

### Objective BLANCHARDSTOWN 9

Promote the pedestrian, cycle and vehicular integration of Blanchardstown Village with the Town Centre.

### Objective BLANCHARDSTOWN 10

Encourage and support the provision of a dedicated training facility in Blanchardstown.

### Objective BLANCHARDSTOWN 11

Develop and implement the creation of a Civic Public Open Space at the cinema/library side of the Blanchardstown Shopping Centre.



**Objective BLANCHARDSTOWN 12**  
 Facilitate the early delivery of an integrated school and community/recreational facilities in advance of the adoption of the Kellystown Local Area Plan.

**Objective BLANCHARDSTOWN 13**  
 Carry out a feasibility study of lands at Dunsink to include a full investigation of requirements in terms of infrastructure, water, access, drainage within three years of the adoption of this Development Plan and any remedial measures associated with the former landfill area to inform the future designation of these lands for development. This will be carried out in consultation with necessary statutory agencies and appropriate stakeholders to facilitate the orderly and appropriate release of lands at Dunsink.

**Objective BLANCHARDSTOWN 14**  
 Provide in the local centres of Corduff, Hartstown and Mountview mixed use development commensurate with the scale of the individual centre including commercial, residential and retail units which enhances local services and community facilities and with an appropriate residential element.

**Objective BLANCHARDSTOWN 15**

Encourage and facilitate the development of Connolly Hospital and its campus for the development of healthcare, medical research and related facilities including the proposed satellite centre of the new Children's Hospital and relocation of the Rotunda Maternity Hospital.

**Objective BLANCHARDSTOWN 16**

Facilitate the provision of sporting facilities and associated infrastructure related to the National Sports Campus incorporating appropriate office, administration, training, accommodation and other associated and ancillary development.

**Objective BLANCHARDSTOWN 17**

Facilitate the continued development of Blanchardstown Institute of Technology and future campus expansion.



## Local Area Plans and Masterplans

**Objective BLANCHARDSTOWN 18**

Prepare and/or implement the following Local Area Plans and Masterplans during the lifetime of this Plan:

- Cherryhound Local Area Plan (see Map Sheet 12, LAP 12.A)
- Kilmartin Local Area Plan (see Map Sheet 12, LAP 12.B)
- Kellystown Local Area Plan (see Map Sheet 13, LAP 13.C)
- Barnhill Local Area Plan (see Map Sheet 13, LAP 13.A)
- Navan Road Parkway Local Area Plan (see Map Sheet 13, LAP 13.B)
- Kilshane Masterplan (see Map Sheet 12, MP 12.A)
- Tyrrelstown Masterplan (see Maps Sheet 12, MP 12.B)
- Phoenix Park Masterplan (see Map Sheet 13: MP 13.A)
- Old School House Masterplan (Porterstown) (see Map Sheet 13, MP 13.B)

The main elements to be included in a number of the Local Area Plans and Masterplans are provided below. The list is not intended to be exhaustive.

#### **Kellystown Local Area Plan**

- Provide for a programme for the phasing of construction of residential and commercial development in tandem with the delivery of transport, recreational, community and educational infrastructure.
- Facilitate the development of a new railway station on the existing Dublin-Maynooth line at Porterstown if required.
- Facilitate re-location of St. Mochtas FC grounds to a new site north of the Luttrellstown Road. This new site will be in addition to a proposed 8 hectare public park.
- Provide pedestrian and cyclist access routes to the subject lands from the Riverwood/ Carpenterstown area.
- Create a new neighbourhood public park of a minimum of 8 hectares. This park shall be linked to Porterstown Park, Luttrellstown Road and Beech Park by dedicated pedestrian and cyclist facilities.
- Protect the rural character and setting of Luttrellstown Road and enhance its use for pedestrians and cycling.
- Provide a study of the trees, hedgerows and other features of biodiversity value suitable for retention and a programme agreed with the Council's Biodiversity Officer as to how these features can be protected or improved and the biodiversity value of the Canal maintained or improved.

#### **Barnhill Local Area Plan**

- Construction of houses on these lands will be dependent on the delivery of the proposed new road and bridge over the railway.
- Ensure the provision of pedestrian access between Barberstown/Barnhill and the Hansfield SDZ by means of a new pedestrian overbridge integrated with adjoining development including the proposed Hansfield rail station.
- Adoption of the Local Area Plan shall be dependent on the rail station at Hansfield being open, accessible and serviced by train.

#### **Navan Road Parkway Local Area Plan**

- Protect the existing and proposed Regional Drainage Infrastructure traversing the lands north of the N3 in any future development.
- Provide for a comprehensive surface water attenuation and SuDS scheme for the entirety of the LAP lands. This shall fully integrate with the drainage arrangements for the former Phoenix Park racecourse development opposite.
- Provide for on-site surface water attenuation ponds which shall be developed as high quality landscaped features of the site.
- Ensure that new development is of high design quality reflecting the landmark and visually sensitive status of this location. Views northwards to Dunsink environs shall be provided by means of visual breaks and adequate separation of the new buildings.
- Provide for a detailed phasing of construction of development in the LAP in tandem with the delivery of transport and drainage infrastructure.
- Provide a footbridge over the N3 at an appropriate location between Auburn Avenue junction with the N3 and the Navan Road Parkway Interchange.
- Facilitate pedestrian access from Coolmine Rugby Club grounds over the Canal adjacent to the Navan Road Parkway Railway Station.

**Kilshane Masterplan**

- These lands shall be fully integrated with the adjoining General Employment lands.

**Phoenix Park Masterplan**

- Facilitate delivery of residential, commercial and community facilities along with open space in a phased manner.

**Old School House Masterplan**

- Development provided for within the Masterplan lands shall be to secure the preservation, conservation and redevelopment of the Old School House, a Protected Structure. Any new development will respect the integrity of the Protected Structure to be retained.
- No residential or commercial unit shall be sold or occupied pending the full reinstatement of the Protected Structure to the satisfaction of the Planning Authority.
- Preserve the Old School House, a Protected Structure, and facilitate its rehabilitation into a suitable long-term use that is integrated with the back lands adjacent to the Royal Canal and which provides public access, and links to the Royal Canal as a central design feature.
- Facilitate a comprehensive re-development of this backland area which provides new pedestrian and cycle route connections to adjoining sites.
- Provide for integration with the Royal Canal and with adjoining Open Space lands.
- Provide for a recreational/tourism hub at this location facilitating a linear public park in addition to tourism related uses, restaurants and craft shops to be scaled and designed in a sensitive manner to reflect the sensitive environment.
- A key priority of the Masterplan shall be safeguarding the viability of the schoolhouse restoration (financially and otherwise).

**CASTLEKNOCK VILLAGE**

Castleknock is a compact suburban centre with a distinct heritage and character including a designated Architectural Conservation Area (ACA). There is potential for enhanced commercial, residential, retail and community facilities in the form of sensitive infill and redevelopment opportunities which respect the established village environment.

**Development Strategy**

Recognise the important heritage character of the village and promote the village as an attractive gateway to Fingal. Sensitive infill and backland development will be encouraged, in particular, to the rear of the Ashleigh and Castleknock shopping centres as core development areas.

**Castleknock Development Plan Objectives****Objective CASTLEKNOCK 1**

Prepare an Urban Framework Plan for Castleknock to guide and inform future development, to include measures to improve and promote the public realm of the village, but which at all times respects the historic nature of the village.

**Objective CASTLEKNOCK 2**

Improve the physical and environmental character of Castleknock through sensitive infill development that enhances village facilities and amenities. Development in Castleknock Village will be of a height and density appropriate to a village setting and in keeping with existing housing in the core Castleknock Village and to a maximum of three storeys in height.





**Objective CASTLEKNOCK 3**

Promote sympathetic cycle integration between Castleknock and both Blanchardstown Village and the Phoenix Park.

**Objective CASTLEKNOCK 4**

Improve facilities for pedestrians and cyclists in the village, including the promotion and facilitation of pedestrian movement to and from back-land sites to the rear of the Ashleigh and Castleknock shopping centres whilst maintaining the integrity and privacy of existing residential developments.

**Objective CASTLEKNOCK 5**

Encourage the sensitive redevelopment of key sites within Castleknock Village for mixed use which includes an appropriate residential component to enhance the viability and vitality of the village.

**Objective CASTLEKNOCK 6**

Promote and enhance the ACA within Castleknock Village.

**Objective CASTLEKNOCK 7**

Prevent vehicular/pedestrian access to/from the retail face on Castleknock Road, Castleknock Village to Castleknock Park and its environs

## CLONSILLA VILLAGE

Clonsilla is a local centre with a limited number of retail and other commercial activities. There are important pockets of undeveloped lands within the village which can provide opportunities for consolidation of the existing dispersed linear character of the village and realise the potential of the Royal Canal as a valuable amenity.

### Development Strategy

Enhance the village character while encouraging suitable retail, commercial and residential uses are provided for.

### Clonsilla Development Plan Objectives

**Objective CLONSILLA 1**

Prepare an Urban Framework Plan to guide and inform future development; and to include measures to improve and promote the public realm of the village, in addition to traffic calming measures along the main street from St Mary’s Church of Ireland to St Mochta’s National School.

**Objective CLONSILLA 2**

Develop key sites within the village for mixed use including a residential component to enhance the viability and vitality of the village while ensuring new developments do not exceed three storeys.

**Objective CLONSILLA 3**

Require that new development in the village optimises the Royal Canal, where appropriate and possible, as a local heritage resource and public amenity, while protecting its character and biodiversity as a waterway.



**Objective CLONSILLA 4**

Protect the historic character of Clonsilla Village by conserving old houses and cottages and only permitting sensitive development.

**Objective CLONSILLA 5**

Secure lands adjacent to the Royal Canal for environmentally friendly and sustainable public access and public open space.

**Objective CLONSILLA 6**

Create a network of pedestrian and cycle routes between Clonsilla, the Royal Canal and the adjacent railway stations; and a connection from the 'Windmill' residential development to Dr. Troy Bridge and a new Light Rail Corridor stop.

**Objective CLONSILLA 7**

Develop a linear pedestrian / cyclist link between Clonsilla and Porterstown Stations via open space lands.

## COOLMINE INDUSTRIAL ESTATE

Coolmine Industrial Estate is located to the south of Blanchardstown centre, between the R843 to the north, Clonsilla Road to the south, the R121 to the west and Snugborough Road to the east. Coolmine has undergone a significant amount of change and growth over the last decade. Commencing in the 1990's and gathering momentum in the last ten years, the area has witnessed the redevelopment and transformation of previously low rise, low density industrial sites to mixed use neighbourhood-centre type services. The transformation of the area has taken place largely on a site-by-site basis without reference to an overarching plan to guide and coordinate development.

Given the extent of incremental development it is considered appropriate to rezone the Estate with the area to the north and west LC – Local Centre, and the area to the south and east retained as GE – General Employment zoning (see Map Sheet 13). A programme for environmental improvements will also be developed for the area. It is essential to ensure that any future Local Centre development is at a level appropriate for this location, consequently there is a cap of 150sq m net floor area (nfa) on any individual unit.

### Development Strategy

Secure the future vitality and viability of the Coolmine Industrial Estate.

### Coolmine Development Plan Objectives

**Objective COOLMINE 1**

Promote future development in line with proposed land-use zonings, i.e. LC and GE.

**Objective COOLMINE 2**

Ensure no individual unit within the Coolmine Industrial LC zoning is larger than 150m<sup>2</sup> nfa.

**Objective COOLMINE 3**

Improve and promote the visual appearance of the area through a programme of environmental improvements with particular emphasis to the boundary along the Clonsilla Road and that the number of signage/advertising/hoardings be limited along the perimeter of the industrial estate.

**MULHUDDART VILLAGE**

Mulhuddart Village is an important commercial, retail and local services centre for the surrounding community. It has undergone successful regeneration and enhancement in recent years with several opportunities existing for further additional redevelopment and improvement.

**Development Strategy**

Enhance and improve the village character by encouraging suitable retail, commercial and residential uses.

**Mulhuddart Development Plan Objectives**

**Objective MULHUDDART 1**

Provide for appropriate mixed use village-scale development which enhances local services and community facilities, and has a residential content.

**Objective MULHUDDART 2**

Improve pedestrian and cycle facilities in Mulhuddart Village and create a network of pedestrian and cycle routes between Mulhuddart, along the Old Navan Road towards the N3 and Damastown, Tyrrelstown, Kilmartin and Hollystown.

**Objective MULHUDDART 3**

Improve and promote links between the Tolka Valley Park, Blanchardstown Centre and Mulhuddart Village.

**Objective MULHUDDART 4**

Examine the feasibility of developing the redundant spur road(s) associated with the Old Mulhuddart Bridge to provide for its integration into the public realm and amenity associated with the village.

**ONGAR**

Ongar is an attractive and strategically located village providing for the needs of the rapidly expanding areas of Littlepace, Castaheany and Hansfield in west Blanchardstown. This is a new urban area which has been developing primarily over the last fifteen years.

**Development Strategy**

Enhance and consolidate the existing village character by encouraging suitable retail, commercial and residential uses.



## Ongar Development Plan Objectives

### Objective ONGAR 1

Provide for appropriate mixed use village-scale development which enhances local services and community facilities, and has a residential content.

### Objective ONGAR 2

Promote the vitality and vibrancy of Main Street by ensuring that all primary entrances to retail/commercial development address this main street.

## TYRRELSTOWN

Tyrrelstown is a significant commercial and residential area located 3.5km to the north of the centre of Blanchardstown, but still within its development boundary. It has a purpose built centre which was developed to serve the emerging residential population; as well as the wider area including new development at Kilmartin.

### Development Strategy

Enhance and improve this centre by encouraging suitable retail, commercial and residential uses alongside new school and associated recreational developments. Future development of this area whether of a local centre, open space or residential land use nature needs to respect existing development within the area and be carried out in a sustainable manner to provide a high quality living environment for the existing and future population.

## Tyrrelstown Development Plan Objectives

### Objective TYRRELSTOWN 1

Provide for appropriate mixed use development which enhances local services and community facilities and which has a residential element.

### Objective TYRRELSTOWN 2

Create a network of pedestrian and cycle routes between Tyrrelstown, Kilmartin, Hollystown and Mulhuddart.

### Objective TYRRELSTOWN 3

Ensure the physical and visual integration of the centre with the newly developing residential areas to the north.

### Objective TYRRELSTOWN 4

Secure a safe and convenient road, pedestrian and cycle system and street network to accommodate the growth of Tyrrelstown.

## HOLLYSTOWN

Hollystown is a residential area located approximately 4km to the north of the centre of Blanchardstown, north of Hollystown Golf Course. It has developed from a small rural settlement, originally centred on the St. Thomas's Church of Ireland and Hollystown House, a Protected Structure. An area of LC zoning is identified in the centre of the village to provide additional facilities to serve the emerging residential population, including that of Kilmartin. The proximity of rural lands and groups of mature trees contribute to the attractive setting of this area.

### Development Strategy

Ensure the future development of this area respects existing development within the area and is carried out in a sustainable manner to provide a high quality living environment for the existing and future population.

### Hollystown Development Plan Objectives

#### Objective HOLLYSTOWN 1

Provide for an appropriate level of development to complement existing local services and promote the provision of community facilities at a scale commensurate with the level of existing and future residential development.

#### Objective HOLLYSTOWN 2

Ensure the physical and visual integration of the centre with the newly developing residential areas and landscape setting.

#### Objective HOLLYSTOWN 3

Create a network of pedestrian and cycle routes between Tyrrelstown and Kilmartin, Mulhuddart and Hollystown.

## DONABATE

Donabate is identified as a Moderate Sustainable Growth Town within the Metropolitan Area in the RPGs. The Donabate Peninsula enjoys many natural areas including the Rogerstown and Malahide Estuaries, European Sites which form part of the Natura 2000 network. In addition, there is Newbridge Demesne and The Square ACA. While Donabate has experienced substantial housing development in recent years, there remains extensive areas of undeveloped residential zoned lands.

### Development Strategy

Protect and enhance the natural amenities and heritage of the Peninsula by consolidating future development within well-defined town boundaries. Promote the development of a vibrant town core by providing a high quality living environment for the existing and future population and providing for the development of the necessary community, commercial, cultural and social facilities in tandem with new residential development.

## Donabate Development Plan Objectives

### Objective DONABATE 1

Prioritise the early construction of a Donabate distributor road, delivering a new railway crossing, providing alternative access to Donabate and Portrane.

### Objective DONABATE 2

Channel and concentrate the development of additional commercial, social, community and civic facilities within the town centre and promote high quality urban design in such development.

### Objective DONABATE 3

Provide for the further development of recreational, community and educational (primary and second level) facilities.

### Objective DONABATE 4

Develop a continuous network of signed pathways and cycleways as appropriate, around Donabate Peninsula linking Portrane and Donabate to Malahide and Rush via the Rogerstown and Malahide Estuaries whilst ensuring the protection of designated sites, and avoiding any routing along the northern boundary of Malahide Inner Estuary by virtue of its ecological sensitivity.

### Objective DONABATE 5

Provide for a comprehensive network of pedestrian and cycle ways linking residential areas to one another, to the town centre, schools, the recreational campus at Ballymastone and the railway station.

### Objective DONABATE 6

Promote and facilitate the development of a shuttle bus service linking Donabate and Portrane to Donabate Railway Station to the commuter bus services in Swords and to the indicative route for new Metro North.

### Objective DONABATE 7

Maintain a strong visual and physical separation between Portrane and Donabate.

### Objective DONABATE 8

Protect the setting of St. Patricks Church of Ireland.

### Objective DONABATE 9

Prepare an Urban Framework Plan for Donabate (including a Public Realm and Integrated Traffic Management Strategy) to guide and inform future development, to include measures to improve and promote the public realm of the village.

### Objective DONABATE 10

Prepare and/or implement a Local Area Plan for Donabate providing for the structured development of the identified new residential areas of Donabate such that they integrate into the established village and support the continued growth of a vibrant and attractive town for existing and future residents.

### Objective DONABATE 11

Prepare and implement a Masterplan for lands at Turvey (see Map Sheet 7, MP 7.A). A detailed flood risk assessment will be carried out for these lands to address potential flood risk and propose mitigation measures.

- Objective DONABATE 12**
- Promote an enhanced Donabate Railway station and improved rail services.
- Objective DONABATE 13**
- Promote and facilitate the provision of a skate park in the Donabate / Portrane area.
- Objective DONABATE 14**
- Prioritise the early widening of the narrow dangerous short section of the R126 approaching Donabate from Hillside Cottage to the railway bridge on urgent health and safety grounds.
- Objective DONABATE 15**
- Promote an urban tree planting scheme at appropriate locations in Donabate town centre and along Beaverstown Road.
- Objective DONABATE 16**
- Provide a pedestrian path and cycle lane as appropriate, on the Hearse Road to enable safe access to Donabate Village.
- Objective DONABATE 17**
- Promote and enhance the visitor experience and amenities at Newbridge House and Demesne within the context of the Demesne’s heritage importance and values, including the provision of a new pedestrian and cycle entrance into the Demesne on Turvey Avenue, subject to a feasibility study.
- Objective DONABATE 18**
- Promote the restoration of the Martello Tower at Donabate Beach.
- Objective DONABATE 19**
- Facilitate a separate vehicular/pedestrian access to Donabate Railway Station from Donabate Town Centre.

## MALAHIDE

Malahide, a Moderate Sustainable Growth Town within the RPGs, is a coastal town with a high quality built and natural environment. Integral to its character and its exceptional amenity offer is Malahide Castle and Demesne and its coastal environment, the tourism offer being enhanced by excellent public transport accessibility. It is envisaged that Malahide will develop as a self-sustaining centre through the provision of a range of facilities to support the existing and new populations. In order for this to be achieved, it is vital that the urban role of Malahide be strengthened and development consolidated within the town. There is a strong built heritage with four Architectural Conservation Areas (ACAs) in the town. The natural heritage of Malahide Estuary, a European Site, is designated through a Special Area of Conservation (SAC) and a Special Protection Area (SPA) and future development must respect the natural heritage sensitivities.

### Development Strategy

Promote the planned and sustainable consolidation of the existing urban form and the sensitive promotion of amenities. The need to upgrade and support the development of the core as a town centre will be balanced with the need to conserve its appearance as an attractive,



historic village settlement and to retain the existing amenities of the area, being cognisant of its proximity to an ecologically sensitive coastline including European Sites.

## Malahide Development Plan Objectives

### Objective MALAHIDE 1

Preserve the special character and identity of the town by securing its physical separation from Swords, Portmarnock and Kinsaley by greenbelts.

### Objective MALAHIDE 2

Retain the impressive tree-lined approach along the Dublin Road as an important visual element to the town and, specifically, ensure the protection of the mature trees along the Malahide Road at the Limestone Field and property boundary walls which create a special character to the immediate approach to Malahide.

### Objective MALAHIDE 3

Retain the existing centre with its mixed use and varied architectural character as the heart and focal point of Malahide.

### Objective MALAHIDE 4

Facilitate and encourage the provision of an appropriate retail mix in Malahide, recognising its role as both a residential town and an important tourist destination.

### Objective MALAHIDE 5

Implement and progress the Public Realm Strategy for Malahide, including measures related to car-parking, in order to facilitate a vibrant retail, commercial and residential core.

### Objective MALAHIDE 6

Facilitate the development of a pedestrian and cycle link between Malahide and the Donabate Peninsula as part of the Fingal Coastal Way, whilst avoiding any routing along the northern boundary of Malahide Inner Estuary by virtue of its ecological sensitivity.

### Objective MALAHIDE 7

Sensitively promote and enhance the visitor experience and amenities at Malahide Castle and Demesne within the context of the Demesne's heritage importance and values.

### Objective MALAHIDE 8

Accommodate marine based activity within the estuarine area and fringe to the west of the rail line at Bissetts Strand including boardwalk and berthing facilities whilst ensuring that the visual and environmental amenity of the area is protected.

### Objective MALAHIDE 9

Promote an enhanced rail station, adjacent car park and improved rail services.

### Objective MALAHIDE 10

Facilitate the development of the international cricket facility at Malahide Cricket Club while protecting the intrinsic landscape and heritage value of the Malahide Castle Demesne.

### Objective MALAHIDE 11

Prepare and/or implement the following Masterplans during the lifetime of this Plan:

- Streamstown Masterplan (see Map Sheet 9, MP 9.A)
- Broomfield Masterplan (see Map Sheet 9, MP 9.B)



The main elements to be included in the Streamstown Masterplan are provided below. The list is not intended to be exhaustive

### Streamstown Masterplan

- Facilitate low density residential development reflective of the character of the area.
- Protect and preserve trees, woodlands and hedgerows within the Masterplan area.
- Preserve the tree lined approach to Malahide along the Dublin Road.
- Facilitate high quality sustainable development that protects and enhances the sensitive historic and natural setting of Auburn House and integrates new development with the conservation and preservation of the Protected Structure, its curtilage and protected trees.
- Retain visual corridors to/from Auburn House through the establishment of a visual buffer to the east of Auburn House.
- The area for development north of Auburn House is considered a sensitive development zone, whereby a maximum ridge height of 6m should be applied.
- Provide for a pedestrian / cycle route along the Auburn House Avenue to Malahide Road.
- Ensure pedestrian connectivity between Auburn House Avenue and Abington/Gaybrook/Castleheath.
- The lands will be the subject of a detailed flood risk assessment.

## BALDOYLE

Baldoyle is a suburb within the Metropolitan Area, with an original village core along the coast which has community infrastructure and limited retail and commercial facilities. The wider Baldoyle area hosts a range of urban services such as schools, retail facilities at Racecourse Shopping Centre, medical and community facilities to meet the needs of the existing and expanding populations. Baldoyle core is designated as an Architectural Conservation Area (ACA) and Baldoyle Estuary is designated as a Special Area of Conservation (SAC) and a Special Protection Area (SPA). Unlike other established settlements in the area it also provides a significant, dedicated employment base in the form of the Baldoyle Industrial Estate and lands around the rail line.

### Development Strategy

Improve, strengthen and consolidate the community, residential, retail and commercial offer through the provision of a range of facilities to support the existing and new populations making full use of sustainable transport practices.

### Baldoyle Development Plan Objectives

#### Objective BALDOYLE 1

Protect the visual break and open character of lands between Baldoyle and Portmarnock by maintaining the greenbelt lands and appropriate recreational uses on Racecourse Park which respect the character, sensitivity and natural heritage designations of the existing landscape.

#### Objective BALDOYLE 2

Prepare a Masterplan for Baldoyle Industrial Estate and Kilbarrack Industrial Estate to guide and inform future development including improvements to signage and physical appearance, determine appropriate uses, provision for intensification of employment, and facilitate improvements to pedestrian access to and from Howth Junction Station and associated bus stops which can be implemented over the lifetime of the Plan.

**Objective BALDOYLE 3**

Prepare and/or implement a Local Area Plan for lands at Baldoyle / Stapolin to provide for the strategic development of the area as a planned sustainable mixed use residential development subject to the delivery of the necessary infrastructure. (Refer to Map Sheet No. 10, LAP 10.A)

**HOWTH**

Howth is a distinctive settlement located within a unique natural and built environment. Howth Head is a Special Amenity Area and there are also several Special Areas of Conservation and Special Protection Areas located on and around the Peninsula which must be protected into the future. Howth also has an important maritime heritage focused on the historic harbour. Today the harbour is important for the fishing industry and the marina is an important amenity. There are also several Architectural Conservation Area (ACA) designations in Howth. The settlement fulfils a predominately leisure role for visitors with restaurants, cafes, bars and some niche shopping such as arts and crafts.

**Development Strategy**

Develop the village in a manner that will protect its character, and strengthen and promote the provision and range of facilities, especially the retention and promotion of retail convenience shopping and community services to support the existing population and tourists. Future development will be strictly related to the indicated use zones including the infilling of existing developed areas rather than further extension of these areas. Development will be encouraged which utilises the recreational and educational potential of the area and other nearby natural environments of high quality. The strategy for Howth Peninsula is to ensure the conservation and preservation of this sensitive and scenic area, in particular through the implementation of the Howth Special Amenity Area Order, being cognisant of the potential increasing pressures that could arise as a result of the implementation of the Fingal Tourism Strategy.

**Howth Development Plan Objectives****Objective HOWTH 1**

Ensure that development respects the special historic and architectural character of the area.

**Objective HOWTH 2**

Prepare a Public Realm Strategy to address issues such as pedestrian and cycle permeability, signage, car parking, traffic management and enhancements to the village core including Main Street.

**Objective HOWTH 3**

Encourage the retention and development of ground floor commercial/retail uses within the core of the village. Such uses should be of a convenience and comparison retail mix with emphasis on the latter. Office provision should also be encouraged to ensure a vibrant village core.

**Objective HOWTH 4**

Protect and manage the Special Amenity Area, having regard to the associated management plan and objectives for the buffer zone.



**Objective HOWTH 5**

Continue to encourage the development of the harbour area for fishing and marine related industry and tourism.

**Objective HOWTH 6**

Encourage and facilitate the development of a Community Centre in Howth Village.

## PORTMARNOCK

Portmarnock is an historic coastal settlement which developed in its linear suburban form in the 20th century. Further definition of the street frontage and upgrading of the streetscape would help to strengthen and consolidate the existing urban structure and identity of Portmarnock. Its location just north of Baldoyle Estuary, a Special Area of Conservation (SAC) and a Special Protection Area (SPA), the presence of one of the finest beaches on the east coast, world class golf courses, and a distinct natural and built heritage make Portmarnock an important tourist destination. There is potential to sensitively enhance the tourist experience through appropriate development of tourist services and amenities. The Dublin-Belfast railway line provides a commuter service for those working in Dublin and for visitors. Further development around the train station, to the south of the town, is planned. Linkages between the southern and northern development areas of the town need to be enhanced to increase the potential for walking and cycling to the key retail and public transport nodes.

### Development Strategy

Consolidate, define and enhance the existing urban form, encouraging more intensive commercial development within the central areas of the town while providing enhanced linkages to lands at South Portmarnock adjacent to the rail line. Retain and improve existing amenities, both for visitors and for residents, along the coast and within the town in a manner sensitive to the protected natural and built heritage of the area.

### Portmarnock Development Plan Objectives

**Objective PORTMARNOCK 1**

Develop Portmarnock as a vibrant town providing services and amenities for both the residential and visitor populations.

**Objective PORTMARNOCK 2**

Implement the Portmarnock Urban Centre Strategy and prepare a Public Realm Strategy to include any issues which may be identified as part of public consultation such as streetscape, car parking, traffic movement, environmental improvements and permeability.

**Objective PORTMARNOCK 3**

Preserve the identity of the town by securing its physical separation from Malahide by greenbelts and from Baldoyle by appropriate land use within the open space and high amenity lands.

**Objective PORTMARNOCK 4**

Protect and manage the flood plain of the Sluice River to the south of Portmarnock and ensure that its integrity as a natural habitat is maintained; and investigate the potential of a riverside walkway.

**Objective PORTMARNOCK 5**

Promote an enhanced rail station and rail service with improved facilities for cyclists including secure bike racks, and supporting an increase in car parking space provision for motorists together with the provision of a feeder bus service and improved pedestrian and cycle linkage between Chapel Lane and the station.

**Objective PORTMARNOCK 6**

Protect and preserve the character and amenity of Portmarnock Beach, in view of its importance to the identity of the town and as an amenity for the domestic and foreign visitors, by protecting the beach from any development likely to adversely impact on water quality, integrity of the dunes ecosystem, biodiversity, visual amenity or excessive noise pollution while supporting activities or developments which would add to the amenity.

**Objective PORTMARNOCK 7**

Prepare and/or implement a Local Area Plan for lands at Portmarnock South to provide for strategic development of the area as a planned sustainable mixed use residential development subject to the delivery of the necessary infrastructure. (Refer to Map Sheet No. 9, LAP 9.A)

## SUTTON

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Sutton Cross is the gateway to the Howth Peninsula. Sutton is an established suburb within the Metropolitan Area with a clear identity and community, and a range of urban services such as schools, retail facilities and community facilities. It supports local services for the immediate populations of Howth, Sutton, Baldoyle and Bayside. Sutton is also located near to a number of European Sites. There are ACAs at Strand Road and Martello Terrace.



## Development Strategy

Strengthen and consolidate the role of the existing centre while promoting the retention and provision of a range of facilities to support the existing and new populations. The promotion and implementation of sustainable transport practices is also required.

### Sutton Development Plan Objectives

#### Objective SUTTON 1

Improve and consolidate the village of Sutton including the retention and protection of local services.

#### Objective SUTTON 2

Enhance traffic management in Sutton Village and the immediate environs.

## BALGRIFFIN AND BELCAMP

On the southern boundary of Fingal, Balgriffin was until recently a small rural settlement. It has now become part of a growing population spreading from Baldoyle in the east to the as yet undeveloped area around Belcamp House to the west. Balgriffin centres on an old crossroads with the Malahide Road (R107) running north-south with two cemeteries to the east and west. Campion’s pub, now vacant, stands on what was the western road, within the lands zoned for residential development at Belcamp. Cottages and a village green remain to the east on the R123 and are now part of wider development which includes St. Samson's and Castlemoyne. The closest local services are to the south within Dublin City's administrative area at Clare Hall/Burnell Square. The two main branches of the Mayne River, the Turnapin Stream and the Cuckoo Stream, run through the area creating the potential for green infrastructure linkages. The Turnapin Stream runs in the southern part of the area, coming from the old Belcamp Estate and splitting the new developments at Balgriffin from the Dublin City area at Belmayne. The Cuckoo Stream forms the northern boundary of the Fingal Burial Ground. The Turnapin and the Cuckoo Streams merge at the Hole in the Wall Road to form the Mayne River before flowing out through Racecourse Park to Baldoyle Bay.

## Development Strategy

Consolidate the new and existing areas of Balgriffin and Belcamp to create vibrant residential communities with appropriate local services and community facilities to serve the new population. Ensure that the necessary infrastructure is delivered in tandem with development and that the new built form respects the rich built and natural heritage of the surrounding environment and recognises the ecological sensitivity and hydrological connection with adjacent European Sites.

### Balgriffin and Belcamp Development Plan Objectives

#### Objective BALGRIFFIN/BELCAMP 1

Promote high quality residential development which meets the needs of all stages of the life cycle through an appropriate mix of house type and local amenities.

**Objective BALGRIFFIN/BELCAMP 2**

Ensure that new communities are adequately served with accessible local services.

**Objective BALGRIFFIN/BELCAMP 3**

Facilitate the protection of Belcamp House and ensure that new development respects the historic character and setting of Belcamp House, including both its natural and built heritage, and biodiversity assets.

**Objective BALGRIFFIN/BELCAMP 4**

Promote green infrastructure linkages, in particular ensuring permeability between the lands at Belcamp, Balgriffin, Belmayne and the Regional Park at Racecourse Park, facilitating access to the Fingal Coastal Way.

**Objective BALGRIFFIN/BELCAMP 5**

Consider a limited quantum of development on the Belcamp LAP lands to facilitate the rehabilitation and preservation of Belcamp House prior to the adoption of Belcamp LAP. A design brief including the quantum and location of any such development, which shall not prejudice any future road requirements, shall be agreed with the Planning Authority prior to a planning application being lodged. Not more than 50% of any residential units permitted shall be sold or occupied pending the full re-instatement of Belcamp House to the satisfaction of the Planning Authority.

**Objective BALGRIFFIN/BELCAMP 6**

Prepare a Local Area Plan for lands at Belcamp (see Map Sheet 9, LAP 9.B) to provide for a sustainable mixed use urban district including residential, community and recreational facilities subject to the delivery of the necessary infrastructure and rehabilitation and restoration of Belcamp House.

**Objective BALGRIFFIN/BELCAMP 7**

Promote improved pedestrian and cycle linkage between Balgriffin/Belcamp and Portmarnock Rail Station.

## SANTRY

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Santry is an established residential community on the border of Dublin City with close ties to the city, adjoining the excellent amenities of Santry Woods and Morton Stadium. This established community which is close to the indicative route for the new Metro North has grown in recent years. The area benefits from proximity to well established industrial areas, the location of Dublin Airport as well as mixed employment zoned lands in Northwood to the west, around the Ballymun Road and beyond.

### Development Strategy

Consolidate the development of Santry, while protecting existing residential amenities. Enhance linkages and the environment as a gateway to and from the Airport and City, while enhancing its linkages to the existing industrial areas and lands to the west including Northwood and Ballymun.



## Santry Development Plan Objectives

### Objective SANTRY 1

Improve the visual approach to Santry from Dublin Airport by encouraging the regeneration of the lands along the R132 by minimising signage, enhancing landscaping and clearing derelict sites.

### Objective SANTRY 2

Promote Santry Woods as a Fingal amenity and a public open space.

### Objective SANTRY 3

Encourage enhanced landscaping and noise abatement measures along the realigned M50 where it impacts on Turnapin residents.

### Objective SANTRY 4

Enhance cycle and pedestrian linkages between Santry and Ballymun.

### Objective SANTRY 5

Prepare and implement a Masterplan for lands identified at Northwood (see Map Sheet 11, MP 11.E) during the lifetime of this Plan. The main elements to be included are provided below. The list is not intended to be exhaustive.

- Facilitate provision of an underpass to include provision for a car, bus, cycle, and pedestrian link to link lands east and west of the R108 to enhance connectivity.
- Ensure where feasible, development overlooks the Santry River Walk.
- Allow the re-location of existing units to facilitate connectivity to the proposed Northwood Metro Stop.
- Enhance pedestrian links within and to Santry Demesne.
- Ensure the continued protection of trees within the subject lands.
- Facilitate provision of a direct access route from Old Ballymun Road through Northwood. Development shall enhance connectivity to the proposed Northwood Metro Stop.

### Objective SANTRY 6

Continue to support and facilitate a cross boundary forum, which includes Dublin City Council, to co-ordinate development between Dublin City's North West Area (which includes parts of Santry, Poppintree and Ballymun) and the adjoining areas in Fingal which include Santry, Meakstown and Charlestown and lands to the north of Ballymun.

## CHARLESTOWN AND MEAKSTOWN

The communities of Charlestown and Meakstown form an important residential settlement to the south of the M50 in the south of Fingal, adjacent to Dublin City. The area is well served by retail facilities focussed on the Charlestown Shopping Centre and with schools and community facilities provided close by within the Dublin City Council area.

### Development Strategy

Consolidate the development of both Charlestown and Meakstown in a coordinated manner, promoting and enhancing the role of the Charlestown Centre as a focal point of the community, while improving integration and linkages with Finglas and neighbouring industrial areas.

## Charlestown and Meakstown Development Plan Objectives

### Objective CHARLESTOWN AND MEAKSTOWN 1

Develop an enhanced community identity within Fingal through the improvement of social, cultural, community and residential amenities. Support the development of a sense of identity for the area including improvements to signage, landscaping and physical appearance and through the promotion of mixed uses, including residential, in Charlestown Centre.

### Objective CHARLESTOWN AND MEAKSTOWN 2

Continue to improve and deliver enhanced community and recreational amenities to the area with particular emphasis on a community centre to provide for the community and sporting needs of the area including the provision of changing rooms if required and improvements to the quality of open space.

### Objective CHARLESTOWN AND MEAKSTOWN 3

Continue to support and facilitate the established cross boundary forum, which includes Dublin City Council, to co-ordinate development between Dublin City's North West Area (which includes parts of Santry, Poppintree and Ballymun) and the adjoining areas in Fingal which include Santry, Meakstown and Charlestown and lands to the north of Ballymun.

## PORTRANE

Portrane is a unique settlement located on the north eastern area of the Donabate Peninsula and thus enjoys many natural amenities. It is composed of three distinct areas: Portrane Village, The Burrow and St. Ita's Hospital. Due to the importance of the built and natural heritage, any development of this area will have to demonstrate its sustainability and ensure the protection of European Sites including Rogerstown Estuary located nearby. There are also three ACAs in Portrane, St. Ita's Hospital complex, Red Square and Grey's Square. The policies for Portrane will be in line with those for small towns in the Regional Planning Guidelines.

### St. Ita's Hospital

The existing institutional complex is very extensive and accommodates a large number of protected structures and attractive buildings in an extensive demesne type landscape. Building elements within the complex are landmark structures, which are visible over long distances from the coastline particularly to the south. There are exceptional coastal views from this slightly elevated site.

The need to examine options regarding the optimal re-use and refurbishment of the complex of Protected Structures within the demesne setting was identified by the Council, to ensure the future sustainable use of this important and unique resource. A feasibility study of St Ita's, was completed in November 2013 jointly by Fingal County Council and the Health Service Executive (HSE) to determine the optimal future sustainable use of this complex and to consider the development of new modern psychiatric health care and ancillary facilities having regard to the cultural, visual and ecological sensitivities of the site.

The Feasibility Study identifies the St Ita's Hospital complex and demesne as a suitable location for the development of new modern psychiatric health care and ancillary facilities (which can include the provision of a National Forensic Mental Health Service Hospital). It also prioritizes the



re-use of the existing hospital buildings (many of which are Protected Structures) together with their maintenance and management into the future; the ongoing maintenance and management of existing trees and woodland and the maintenance and provision for an appropriate level of public accessibility through the site.

It is the objective of Fingal County Council to actively support the implementation of the objectives laid down in this feasibility study including specifically those relating to:

- The development of new modern psychiatric health care and ancillary facilities (which can include the provision of a National Forensic Mental Health Service Hospital) within St. Ita’s.
- The reuse of the Protected Structures for appropriate uses together with the on-going future maintenance and management of these structures.
- The on-going maintenance and management of the demesne landscape including the trees and woodland which are an intrinsic part of this unique landscape.
- The maintenance and provision for an appropriate level of public accessibility through the site.

### Development Strategy

Protect and retain the distinctive village character of Portrane and protect and enhance existing natural amenities and built heritage. Strengthen the urban form of the village and improve local service facilities. Ensure The Burrow is protected from inappropriate development including the need to ensure any development takes full account of Climate Change Adaptation.

### Portrane Development Plan Objectives

#### Objective PORTRANE 1

Actively support the implementation of the objectives laid down in the Feasibility Study for St. Ita’s Hospital Lands completed in November 2013, including specifically those relating to:

- The development of new modern psychiatric health care and ancillary facilities (which can include the provisions of a National Forensic Mental Health Service Hospital) within St. Ita’s,
- The reuse of the Protected Structures for appropriate uses together with the ongoing future maintenance and management of these structures,
- The ongoing maintenance and management of the Demesne landscape including the trees and woodland which are an intrinsic part of this unique landscape, and
- The maintenance and provision for an appropriate level of public accessibility through the site.

#### Objective PORTRANE 2

Provide recreational facilities for the expanding population on the Peninsula being mindful of the ecological sensitivities of the coast including European Sites.

#### Objective PORTRANE 3

Prepare an Urban Framework Plan for the centre of Portrane Village to include the undeveloped residential zoned land to the south of Portrane Village to guide and inform future development. The Plan will ensure that such development will provide for the protection of the visual amenities and special character of this area which is located within an ACA at St. Ita’s Hospital, the St. Ita’s Hospital and Portrane Demense ACA and adjoining another ACA at Grey Square. The Urban Framework Plan will give consideration to promoting a streetscape along the boundary of the undeveloped land facing outwards towards Portrane Green. The Urban Framework Plan will include a Public Realm Strategy.



**Objective PORTRANE 4**

Promote and facilitate the development of a shuttle bus service linking Donabate and Portrane to the indicative route for new Metro North and commuter bus services in Swords.

**Objective PORTRANE 5**

Ensure the sensitive coastal estuarine area of The Burrow is adequately protected and that any proposed development is subject to environmental assessment including Screening for Appropriate Assessment.

**Objective PORTRANE 6**

Prepare a study to decide on the optimal future development of lands in The Burrow area, having regard to the local issues of coastal erosion, flooding, drainage and the significant landscape and biodiversity sensitivities in the area including a Flora Protection Order, Special Protection Area (SPA), Natural Heritage Area (NHA), Special Area of Conservation (SAC) and designated Ecological Buffer Zone.

**Objective PORTRANE 7**

The replacement of chalets/holiday huts by permanent dwellings, which can be resided in on an all year basis within 'HA' zoned land at The Burrow, will be considered in the context of verifiable documentary evidence indicating the unit is occupied on a year round basis and has been for a period of 7 years or more, flood risk, site size, EPA standards for waste water disposal, access, impact on Habitats Directive Annex I Habitats including the priority habitats fixed dune and protected species, and other appropriate standards.

**Objective PORTRANE 8**

Provide for pedestrian and cycle routes between Portrane and Donabate being mindful of the impacts upon the ecological diversity around Portrane Demesne.

**Objective PORTRANE 9**

Protect and enhance the setting of:

- Stella's Tower (Bobs Castle) and examine the feasibility of developing it as a local community, tourism and cultural heritage amenity;
- St. Catherine's Church.

## 4.3 Hinterland Area

### BALBRIGGAN

Balbriggan is designated as a 'Primary Development Centre' in the NSS and as a Large Growth Town Level II in the RPGs. Located c.18 kms north of Swords, with easy access off the M1 Motorway, it is also served by the main Dublin to Belfast rail line and commuter services to Dublin City. It has developed as a major residential town in the north of the County with a young and expanding population which has more than doubled over the past 20 years. The current population is estimated at c.20,000. Major infrastructural projects involving major upgrades to the water supply, foul drainage and roads infrastructure have been carried out throughout the town and its environs. Balbriggan is eFibre broadband enabled with superfast fibre delivering speeds of up to 100Mb.



The Urban Improvement Scheme has significantly enhanced the streetscape of the town centre. The Urban Design Framework Plan identified potential development sites within the town centre. Implementation of this Plan is central to the regeneration of the town centre. In addition, the Balbriggan Public Realm Plan – 'The Heart of Balbriggan' sponsored by the Heritage Council, and underpinned by a strong public participation framework, seeks to focus on strengthening the social, economic and environmental capital of the town promoting the pivotal role of the town centre area in developing a sustainable community. These initiatives, together with the infrastructural and environmental improvements, will provide the impetus for further development and investment in Balbriggan.

The availability of zoned lands for high technology and general industrial development, together with the significant infrastructural and environmental improvements with easy access to major transport corridors, ports, rail and air networks, offer considerable potential for the town. Fingal County Council is committed to working with representative stakeholders such as the IDA, Enterprise Ireland and the local Chamber of Commerce, to attract and facilitate new employment generators into the town. Balbriggan Chamber of Commerce is an important intermediary to helping local business grow through a range of on-going initiatives to boost the local economy.

Balbriggan Creative Quarter, located around the railway station, is a community of design-focused small businesses, sole traders and start-ups where the aim is to cultivate an open, professional atmosphere for creative development opportunities. Balbriggan BEAT Centre located at Stephenstown offers a range of services to start-ups and developing businesses and encourages business development by way of mentoring and training.

Balbriggan has considerable tourism potential in terms of its natural and built heritage and amenities, particularly given its coastal location with its attractive sandy beach and harbour. Balbriggan Historic Town Core is a designated Architectural Conservation Area.

With continued inward investment Balbriggan has the potential to develop as a dynamic sustainable community in which to live, work, visit and invest.

## Development Strategy

Further consolidate and regenerate the town in line with its designation as a Large Growth Town II and a 'secondary economic growth town' in the RPGs. Development will focus on the town as a primary commercial, industrial, retailing and social centre in the north of the County providing for the needs of its developing community and promoting the growth of sustainable local employment in the industry, service and tourism sectors.

## Balbriggan Development Plan Objectives

### Objective BALBRIGGAN 1

Promote and facilitate the development and growth of Balbriggan as the primary service, social, cultural and local tourist centre in north Fingal.

### Objective BALBRIGGAN 2

Facilitate the implementation of the Urban Design Framework Plan and Balbriggan Public Realm Plan for the town centre to encourage the regeneration of the identified potential development sites within the town centre.

### Objective BALBRIGGAN 3

Cooperate with representative stakeholders in particular the IDA, Enterprise Ireland and the local Chamber of Commerce to attract and facilitate new employment generators into the town.

**Objective BALBRIGGAN 4**

Develop Bremore Regional Park incorporating an Active Recreational Hub including integrated sports facilities to serve Balbriggan and the surrounding area, including plans to facilitate the restoration and use of Bremore Castle, Bells Cottage, Boat House and the Martello Tower as community facilities, with a maritime museum/museum and civic facility to serve the town.

**Objective BALBRIGGAN 5**

Promote and facilitate the establishment and development of a third level educational facility.

**Objective BALBRIGGAN 6**

Prepare a Regeneration Strategy for Balbriggan Harbour in consultation with local fishermen, businesses and community groups having regard to its historic character subject to Screening for Appropriate Assessment.

**Objective BALBRIGGAN 7**

Preserve and improve access to the harbour, beaches, seashore, and other coastal areas while protecting environmental resources including water, biodiversity and landscape sensitivities.

**Objective BALBRIGGAN 8**

Facilitate the development of a Marine Conservation and Education Centre.

**Objective BALBRIGGAN 9**

Promote and facilitate the development of a swimming pool with a sports complex within the town.

**Objective BALBRIGGAN 10**

Promote and facilitate the development of an ecological corridor along the Matt Stream, including the Town Park west of Vauxhall Street.

**Objective BALBRIGGAN 11**

Ensure a safe and convenient road, pedestrian and cycle system promoting permeability, accessibility and connectivity between existing and new developments within the town.

**Objective BALBRIGGAN 12**

Promote and facilitate an enhanced railway station (a Protected Structure) and rail service, including the extension of the DART rail service to Balbriggan.

**Objective BALBRIGGAN 13**

Promote and facilitate the operation of two local interconnecting bus services connecting the residential area to the town centre, commuter rail and bus services and the industrial areas at Stephenstown, and facilitate the provision of a park and ride facility at an appropriate location adjacent to the interconnecting bus routes.

**Objective BALBRIGGAN 14**

Promote and facilitate the development of a raised board walk along the beach front.

**Objective BALBRIGGAN 15**

Promote and facilitate the provision of an Arts and Cultural Centre in Balbriggan to include a museum and performance space.

## Local Area Plans and Masterplans

### Objective BALBRIGGAN 16

Prepare and/or implement the following Masterplans during the lifetime of this Plan:

- Flemington Lane Masterplan (see Map Sheet 4, MP 4.A)
- North West Balbriggan Masterplan (see Map Sheet 4, MP 4.B)
- Mill Pond Masterplan (see Map Sheet 4, MP4.C)
- Stephenstown Masterplan (see Map Sheet 4, MP 4.D)
- Folkstown Little Masterplan (see Map Sheet 4, MP 4.E)
- Castlelands Masterplan (see Map Sheet 4, MP 4.F)
- Balrothery East, (see Map Sheet 4, MP 4.G)
- Glebe Park, (see Map Sheet 4, MP 4.H)

The main elements to be included in each Masterplan are provided below. The list is not intended to be exhaustive.

#### North West Balbriggan Masterplan

- Provide for a programme for the phasing of construction of residential and commercial development in tandem with the delivery of transport, recreational, community and educational infrastructure.

#### Folkstown Little Masterplan

- Facilitate general employment uses in a high quality landscape setting.
- Provide for architecturally designed buildings with high quality finishes fronting onto (i) the Naul Road, (ii) Folkstown Lane and (iii) the Public Open Space and Ecological Corridor.

#### Flemington Lane Masterplan

- Provide for architecturally designed buildings with high quality finishes.
- Prior to any proposed design or layout of development on these lands a - detailed archaeological study shall be carried out.
- Allow low density housing only.
- Provide for significant traffic calming and re-alignment of Flemington Lane.

#### Stephenstown Masterplan

- Provide for architecturally designed buildings with high quality finishes fronting onto the Naul Road.
- The development of lands in this area will be guided by the principles contained in the *'Stephenstown Urban Design and Landscape Masterplan (2009)*

#### Castlelands Masterplan

- Provide for the retention of the traditional walking route from Pinewood to Hampton Demesne.
- Carry out a needs analysis to provide for a new community facility with a minimum of 300sq.m. within eastern Balbriggan Town.

#### Mill Pond Masterplan

- Facilitate the development of Mill Pond to provide for passive and active recreational facilities and amenities including a feasibility study to develop the lake for the purposes of wildlife promotion.

## LUSK

Lusk is identified as a Moderate Sustainable Growth Town under the Regional Planning Guidelines 2010-2022. In recent years Lusk has grown from a village to a small town. Lusk is an historic settlement with notable built heritage and a distinctive character, which is set by the medieval street pattern in the town core and a number of Protected Structures. The 19th century former Church of Ireland with its early Christian round tower and medieval tower (c.1500 AD) and surrounding graveyard is located in the centre of the town. This complex is the dominant feature in the centre. The long history of continuous settlement, from prehistoric times, in the town and surrounding area has resulted in a wealth of archaeology, traditional vernacular buildings and a distinct medieval street pattern around the town core which is a designated ACA. Rogerstown Estuary located to the south of the town is a European Site which must be protected into the future.

### Development Strategy

Conserve and enhance the unique character of the town core, consolidate the planned growth of the town and ensure that the level of retail and local services concentrated in and adjacent to the town core grows to serve the expanding town population. Retail provision in Lusk should be self-sustaining in line with the role of Lusk as a Moderate Sustainable Growth Town in the RPGs. To avoid the creation of unsustainable commuting patterns, retail development should be at a level to serve the needs of the existing settlement and its rural hinterland but not attract inward commuting from adjacent towns. Existing and future development will be consolidated within well-defined town boundaries and the distinct physical separation of Rush and Lusk will be maintained.

### Lusk Development Plan Objectives

#### Objective LUSK 1

Protect and conserve the special character of the historic core of Lusk including the area of archaeological notification in the centre of the Town having regard to the physical and social character of the core area particularly in the vicinity of St. MacCullin's Church and Main Street, and to promote a conservation-led approach to the consolidation and redevelopment of the town core.

#### Objective LUSK 2

Maintain the valued distinctive views of the monastic site from all approach roads in to the town, from significant areas of open space and from surrounding areas.

#### Objective LUSK 3

Prepare an Urban Framework Plan as required to guide and inform the future development of the centre of Lusk and in particular ensure that future development inter alia includes:

- Protects and enhances the setting of St. MacCullin's Church, Round Tower and Graveyard including its openness from inappropriate development.
- Provides for a small car park facility to serve St. MacCullin's Church.
- Promotes and facilitates open space proposals which would significantly contribute to the openness and historic character of the Inner and Outer Core Areas of Lusk.
- Ensure that all new developments respect the historic character of the Inner and Outer Core Areas of Lusk.
- The external walls and roofs shall be faced with high quality materials and finishes within the Inner and Outer Core Areas.

**Objective LUSK 3 contd.**

- No building within the Inner Core Area shall normally be permitted to exceed single storey height, unless special justification can be made. In the case of existing two storey residential dwellings, two storey extensions may be permitted provided they meet the requirements of other Objectives.
- With the possible exception of the key garage site, no building within the Outer Core Area of Protection shall exceed two storeys in height. The development of the key garage site shall not, unless special justification is made, exceed three storeys in height. In any event developments shall be designed in such a manner so as not to compromise the important views of the former St. MacCullin's Church when approaching from the south.
- Provide for a Civic Square, and ensure that proposed development in the vicinity of the junction of Main Street, Station Road and Church Road, facilitates the provision of a high quality Civic Square.
- Provide for pedestrian rights of way throughout the town, including Church Road to Post Office Road; and from Church Road to the proposed Town Park and beyond to Dublin Road.

**Objective LUSK 4**

Retain the traditional hedgerow boundary treatment characteristic of the town, the protection and enhancement of existing boundary hedgerows and trees shall be required save where limited removal is necessary for the provision of access and promote the planting of hedgerows and trees using native species within new developments.

**Objective LUSK 5**

Develop a town heritage trail interpreting the built and natural heritage of Lusk.

**Objective LUSK 6**

Develop an active Recreational Hub to serve Lusk and the surrounding area.

**Objective LUSK 7**

Ensure that existing and future development is consolidated within well-defined town boundaries to maintain the distinct physical separation of Lusk and Rush.

**Objective LUSK 8**

Encourage the refurbishment of the existing (former thatched shop premises) cottage abutting Church Road.

**Objective LUSK 9**

Create pedestrian/cycle links between Lusk and Balleally; and Lusk and the railway station.

**Objective LUSK 10**

Promote and facilitate the operation of a local shuttle bus service to the rail station and high quality bus transport links between Lusk and Dublin City Centre.

**Masterplans****Objective LUSK 11**

Prepare and/or implement the following Masterplans during the lifetime of this Plan:

- North Lusk Masterplan (see Map Sheet 6A: MP 6.A)
- Minister's Road Masterplan (see Map Sheet 6A: MP 6.B)
- Station Road Masterplan (see Map Sheet 6A: MP 6.C)





The main elements to be included in each Masterplan are provided below. The list is not intended to be exhaustive.

#### **North Lusk Masterplan**

- Ensure the preparation of the Masterplan facilitates the development of the lands for the development of a secondary school, community facilities, playing pitches, park land and residential development to enable comprehensive development of the lands in a proper manner and development is phased accordingly to ensure development of facilities occurs in tandem with the residential development.
- Provide for larger family type houses to facilitate the upgrading of homes for families of existing two and three bedroom houses. A minimum of 80% of the housing units shall be 4 or more bed family homes, of which a minimum of 50% shall be detached houses.
- Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.

#### **Minister's Road Masterplan**

- Provide for a new Community Facility with a minimum of 300 sq. m.
- Provide for phased residential development ensuring that playing pitches and the Community Facility are provided in tandem.
- Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.

#### **Station Road Masterplan**

- Provide for a mixed use development, to be delivered in a phased manner having regard to the appropriate quantum of retail development for the town in an integrated and sustainable manner and have full regard to the function of the town core.
- Ensure, in relation to the phasing and siting of development within the Masterplan boundary area, that the main retail anchor be developed within the central section of this area in a manner which provides for appropriate sustainable integration with the existing town core.
- Consider a second smaller retail anchor, as well as local commercial/office development, at the eastern end of the Masterplan area, which shall be designed as a nodal gateway building with a strong streetscape urban edge at the eastern approach to Lusk town and which shall only be developed in tandem with a comprehensive development and expansion of the town centre, commencing with the delivery of the main retail anchor centrally within the scheme
- Provide for a strong streetscape urban edge at the eastern approach to Lusk town.
- Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.

## **RUSH**

Rush has a distinctive and unique physical character and history. It is identified as a Moderate Sustainable Growth Town in the Regional Planning Guidelines 2010-2022. Rush is a linear town focused on its long Main Street with a significant tradition of market gardening in and around the town. In recent times, the trend is towards the relocation of these horticultural operations to the rural area, west of the town and the development of new residential communities.

Currently Rush has a population of c. 8,500 persons. Its seaside location with two sandy beaches, two harbours, its proximity to Drumanagh Promontory Fort and coastal walk affords significant tourism potential. The town is located adjacent to Rogerstown Estuary which is designated as a Special Area of Conservation (SAC) and a Special Protection Area (SPA) as part of the Natura 2000 / European Sites network. Future development in Rush must protect the Estuary.

## Development Strategy

Expand the town centre as a commercial, retail, employment and services centre serving the expanding community in line with the town's designation as a Moderate Sustainable Growth Town. The strategy includes opportunities for local rural business and general industry employment. In this regard, lands are zoned for the development of market gardening/rural business and more general employment/business development to the west of the town where accessibility will be at an optimum. Proposed new road systems together with existing roads form part of the strategy for the sustainable development of the town. The strategy supports the preservation of its distinct character, retention of its market gardening tradition, the protection and enhancement of amenities and promotion of the town as a local tourist destination. Retail provision in Rush should be self-sustaining in line with the role of Rush as a Moderate Sustainable Growth Town in the RPGs. To avoid the creation of unsustainable commuting patterns, retail development should be at a level to serve the needs of the existing settlement and its rural hinterland but not attract inward commuting from adjacent towns. The consolidation of Rush and the distinct physical separation of Rush and Lusk as separate towns is a fundamental principle of the development strategy.



## The South Shore

The South Shore area of Rush consists mainly of small landholdings with a mixture of market gardening and single and cluster housing. It is an area, which in parts, is vulnerable to coastal erosion and planning in this area needs to take account of the need to protect Rogerstown Estuary SAC and SPA. The pattern of development is essentially residential, with some significant vacant sites and some retained horticultural activities. Recognising the established mix of horticulture and residential land use within this area, and the availability of water services infrastructure, the Settlement Strategy for housing in the open countryside will be more flexible within the area demarcated on the Development Plan maps. This area is located to the south and east of the R128 from the junction with Spout Road, immediately to the west of Rush. The Settlement Strategy for this area is set out in Chapter 5: Rural Fingal of the Plan.

## North Beach

North Beach is an area vulnerable to coastal erosion and implications arising from climate change. It is under pressure regarding the replacement of seaside huts and chalets and this creates conflict with the aforementioned coastal erosion issue. Therefore, it is proposed a study be undertaken to examine the implications of these issues. Policy in relation to replacement of seaside huts and chalets is also referred to in Chapter 5: Rural Fingal of the Plan.

## Rush Development Plan Objectives

### Objective RUSH 1

Facilitate the development of Rush as a vibrant town and retain its market gardening tradition.

### Objective RUSH 2

Encourage the promotion of sustainable tourism in Rush, facilitate the development of local tourist amenity facilities and specifically the development of hotel facilities in Rush.

### Objective RUSH 3

Prepare an Urban Framework Plan to guide and inform future development to include promoting permeability and accessibility within the town centre; provide design guidance for addressing potential infill development sites; and provide measures to assist with the regeneration of the Harbour.

### Objective RUSH 4

Investigate the feasibility of a public car parking facility in the Town.

### Objective RUSH 5

Preserve and improve the coastal amenities of Rush including the creation of a coastal walkway from Rogerstown Estuary to Rush Harbour to Balleally as part of the Fingal Coastal Way subject to Screening for Appropriate Assessment.

### Objective RUSH 6

Promote and facilitate the development of enterprise and business uses to encourage local employment opportunities.



**Objective RUSH 7**

Develop an active Recreational Hub on open space lands north of St. Catherine’s to serve Rush and the surrounding area.

**Objective RUSH 8**

Develop Rush Heritage Trail in conjunction with local community groups.

**Objective RUSH 9**

Promote and facilitate the operation of a local shuttle bus service to the railway station and high quality bus transport links between Rush and Dublin City Centre.

**Objective RUSH 10**

Prepare and implement the Management Plan for the Outer Rogerstown Estuary Plan and subject the Plan to Screening for Appropriate Assessment prior to its adoption.

**Objective RUSH 11**

Promote and facilitate the development of a linear park along the Brook Stream, east of the Skerries Road, to the North Beach.

**Objective RUSH 12**

Provide a walkway and open space along the Brook Stream, west of the Skerries Road.

**Objective RUSH 13**

Provide for and facilitate extension of the existing cemetery at Whitestown including the development of a cemetery car-park and associated footpath linking to the graveyard.

**Objective RUSH 14**

Examine the feasibility of developing a marina and auxiliary and associated facilities at the Ramparts, Rogerstown, Rush designed and built in accordance with sustainable ecological standards and avoiding significant adverse impacts on European Sites and species. Such consideration shall take cognisance of a wider study into marina development along the Fingal coastline (Objective ED82, Chapter 6: Economic Development refers).

**Objective RUSH 15**

Undertake a study, within one year of the making of this Development Plan, of lands in Rush located at North Beach, and implement its recommendations to ensure that planning policy in Rush takes into consideration the dynamic nature of coastal processes and the predicted impacts of climate change in the proper planning and sustainable development of the town and its environs.

**Objective RUSH 16**

Undertake a Habitat Characterisation study, within one year of the making of this Development Plan, of lands in Rush located south of South Shore Road from Rogerstown Pier to the shoreline immediately south of Old Barrack Road, and implement its recommendations to ensure that planning policy in Rush fulfils the Council’s legal obligation to protect European Sites and takes into consideration the dynamic nature of coastal processes and the predicted impacts of climate change in the proper planning and sustainable development of the town and its environs.

**Objective RUSH 17**

Promote an enhanced Lusk/Rush rail station and improved rail services.

**Objective RUSH 18**

Liaise with Irish Water to facilitate the connection of housing currently on bio cycles on the North Beach Rush after completion of the planned Rush sewerage pipe network.

**Objective RUSH 19**

Encourage and facilitate the provision of a swimming pool in Rush.

**Objective RUSH 20**

Prepare a landscape plan to restore, enhance and maximise the amenity potential of Rogerstown Park.

**Objective RUSH 21**

Encourage the restoration of the former windmill (Millbank) as a tourist amenity.

## Local Area Plans and Masterplans

**Objective RUSH 22**

Prepare and/or implement the following Local Area Plan and Masterplans during the lifetime of this Plan:

- Kenure Local Area Plan (see Map Sheet 6B, LAP 6.A)
- Kenure South Masterplan (see Map Sheet 6B, MP 6.D)
- Whitestown Masterplan (see Map Sheet 6B, MP 6.E)

The main elements to be included in each Masterplan are provided below. The list is not intended to be exhaustive.

### Kenure South Masterplan

- Promote and facilitate high quality residential development fronting onto the open space zoned land and proposed linear park.

## SKERRIES

Skerries, an age friendly town, is one of Fingal's major coastal residential towns. It is attractive, compact and architecturally intact with significant local services and amenities, including the harbour and sailing club, sandy beaches, Red Island, the Town Park, Skerries Mills complex and refurbished windmills, restaurants and traditional pubs. The historic core has been designated an ACA. The islands off the coast are all designated as Special Protection Areas for birds. The town is an established thriving seaside destination and residential community. The attractiveness of the town and its extensive range of amenities and services support its significant tourism potential.

### Development Strategy

Consolidate the town, the preservation and enhancement of the distinct character and existing urban form, the development of its commercial/retail service function, the retention and enhancement of existing amenities and the promotion of its role as a local tourist destination.



## Skerries Development Plan Objectives

### Objective SKERRIES 1

Promote the development of Skerries as a vibrant local service, social and cultural centre and promote local tourism.

### Objective SKERRIES 2

Promote the growth of appropriate commercial activity in the town.

### Objective SKERRIES 3

Encourage mixed use development and require where practicable that a residential component is included in redevelopment proposals within the designated town centre zone (TC).

### Objective SKERRIES 4

Promote and facilitate the operation of a local bus service to the rail station and high quality bus transport links between Skerries and Dublin City Centre.

### Objective SKERRIES 5

Prepare a Recreational Strategy for open space lands at Kellys Bay, Mourne View, and Skerries Rock.

### Objective SKERRIES 6

Encourage and facilitate the provision of a swimming pool in Skerries.

### Objective SKERRIES 7

Restore the Martello Tower at Red Island.

### Objective SKERRIES 8

Prepare an Urban Framework Plan to guide and inform future development of the harbour area incorporating mixed-use development including community/recreational and marina/water sports facilities with improved accessibility including enhanced off-street car-parking.

### Objective SKERRIES 9

Promote the Millennium Walk through the town.

**Objective SKERRIES 10**

Promote and ensure a safe and convenient road, pedestrian and cycle system highlighting accessibility and connectivity both within the town as well as between the town and surrounding towns and villages.

**Objective SKERRIES 11**

Promote and facilitate increased permeability and accessibility for those using active travel modes, prams, wheelchairs, personal scooters and other similar modes.

**Objective SKERRIES 12**

Continue to support the delivery of enhanced recreational, community, social, youth and educational facilities in the area.

**Objective SKERRIES 13**

Promote and facilitate the development of the Balbriggan to Skerries cycling/walking Scheme along the Coast Road within the lifetime of this Development Plan.

## Local Area Plans and Masterplans

**Objective SKERRIES 14**

Prepare and/or implement the following Local Area Plans and Masterplans during the lifetime of this Plan:

- Hacketstown Local Area Plan (see Map Sheet 5, LAP 5.A)
- Barnageeragh Masterplan (see Map Sheet 5, MP 5.A)
- Ballast Pit Masterplan (see Map Sheet 5, MP 5.B)
- Skerries Town Park Masterplan (see Map Sheet 5, MP 5.C)
- Milverton Masterplan (see Map Sheet 5, MP 5.D)
- Holmpatrick Masterplan (see Map Sheet 5, MP 5.E)

The main elements to be included in the Barnageeragh, Ballast Pit, Holmpatrick and Milverton Masterplans are provided below. The list is not intended to be exhaustive.

**Barnageeragh Masterplan**

- Facilitate delivery of residential and open space in a phased manner.

**Ballast Pit Masterplan**

- Facilitate mixed use development requiring the inclusion of community/recreational uses and park and ride facilities to serve the railway station.
- Provide a cycle way from Ballast Pit to Skerries Rock.

**Holmpatrick Masterplan**

- Provide for a new sensitively designed and sited hotel, gymnasium and swimming pool with public access. Public open space and integrated coastal walkway within the lands zoned OS, with a maximum of 24 residential units on lands zoned RS and associated infrastructure.
- Phasing of development shall ensure that the open space, hotel, gymnasium and swimming pool are provided within the first phase of any development on the lands. The 'OS' open space zoned lands shall be ceded to Fingal County Council before Phase 2 proceeds.
- Address issues concerning access, deliverability and phasing as well as architectural design and the visual and ecological sensitivity of the area.

### Milverton Masterplan

- The Masterplan lands will be subject to a detailed flood risk assessment to address potential flood risk and proposed mitigation measures.
- Provide a pedestrian over bridge from the 'GE' General Employment zoned lands into the Ballast Pit Masterplan lands.

## BALROTHERY

Balrothery is an historic medieval village located to the south of Balbriggan. While there has been extensive residential development over the past number of years, the historic core of the village, which is a designated ACA, has been maintained and has influenced the recent pattern of development. Balrothery is an attractive residential village, separated from the southern development boundary of Balbriggan by greenbelt, Balbriggan golf course and high amenity lands at Hampton and Ardgillan Demesnes to the east. It is protected by greenbelt lands to the south and west and by Bowhill Lake, a local fishing amenity, to the west.

### Development Strategy

Protect and enhance the unique physical character and environment of this historic village and consolidate and strengthen the urban form. Maintain Balrothery's separation from Balbriggan and promote the development of village services and amenities.

### Balrothery Development Plan Objectives

#### Objective BALROTHERY 1

Protect and enhance the unique physical character and environment of this historic village.

#### Objective BALROTHERY 2

Maintain the physical and visual separation of Balrothery from Balbriggan.

#### Objective BALROTHERY 3

Facilitate and encourage improved village facilities, both commercial and community, to meet the needs of the existing and expanding village community.

#### Objective BALROTHERY 4

Support the development of a Village Heritage Trail interpreting the built and natural heritage of Balrothery in conjunction with local community groups.

#### Objective BALROTHERY 5

Protect and conserve the historic core of Balrothery including the Zone of Archaeological Notification.

#### Objective BALROTHERY 6

Seek the development of a new access route to Ardgillan Demesne from either the Old Coach Road or Darcystown Road, Balrothery; or Tanner's Lane, Balbriggan.

#### Objective BALROTHERY 7

Prepare and implement the following Masterplan during the lifetime of this Plan:

- Balrothery East Masterplan (see Map Sheet 4, MP 4.G)



**Objective BALROTHERY 8**

Prepare a Masterplan for Glebe Park, to improve passive supervision, improved connectivity, accessibility and permeability of the park and to develop additional passive and active recreational facilities and amenities. (see Map Sheet 4, MP 4.H)

**LOUGHSHINNY**

As a small historic fishing village focused on its deep water harbour, Loughshinny is a unique settlement in Fingal. In recent times, it has developed westwards towards the Rush/Skerries Road but has retained its unique character around the harbour. The harbour area and village core is surrounded by high amenity lands including the Drumanagh Promontory Fort to the south, while the remainder of this settlement is surrounded by agricultural lands which are designated as a highly sensitive landscape. Loughshinny is an attractive seaside village with a beach, a harbour, a circular Millennium Walk and traditional seaside vernacular buildings. It is a predominantly residential settlement with limited services.

**Development Strategy**

Consolidate and strengthen the village core, providing for and facilitating mixed-use development including restaurants, cafes, art and cultural uses within the harbour area. All redevelopment within the village should protect and enhance its scenic landscape setting and ensure high quality urban design appropriate to its seaside location.

**Loughshinny Development Plan Objectives****Objective LOUGHSHINNY 1**

Improve the physical character and environment of the village, ensuring the protection and enhancement of the setting of this scenic seaside village in any redevelopment.

**Objective LOUGHSHINNY 2**

Enhance the amenities of the historic harbour area.

**Objective LOUGHSHINNY 3**

Provide for and facilitate mixed-used development including restaurants, cafes, art and cultural uses within the harbour area being mindful of the ecological sensitivities of the nearby European Sites.

**Objective LOUGHSHINNY 4**

Promote and facilitate a safe pedestrian walkway access from Featherbed Lane to Baldungan Close, Loughshinny.

**Objective LOUGHSHINNY 5**

Maintain the visual and physical separation of Loughshinny from both Rush and Skerries.





# Rural Fingal

## Chapter 5

# CHAPTER 5

## RURAL FINGAL

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## CHAPTER 5

## RURAL FINGAL

## 5.1 Introduction

Rural Fingal is made up of a rich variety of natural amenities, vibrant towns, attractive villages, arable pasture and horticultural lands, uplands, inland rivers and streams and a scenic coastline. The landscape character and biodiversity of rural Fingal is characterised by gently rolling countryside in the central area of the County and the uplands around Garristown and the Naul located in the northern part of the County. The County's quality soils are a key feature, with the consequence that the area is extremely suitable for agriculture, cereal production and horticulture, particularly around the areas of Rush and Lusk. The County is rich in archaeological and historical sites. Rural Fingal is home to a diverse range of uses ranging from agriculture, horticultural and equine industries, centres of local food production, agri-food businesses and recreational activities. These combine to provide both residents and visitors with a quality environment to live, work and recreate. It also provides opportunities to harness the food, leisure, recreation and tourism sectors in a sustainable manner.

Having regard to the *Sustainable Rural Housing Guidelines for Planning Authorities, 2005*, rural Fingal can be classified as an area under 'Strong Urban Influence' due to its location in close proximity to Dublin City and major transport corridors. It is the Council's objective for this area to facilitate the rural generated housing requirements of the local rural community (as identified in this Chapter) while on the other hand directing urban generated rural housing to areas zoned for new housing development into towns and villages. It is the Council's policy to promote a balance between reinforcing and strengthening sustainable rural communities whilst protecting the rural environment from over-development. The Rural Settlement Strategy is aimed at facilitating those genuine rural generated housing needs of the local rural community (as identified in this Chapter) whilst ensuring that Fingal's rural villages offer an attractive housing alternative to those that want to live in a rural environment but do not comply with the settlement strategy.

This policy is geared towards a shift in developing the rural area of Fingal into a Stronger Rural Area, as identified in the *Sustainable Rural Housing Guidelines for Planning Authorities, 2005*, promoting well-developed and stable rural communities, which can support the provision of educational, community and social services, improved amenities and sustainable employment opportunities.



The Council recognises the need to carefully manage future development in rural Fingal. It is imperative that a balance is achieved between development within the rural area of the County and the on-going need to protect its natural and built heritage. Rural Fingal has a wealth of valuable rural assets from which tangible economic benefits can be derived.

Among the many valuable assets of the county are Fingal's rural villages located both within the Metropolitan and Hinterland area. These villages are important rural assets providing a viable alternative housing experience to the open countryside with the advantages of a rural setting. However, there is a need to control expansion to prevent excessive development so as to protect the unique identity of these villages. These villages will be allowed to grow to support sustainable development in the context of the Council's Core Strategy. Village plans have been prepared for a number of the villages to provide a planning framework for their future development and are noted in this Chapter.

The Council is committed to promoting balanced and inclusive sustainable rural communities and to achieving an appropriate scale of development. The Council supports farming, horticulture and other rural based economic activity as important sources of income and sustainable economic diversification of a scale and nature appropriate to rural areas. The Council will continue to support the work of local agencies and groups responsible for rural development within the County.

## Statement of Policy

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- Protect and enhance the natural biodiversity, the integrity of the landscape and the built and cultural heritage of the rural area.
- Maintain and enhance existing rural communities to ensure vibrant sustainable rural areas.
- Protect and enhance the attractiveness of rural towns and villages as places in which to work and live and as locations for appropriate sized enterprise, services and tourism investments that are of benefit to visitors and the community alike.
- Promote rural development and encourage the sustainable development of resources in agriculture, horticulture, agri-tourism, tourism, farm diversification, and renewable energy resources having regard to the ability of an applicant to demonstrate compliance with the principles and policies of sustainable tourism.
- Protect Fingal's principle strengths and capitalise on the distinct tourism and recreational attractions that are on offer – scenic beauty, waterways, coastal areas and beaches, coastal towns and villages and built and cultural heritage.
- Ensure that new development is physically and visually integrated with and compliments the character of the rural landscape without undue negative impacts on the visual/scenic amenities.
- Require that existing and proposed signage be rationalised where possible or sensitively designed and located. The proliferation of new signage should be avoided within the rural landscape.

## Planning Context

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### National Level

The Commission for the Economic Development of Rural Areas [CEDRA] was established in 2012 in recognition of the severe impact of the downturn in the economy on rural Ireland. The subsequent CEDRA Report 2014 – *'Energising Ireland's Rural Economy'*, confirmed that,



*‘there is an abundance of natural, physical, human and capital resources and a wide variety of high quality assets including dormant assets in many rural communities that could be leveraged to support national economic growth and the development of these communities.’*

The fundamental message of this report is that rural Ireland is a valuable national resource with significant potential that can play an important role in assisting the national economic recovery. A significant proportion of the report focuses on how to capitalise on the physical, human, cultural and social resources of rural areas. The primary task given to CEDRA was to identify strategic initiatives that will ensure rural areas contribute to sustained and sustainable national economic growth and development in the future. Other key messages from the report are that Ireland's rural communities will play a significant role in Ireland's emerging rural economy and new integrated approaches to rural economic development are required. Key initiatives proposed include:

- Rural Economic Development Policy Statement at National Level.
- Funding Mechanisms.
- Rural Economic Development Zones (REDZ) have been identified as a way to revitalise rural towns and villages and a REDZ Programme will be subsequently prepared.
- Rural Towns Initiatives.

*Realising our Rural Potential: The Action Plan for Rural Development 2017* is a comprehensive government strategy aimed at delivering real change for people living and working in rural Ireland. The objective of the Action Plan for Rural Development is to unlock the potential of rural Ireland through a framework of supports at national and local level which will ensure that people who live in rural areas have increased opportunities for employment locally, and access to public services and social networks that support a high quality of life. The Action Plan will act as an overarching structure for the co-ordination and implementation of initiatives right across Government which will benefit rural Ireland. The Plan contains 276 actions across five key pillars, all of which aim to improve both the economic and social fabric of rural Ireland. The five pillars are: i) Supporting Sustainable Communities, ii) Supporting Enterprise and Employment, iii) Maximising our Rural Tourism and Recreation Potential, iv) Fostering Culture and Creativity in Rural Communities and v) Improving Rural Infrastructure and Connectivity.

The forthcoming National Planning Framework will identify national priorities with regard to future employment growth and development. Intrinsic to this will be a clear policy framework within which there will be more dynamic participation by rural areas in overall regional development. It will also re-emphasise the contribution made by rural-based enterprise in food, tourism, natural resource and innovation sectors.

Ireland's *Rural Development Programme 2014-2020 (Leader)* is based on the EU framework for rural development. Fingal LEADER Partnership (FLP) has been designated by the Dublin Rural Local Action Group (LAG) as the programme's implementing body. The objective of the programme is to foster the development of rural areas through innovation, locally based, bottom-up development strategies. Rural development measures are delivered by, or in partnership with, statutory agencies and the local development sector. The programme outlines a series of themes that were identified as overarching needs in rural Ireland. Theme 1 is Economic Development, Enterprise Development and Job Creation, Theme 2 is Social Inclusion and Theme 3 is the Rural Environment. Each theme is given further definition through a number of sub-themes, which reflect the key areas that stakeholders believe require the most support and have the greatest potential to promote the sustainable development of rural communities.



The CEDRA Report confirms that the tourism industry is a key driver of local economic development, building upon key assets such as our landscape, history, people, culture and human resources and is arguably one of Ireland's most important and successful sectors. However, in order to realise that potential, targeted research, innovation, capacity building, cross sectoral organisational supports and capital investment is required if it is to contribute to the rural economy. *Fingal's Tourism Strategy 2015-2018* recognises that tourism is an important indigenous sector of the Fingal local economy generating income and employment.

### Regional Level

The *Regional Planning Guidelines 2010-2022* recognise the need to facilitate rural development by improving the overall viability of the rural economy together with the provision of improved Information and Communications Technology (ICT), particularly broadband. It highlights, in particular, the growth of the specialist food production sector in the region. It acknowledges that peri-urban areas and greenbelt zoned lands across the fringe of the Metropolitan area can exploit markets through offerings in specialised green oriented activities, rural tourism and leisure for both international and local markets alongside more traditional rural activities capitalising on strong connectivity to urban populations and markets.

### Local Level

Ireland is currently undergoing a process of local government reform, '*Putting People First*' sets out reforms to local government to provide it with a more central role in local economic, social and community development. The new system will be fully cognisant of the need to involve rural communities in their own development choices. The success of the LEADER approach will form the basis on which to develop a local and rural development framework that will support the creation and development of sustainable rural communities into the future.

The *Local Government Reform Act 2014* gave legislative affect to various commitments, including the establishment of Local Enterprise Offices (LEO) and Local Development Committees which can promote and foster rural development. Fingal's Local Enterprise Office (LEO) promotes and fosters business start-ups and develops existing micro and small businesses to drive job creation and provides accessible high quality business supports for business ideas. New or existing businesses in rural Fingal can avail of this support.

Fingal's Local Community Development Committee (LCDC), facilitates the Dublin Rural Local Action Group (LAG), and in conjunction with the Local Authority, will be responsible for national funding programmes at local level, including the implementation of the *Social Inclusion Community and Activation Programme (SICAP)* and the *Rural Development Programme (LEADER) 2014-2020*. These programmes will tackle social exclusion, promote local economic and enterprise development and maximise the potential of the environment to contribute to the sustainable development of rural parts of Fingal. The *Local Economic and Community Plan (LECP)* was adopted by the Council in December 2015. The economic element of the plan was developed by the Local Authority Economic, Enterprise and Tourism Strategic Policy Committee (SPC) and the community element was prepared by the LCDC. One of the high level goals identified is to support the sustainability of rural communities through the development of a resilient economy.





## 5.2 Fingal’s Rural Settlement Strategy

The Rural Settlement Strategy will guide the location of residential development within the rural area in a manner which recognises the rural area of Fingal as an area under ‘Strong Urban Influence’, and therefore provides for rural-generated housing need within the rural area, and directs urban-generated housing away from the open countryside to towns and villages. This section indicates policy and objectives for villages, clusters and houses in the open countryside, and objectives for layout and design associated with each settlement type. It sets out the Rural Settlement Strategy which guides and promotes the formation of the rural community by providing a strategic approach to settlement. A sustainable Rural Settlement Strategy plays a key part in supporting the rural nature of the countryside and maintaining life and vibrancy in the villages. Specifically, the Rural Settlement Strategy promotes a sustainable pattern for rural settlement, which orders settlement within the villages, clusters and the open countryside and encourages the reuse and adaptation of the existing building stock in preference to new build.

### Rural Villages

Fingal’s network of designated Rural Villages has the potential to develop as attractive vibrant, resilient communities.

#### Statement of Policy

- Promote attractive and vibrant villages.
- Ensure sustainable expansion and development at a level appropriate to and integrated with the existing village.
- Meet the socio-economic and civic aspirations of the community, whilst at the same time affording maximum environmental protection.
- Preserve the villages’ distinctive character, heritage, amenity and local identity.

The Rural Villages are zoned RV. The RV zoning objective seeks to:

*‘Protect and promote the character of the Rural Village and promote a vibrant community in accordance with an approved local area plan and the availability of physical and community infrastructure’.*

Villages are designated in the Regional Planning Guidelines as either ‘commuter villages’ or ‘key villages’. In addition to the villages of Balrothery and Loughshinny (discussed in Chapter 4, Urban Fingal) there are 10 villages in the Plan, designated with RV zoning. Commuter villages, include all the villages in the Metropolitan Area, namely: Coolquay, Kinsaley, Rivermeade and Rowlestown; as well as Balscadden in the Hinterland Area. They are located close to Dublin or on major routes to the city. The RPGs indicate that future growth in commuter villages should be curtailed or safeguarded so that they do not act as a catalyst to facilitate continuing expansion of unsustainable growth patterns.

In addition to the above, the villages of Ballyboghil, Ballymadun, Garristown, Naul, and Oldtown are designated as Key Villages, and should be considered as ‘local service centres’ providing a key local role for services for the people who live in the village, or in the surrounding countryside. The RPG’s indicate that future development of key villages as a key local centre for services and local enterprise should be supported, without resulting in growth beyond local need or creating unsustainable commuting patterns.



All of the villages are small settlements, with a relatively low level of commercial activity and populations of less than 600 residents. Development within each of the villages is managed through Local Area Plans (LAPs) within the context of the RPGs and the Plan.

## Rural Villages in the Metropolitan Area

### Coolquay

Coolquay is a linear settlement located in a rural area focused on the junction of the R135 and the R130. It is a commuter village in the Metropolitan Area. It includes Coolquay Lodge – a public house and restaurant and Chez Emily, an artisan hand-made chocolate enterprise, all located within the village boundary on the R130. A petrol station is located at the northern end of the village along the R135. The recently refurbished Kilcoskan National School is centrally located within the village settlement. There are a number of ‘one-off’ houses along the R130 between the shop and National School. Given its status as a commuter village, within the Metropolitan Area, the level of growth must be carefully managed to ensure a vibrant sustainable community through the Local Area Plan process. A Local Area Plan will be prepared for this village within the lifetime of the Development Plan. Coolquay has a current population of approximately 100 persons.

### Kinsaley

Kinsaley is a small village settlement within the Metropolitan Area with a strong visual identity and landscape quality formed by the Sluice River, running east-west through the village, and by the stone walls and mature trees associated with the nearby Abbeville Demesne. The busy Malahide Road (R107) runs north-south to the west of the existing village. Chapel Road which splits the village runs east-west and forms a junction with the R107 at the Parish Church of St. Nicholas of Myra, a Protected Structure. The village is located mid-way between Malahide to the north and Balgriffin to the south and is surrounded by greenbelt. The village core is centred on the parish church, some cottages and the relatively recently developed lands at St. Olave’s local centre and residential development. Functionally, the village can be described as a commuter village under development pressure. Lands within the village boundary are subject to new residential planning permissions with one such development at Cooper’s Wood to the east of Kinsaley Lane.

Local employment exists in the form of Kinsaley Business Park, comprising light industrial units and offices built in the late 80’s and accessed off Kinsaley Lane. Until recently, the Teagasc site to the south of the village offered significant rural based employment but this has ceased since consolidation into the Teagasc Centre in Blanchardstown. Other employment uses are focused on existing retail services along the Malahide Road. Kinsaley has a current population of circa 340 persons.

### Rivermeade

Rivermeade is located within the rural area of Fingal approximately 7km to the west of Swords and 8km north of Finglas. The settlement of Rivermeade comprises a housing estate constructed by the Council in the 1970’s to accommodate the residential needs of the displaced community affected by the development and operation of Dublin Airport. It was further developed in the 1980’s and later in 2002. There are currently 175 existing houses within the village boundary, all located on the southern side of the Ward River. In addition to the residential development there is a primary school, a community building, one small shop, a playground and small football pitch serving the settlement. Access to Rivermeade is from the Toberburr Road to the west, just north of Killeek Lane. Keelings, a large agri-business is situated south of Killeek Lane.



Rivermeade functions as a commuter village within the Metropolitan Area. A Local Area Plan for Rivermeade was adopted on 10th June 2013. The village has a current population of circa 550 persons.

#### Objective RF01

Review the Rivermeade Local Area Plan before end of 2017. This Plan will reassess the potential for higher densities which will help in the delivery of necessary physical and social infrastructure, particularly road improvements, expanded recreational facilities and local services for the benefit of existing and future residents in Rivermeade.

#### Objective RF02

Include within the development of the Recreational Trails Network Plan, a cycle and pedestrian way linking Rivermeade to Swords, via Knocksedan and St. Margaret's.

### Rowlestown

Rowlestown is a commuter village located in the Metropolitan Area on the main Swords to Ashbourne Road (R125) and consists mainly of one and two storey residential development. Development within the village is highly dispersed. Significant structures include a church and the community centre, both on the north eastern edge of the village, and the new national school which is located on the northern side of the village.

Rowlestown is an attractive rural village, of strong landscape quality elevated above the steeply sloping banks of the Broadmeadow River. It is located around two parallel roads joined together by an intersecting road which crosses the Broadmeadow River by an old cut stone bridge. The Regional Road R125 travels along the southern side of the village connecting Rowlestown eastwards to Swords (7.5km), and westwards to Ashbourne (6.5km). Part of the village is designated as an Architectural Conservation Area (ACA).

The small village centre is situated just north of the R125 along a County road. Rowlestown is part of a network of villages in Fingal which function as small service centres for their immediate agricultural hinterland. Service provision is limited. Rowlestown National School - St. Brigid's, a recently built generous and attractive modern school accommodates 282 pupils and is located just north of the village. Rowlestown Community Hall, a distinctive plaster and corrugated structure is a busy hub of activity in the village centre adjacent to St. Brigid's RC Church. The Fingal Raven's GAA club grounds and club house are located approx. 1.6km north of the village. Given its proximity to Swords, Rowlestown functions as a commuter village, under development pressure. A Local Area Plan for Rowlestown was adopted on 13th May 2013. The level of growth will be carefully managed through the Local Area Plan process. The current population of Rowlestown is around 350 people.

#### Objective RF03

Review the Rowlestown Local Area Plan including an assessment for potential higher densities which may help in the delivery of necessary physical and social infrastructure, particularly road improvements, expanded recreational facilities and local services for the benefit of existing and future residents in Rowlestown.



## Rural Villages in the Hinterland Area

### Ballymadun

Ballymadun is a small attractive rural village located approximately 3.5km east of Ashbourne in Co. Meath and is part of the network of rural villages functioning as small local service centres for the surrounding rural hinterland. The village consists of a linear Main Street centred on the Church and Fox Inn Pub and primarily well maintained 19th century dwellings. Traditional stonewalling, hedgerows and trees contribute strongly to the unique character and charm of the village. Ballymadun has a population of approximately 56 people. Given its close proximity to Ashbourne, it is likely to come under pressure for development once the drainage restraint is resolved.

### Ballyboghil

Ballyboghil is a key village centre situated at the crossroads of the R108 and the R129 linking Swords to Naul and Blakes Cross to Oldtown and is part of the network of rural villages functioning as small local service centres for the surrounding rural hinterland. The village has developed in a linear form over time from the original village core which was centred on the church and school. The Ballyboghil Stream is a key natural asset in the centre of the village.

Hedgerows and trees contribute strongly to its unique character and charm and link the village with the adjoining agricultural landscape. The significance of hedgerows in the village and surrounding area is celebrated by the Ballyboghil Hedgerow Society through a number of educational walks throughout the year in co-operation with the local landowners.

The Council will support the development of new initiatives such as walking trails around the village and along the Ballyboghil Stream linking the village to Oldtown, both for the enjoyment of local people and as an attractor for visitors to the area, promoting local economic development. The village has a current population of circa 350 people. A Local Area Plan for Ballyboghil was adopted on 11th June 2012.

### Garristown

Garristown is an attractive rural village with a distinct rural ambience, located in the north-west of the County approximately 18 kilometres from Swords, 6kms north east of Ashbourne and just inside the County boundary with Co. Meath. The village is situated at one of the highest points in the County. Garristown is a key village within the Hinterland and forms part of a network of rural villages which functions as local centres, with a small but significant retail/commercial base that provides services to the village and a large rural hinterland.

The village consists of a wide main street running north-south, the most distinguishing feature is the tree lined Mall which runs along the western side of Main Street. It consists primarily of nineteenth and twentieth century buildings comprising generally well maintained, short, two storey terraces and detached dwellings, forming a compact village settlement focused on a linear village green. The busier part of the village is at the juncture of the Naul Road and Main Street. The main landmarks are the Church of the Assumption and Carnegie library on Main Street, and the former Church of Ireland [in ruins] and graveyard. The village core of Garristown has been identified as an area of high quality vernacular architectural character and is designated as an Architectural Conservation Area (ACA).



Limited development has occurred within the village in recent times with new residential development mainly to the west and east of the village. There are considerable areas of undeveloped land within the village boundary. The downturn in the economy has resulted in the closure of a number of long established agribusinesses in the centre of the village. These lands have considerable potential for future employment and enterprise uses and are important for the economic development of the village. Given its attractive village form and scenic landscape setting, the village has considerable potential for tourism and leisure based enterprises.

Garristown has a current population of circa 450 people. A Local Area Plan for Garristown was adopted on 13th September 2010 and extended for five years in July 2015 until 12th July 2020.

### **Naul**

Naul village is located in north Fingal, near the boundary with County Meath, it functions as a key village within the Hinterland area and is part of the network of rural villages which function as small local service centres for the surrounding rural hinterland. The Village Square and Main Street provide the focus of the built form of the village and are located within a designated Architectural Conservation Area (ACA). The Square contains a range of nineteenth and twentieth century buildings, including the re-thatched Seamus Ennis Arts Centre. Naul has significant potential to develop further as an attractive destination given its charming village form, its scenic landscape setting, notable archaeological, architectural and musical heritage and its proximity to archaeological sites in County Meath.

The Seamus Ennis Arts Centre located in the heart of the village hosts many of today's foremost musicians, songwriters and artists and attracts considerable interest from around the country. The centre already has a major local role as well as further potential for regional, tourism and consequential local economic development. Fingal County Council is committed to building upon the success of the Seamus Ennis Arts Centre. It is the Council's intention to develop a Recreational Hub on lands adjoining the existing Clann Mhuire GAA grounds, providing active recreational facilities for the wider area. Naul has a current population of around 450. A Local Area Plan for Naul was adopted on 9th May 2011 and extended for five years in April 2016 until 10th April 2021.

### **Oldtown**

Oldtown is a small attractive rural village located approximately 10km north of Swords and 6km east of Asbourne, in Co. Meath. The R122 regional road passes through the village connecting Oldtown southwards to Swords, and northwards to The Naul. The Daws River meanders through the village. Oldtown is a key village centre in the Hinterland area and is part of a network of rural villages which function as small service centres for their surrounding agricultural hinterland. It has a distinctive village character and strong identity with traditional buildings and a defined street network. This is reflected in the ACA designation for the village.

The heart of the village has undergone considerable redevelopment over recent years with the addition of stone faced terraced townhouses enhancing the streetscape. Oldtown Local Hall, a distinctive corrugated structure is located in the village centre. The Wild Geese GAA club grounds and clubhouse are located just north of the village.

Oldtown Village is located within a reasonable walking distance of Ballyboghil via the R129. Fingal County Council will support the development of new initiatives such as an off road-walking trail between these two attractive villages, both for the enjoyment of local people and as an



attractor for visitors to the area, promoting greater community interaction and local economic development. Oldtown has a population of approximately 450 people. A Local Area Plan for Oldtown was adopted on 11th June 2012.

### **Balscadden**

Balscadden is a small rural village settlement located approximately 3km northwest of Balbriggan and 2km south of Gormanston in County Meath. It is separated from the town of Balbriggan by the designated Greenbelt. Given its proximity to Balbriggan town, Balscadden is a commuter village within the rural Hinterland. The village has not experienced pressure for development in recent times, due to drainage capacity constraints. Recent developments comprise mainly 'one-off' one and two storey residential developments.

The village has developed in an easterly direction from the original village core, which is centred on the Church of the Assumption and graveyard. The core is identified by the area known as 'The Square' a grouping of formerly thatched dwellings arranged in a 'clachan' style, reminiscent of the west of Ireland. The village core is an area of unique architectural character and is a designated ACA. A significant portion of the settlement has road frontage bounded by mature hedgerows and traditional stone walling. Development within the village includes a church, national school and a public house.

Balscadden is located in an elevated landscape where the landform slopes steeply from south to north affording panoramic views of the countryside to the north towards the Mournes and west over the surrounding countryside. It is a charming village within an exceptional landscape setting. It is likely to come under development pressure once the drainage capacity constraint is resolved. Given its status as a commuter village, the level of growth must be managed, to preserve the unique character of the village. The village has a current population of circa 150. A Local Area Plan for Balscadden will be prepared during the lifetime of the Development Plan.

### **Village Settlement Strategy**

The villages of Fingal have strong, locally distinctive characteristics, whilst the built village form varies from village to village all are set within a remarkable landscape context. Fingal's villages are also important for their rivers, streams, trees, hedgerows and stone-walling which all contribute to the green infrastructure network throughout the County. The villages, as a collective, are a valuable rural asset to the County that needs to be protected from excessive inappropriate development. Their function as either Key Villages or Commuter Villages within the Metropolitan and Hinterland areas, as defined in the RPGs, is an important determining factor for the scale and type of development proposed, but of equal importance is preserving the uniqueness of all our villages, acknowledging their contribution to the cultural richness of the County.

Settlement within the designated Rural Villages will continue to be open to all. The settlement strategy will not require that a person is from a rural or urban area. This policy will promote the vitality of the villages and facilitate the provision of appropriate facilities. This is a policy response to the low levels of growth in many of the villages over recent years. However, the level of growth within villages must be managed. Rapid expansion will not be permitted as it would put undue pressure on services and the environment and encourage higher levels of un-sustainable commuting. The level of growth will be managed through the Core Strategy and the Local Area Plan process.



A particular need within the rural community is for sites where houses are designed to meet the applicant's own requirements. To this end, serviced sites, designated as such in village LAPs within the villages will serve to meet people's needs for house sites on which they can develop individual or 'one-off' houses. These houses will accord with design parameters which will be set out in the Village LAPs and accompanying Village Development Framework Plans.

#### Objective RF04

Manage the development of each village, within the existing RV boundaries, having regard to:

- Government Guidelines set down in the *Sustainable Residential Development in Urban Areas*, 2009,
- The settlement strategy for rural villages set out in the RPGs, and,
- The Core Strategy of the Fingal Development Plan.

#### Objective RF05

Ensure that a suitable mix of housing type and tenure is available within the villages.

#### Objective RF06

Ensure that Local Area Plans contain provision for the location of serviced sites within the Rural Village boundaries.

### Community Infrastructure

The vitality of the Rural Village involves people living, working, and interacting within the village communities or indeed within a community of villages. Community activity will be supported by objectives focusing on enabling the provision of commercial and community infrastructure which will allow communities to thrive and prosper. Uses such as care homes, health services clinics and educational centres, located within the boundaries of the Rural Villages have connection and interaction with the local community. Such uses in rural villages can contribute significantly to the dynamism and economy of the local community.

In line with *Fingal's Local Economic and Community Plan (LECP)*, Local Area Plans for the villages will seek to achieve a reduction in the need for travel, by provision within the boundaries of the villages of areas suitable for the development of appropriately sized enterprises.

These Rural Villages, only short distances from Dublin City, both individually and as a collective, are a valuable resource for tourism development, attractive to locals and day trippers. Tourist type activities based around walking, cycling, landscape, heritage, music, food, leisure and adventure activities, are examples of the type of activities that are intrinsically associated with rural areas. Collaboration between the tourism offering and local service providers, such as local shops, restaurants, cafes, farmer's markets, has the potential to significantly expand the economic impact on the rural areas of the County. Fingal County Council will encourage and support such collaboration within and between the Rural Villages and their hinterlands.

#### Objective RF07

Preserve, protect and enhance the natural, built and cultural heritage features that form the basis of the attraction of Fingal's villages as places to live, work and visit.

#### Objective RF08

Strengthen and consolidate the built form of the Rural Villages, providing a viable housing alternative to the open countryside with the advantages of a rural setting.



**Objective RF09**

Encourage the re-use and adaptation of the existing building stock within the Rural Villages.

**Objective RF10**

Promote the provision of essential services for living within the local community including, social, employment and retailing services, health, recreation, leisure amenities and community facilities.

**Objective RF11**

Assess the need for additional schools provision as part of the preparation of Rural Village LAPs.

**Objective RF12**

Promote the provision of childcare facilities within Rural Villages to meet local demand and encourage the location of such facilities near schools in order to facilitate parents.

**Objective RF13**

Promote suitable uses, including care homes, health service clinics, and educational centres, within the areas zoned RV, to a scale appropriate to ensure the proper planning and sustainable development of each village.

**Objective RF14**

Promote the provision of suitable appropriately sized enterprises within rural villages to minimise the need for commuting.

**Objective RF15**

Promote the tourism potential of Fingal's villages, including the coastal villages by facilitating their enhancement and the provision of visitor services and accommodation and encourage collaboration between service providers and co-operate with the relevant bodies in the marketing and promotion of tourism in the area.

**Rural Village Local Area Plans**

LAPs and accompanying Village Development Framework Plans have been prepared and adopted for Ballyboghil, Garristown, Naul, Oldtown, Rivermeade and Rowlestown. LAPs and Village Development Framework Plans will be prepared for the remaining villages.

The Local Area Plan is a statutory plan and public statement of planning policies and objectives for the development of the rural village. It sets out the development strategy emphasising the proper planning and sustainable development of the village. It includes measures for the protection of the built and natural environment, the economic, social and cultural development of the village.

Its preparation involves public consultation with the local community to get their ideas as to how they would like to see their village develop. It is valid for six years from the date of adoption by the Council; its validity may be extended, in year 5 of the LAP for a further 5 years, if deemed appropriate by a resolution of the Council. Most of the villages zoned RV have approved Local Area Plans (LAPs). Where existing LAPs reach the end of their statutory lifetime, new ones will be prepared.

The Local Area Plan and the Settlement Strategy will work together to consolidate the existing footprint of each village, while achieving the managed development of the village having regard





to Government Guidelines set down in the *Sustainable Residential Development in Urban Areas*, 2009, the settlement strategy for rural villages set out in the RPGs and the Core Strategy. This expansion will occur in a way which enhances and does not detract from the distinct character of each village.

### Village Development Framework Plans (VDFPs)

Village Development Framework Plans are companion guidance documents appended to the statutory Local Area Plan. The Village Development Framework Plan is an assessment tool to identify and protect the distinct physical and cultural characteristics of each village. It also provides guidance to promote best practice architectural solutions for the overall development of the village. VDFP's are long term strategies for the sustainable development of the village with a diversity and mix of uses to create a place where a balance is achieved between the natural and built environment.

Village Local Area Plans and VDFPS are a mechanism for collaboration between the Elected Members and broad based community interest. Public consultation with the local community plays a significant role in the adoption of the LAPs/VDFPs.

Fingal County Council has been responsibly protecting Fingal's rural villages from overdevelopment, protecting their character and individual identity through the Local Area Plan and Village Development Framework Plan process.

#### Objective RF16

Ensure Rural Villages are developed in accordance with adopted Local Area Plans and accompanying Village Development Framework Plans.

#### Objective RF17

Promote local distinctiveness and character through Village Development Framework Plans prepared as part of the Local Area Plan for each of the Rural Villages. The VDFPs will set out comprehensive guidelines for the urban design for all the villages.

#### Objective RF18

Prepare a Local Area Plan and VDFP for each of the villages, where necessary, involving public consultation with the local community, to provide a planning framework for appropriate village development. The LAPs will protect and promote:

- i. Village character through preparation of a Village Development Framework Plan,
- ii. A sustainable mix of commercial and community activity within an identified village core which includes provision for appropriate sized enterprise, residential, retail, commercial, and community facilities,
- iii. The water services provision within the village,
- iv. Community services which allow residents to meet and interact on a social basis, and include churches, community and sports halls, libraries and pubs,
- v. A mix of housing types and tenure which will appeal to a range of socio-economic groups,
- vi. Retail activity, consistent with the Fingal Retail Strategy, in the form of village shops which will meet the needs of the local community,
- vii. A public realm within the village which allows people to circulate, socialise and engage in commercial activity in a manner which balances the needs of all involved,
- viii. The provision of Green Infrastructure, including natural, archaeological and architectural heritage, and green networks within the village.



## Amendments to RV Boundaries

In the course of preparation of LAPs for each of the Rural Villages, consideration may be given to the extent of the RV zoning objective. This may result in a reduction or small scale extension of the existing zoning. Changes to the RV zoning will be considered only where it can be clearly shown that this contributes significantly to the development objectives for the village, and that there is a clear evidence base for such a proposed change.

## Rural Clusters

Many Rural Clusters have more limited characteristics and a more residential focus with fewer services available than the villages. They provide an alternative to one-off housing in the countryside through the consolidation of rural residential development within existing small clusters. For the most part, they will provide an opportunity for family members of existing households within the cluster to build a new home, or reuse and adapt an existing structure, in proximity to their family home, by sub-dividing large sites. They will also provide the rural community with an opportunity to choose more rural-style housing to that which is provided within the Rural Villages. Consideration of planning applications within the clusters must have regard to the role and form of the cluster within the wider rural area taking particular care that clusters do not compete with villages in the services they provide or the role and function they play within the rural area.

There are 37 Rural Clusters within Fingal located at:

Balcarrick, Baldwinstown Cross, Ballough (Lusk), Ballykea, Blackhills (Ardgillan), Balcultry, Baltrasna, Baskin Lane, Castlefarm (Kilsallaghan), Colecot, Dallyhaysy (Balbriggan), Dermotstown (Bog O' the Ring), Feltrim (Malahide), Grougha, Moonlone Lane (Naul), Dubber Cross, Effelstown (Lusk/Rush train station), Holmpatrick, Hedgestown (Five Roads), Jordanstown, Killalane, Magilstown, Malheney (Man O' War), Milverton, Moyne Road, New Haggard, North Beach, Palmerstown, Staffordstown/Corduff, The Quay (Portrane), Thornton, Tobersool, The Commons (Lusk), Turvey Lane, Wimbletown (Ballyboghil), Wimbletown South and Wyanstown (Oldtown).

### Objective RF19

Encourage consolidation of rural housing within existing Rural Clusters which will cater for rural generated housing demand, as an alternative to housing in the open countryside, and encourage the reuse of existing buildings within the cluster over any new development.

## Rural Cluster Settlement Strategy

The Rural Clusters serve as areas where members of the rural community can live as an alternative to housing in the open countryside. The Settlement Strategy identifies opportunities for infill development and encourages appropriate levels of consolidation allowing families living in such clusters to build a needed new home by subdividing large sites, where drainage requirements allow. This meets the County's rural generated housing need and avoids encroachment into viable agricultural lands. Settlement within the Rural Clusters will be open to members of the Fingal rural community who demonstrate a rural-generated housing need.



For the purposes of the settlement strategy for Rural Clusters, rural-generated housing need is defined as either:

- Persons currently living and who have lived continuously for the past ten years or have previously lived for a minimum of ten continuous years, or
- Persons working continuously for the past ten years,

Within areas of the County currently zoned rural. These areas are zoned Rural Village (RV), Rural Cluster (RC), Rural (RU), Greenbelt (GB), or High Amenity (HA).

#### **Objective RF20**

Permit only persons with a rural-generated housing need, as defined within this section of the Plan, planning permission for a house within a Rural Cluster where the site size is a minimum of 0.2 hectares for on-site treatment systems, and conforms to the drainage and design standards required by the Council, and 0.125 hectares where connecting to a public sewer.

#### **Objective RF21**

Ensure that the requirements set out by the Council in the Development Management Standards Chapter for on-site treatment systems are strictly complied with, or with the requirements as may be amended by future national legislation or guidance.

### **Layout and Design in Rural Clusters**

Sensitive layout and design of new houses within the Rural Clusters will ensure that they contribute positively to the rural character of the area. The layout and design of new housing within the Rural Clusters should be consistent with the requirements set out in Chapter 12, Development Management Standards.

The development of any individual site within a cluster must ensure that the future development potential of adjoining sites is not compromised, particularly in relation to on site layout and design and vehicular and pedestrian access. All sites within the cluster must be provided with sustainable drainage infrastructure.

New housing in rural clusters will be required to be rural in character and respectful of the existing pattern of development in the immediate vicinity. Entrances to new sites will be by means of shared access with an existing dwelling for preference or via an existing entrance to reduce the number of entrances onto rural roads and the subsequent need for the removal of significant stretches of established hedgerow and trees.

#### **Objective RF22**

Permit only development within the Rural Clusters which has regard to the existing character and role of the cluster within the wider rural area, with particular care being taken that clusters do not compete with villages in the services they provide or the role and function they play within their rural area.

#### **Objective RF23**

Ensure that proposals for new dwellings do not compromise the development potential of adjoining sites by means of on-site layout and house design and both vehicular and pedestrian access. All sites must provide sustainable drainage infrastructure.



**Objective RF24**

Minimise the number of new entrances to sites within a rural cluster with a preference for sharing accesses with existing dwellings or using existing entrances. New entrances will only be considered where the potential for sharing is not possible. Any removal of hedgerows, trees and walls or other distinctive boundary treatment required to accommodate sight lines must be limited in extent and must be replaced with the same type of boundary. The use of native species for replacement planting shall be used where appropriate.

**Objective RF25**

Allow for small scale home-based economic activity and local services at a level commensurate with the size, scale and character of the Rural Cluster.

## Housing in the Countryside

The countryside for the purposes of this section of the Plan are those areas with the rural zoning objectives identified as Rural (RU), Greenbelt (GB), and High Amenity (HA). In response to the typology identified in the *Sustainable Rural Housing Guidelines for Planning Authorities*, the rural area of Fingal is considered to be an area under ‘Strong Urban Influence’ due to its proximity to Dublin City and the Metropolitan Area, and the resultant pressures for housing in the open countryside. Therefore, those with a rural-generated need for a house will be accommodated while those with urban-generated housing need will be directed to towns and villages. The re-use of existing buildings within the countryside for residential development will be encouraged.

**Objective RF26**

Ensure the vitality and regeneration of rural communities by facilitating those with a genuine rural generated housing need to live within their rural community.

**Objective RF27**

Recognise and promote the agricultural and landscape value of the rural area and prohibit the development of urban generated housing in the open countryside.

**Objective RF28**

Encourage the re-use and adaptation of the existing rural residential building stock and other building types, where practical, in preference to new build.

## Settlement Strategy

### Rural Generated Housing Need

The Settlement Strategy for housing in the open countryside serves to meet settlement needs which are the result of a genuine rural-generated housing need. Rural-generated housing needs are considered to be the housing needs of people who have long standing existing and immediate family ties, or occupations which are functionally related to the rural areas of the County, and are specifically defined as:

- Members of farming families who are actively involved in the family farm which is located within rural Fingal as defined in Objective RF38.
- Persons who have close family ties to the Fingal rural community as defined in Table RF03 paragraph (i).
- Persons who have been in long term employment which is related to, and supportive of, the rural community as defined in Table RF03 paragraph (ii) and where the employment is dependent on the residence of the person within the rural community.



- Persons who are a member of a rural-located family, who are considered because of exceptional and demonstrated health reasons to have a need to reside beside their family home in the rural area as defined in Table RF03 paragraph (iii).
- Persons who are 'a bona fide' applicant, as defined in Table RF03 paragraph (iv), and who have a demonstrated commitment to set up a rural-related business and who may not already live in the area, nor have family connections there, or be engaged in particular employment or business classified with the local needs criteria. The applicant must have a clearly demonstrated need to live in the rural area to ensure the functioning of the business.

People who have a genuine rural-generated housing need will be considered for planning permission for a house in those parts of the open countryside which have zoning objective RU or GB. Only members of families actively involved in farming within the rural area will be considered for a rural house in areas of the County which have a zoning objective HA.

To ensure the sustainability of new housing in the countryside, such that the assets and values of the countryside are not negatively impacted upon and that any proposed development of rural houses does not detract from the experience of the rural value, the maximum number of incremental houses which will receive planning permission within the rural area on the basis of an existing house is limited. Each of the rural zoning objectives has a limit to the number of incremental houses which will be permitted. Where exceptional health circumstances can be demonstrated an additional house will be considered under each of the rural zoning objectives. The maximum number of dwellings permitted under any of the above zonings will be less any additional house which has been granted planning permission since 19th October 1999. No individual applicant will receive planning permission for more than one house. The maximum number of houses permitted for each rural zoning type is shown in Table RF01.

**Table RF01: Maximum Number of Houses Which Will Be Permitted Per Existing House**

Area zoning objective	Maximum no. of houses to be granted planning permission per existing house
RU	2 (+1 for exceptional health reasons +1 for exceptional farming circumstances)
GB	1 (+1 for exceptional health reasons)
HA	1 (+1 for exceptional health reasons)

Table RF02 outlines eligibility for housing in the open countryside under the Rural Settlement Strategy.

**Table RF02: Who Is Eligible For Planning Permission?**

Zoning objective	Involved in the family farm	Close family ties	Employment related to the community	Exceptional health reasons	'bona fide' business
RU	√	√	√	√	√
GB	√	√	√	√	√
HA	√			√	



**Example – housing under RU Zoning Objective**

*A grant of planning permission to any farming family member in an area subject to the RU zoning objective based on their involvement in running the family farm will not preclude any other member of the family from applying for planning permission based on their eligibility under the additional qualifying criteria as outlined above. In an area zoned RU the total number of incremental houses granted to any one family within the rural area shall not exceed two, with the potential for a third house to be granted planning permission where exceptional health circumstances can be demonstrated, and a fourth where exceptional farming circumstances prevail.*

**Objective RF29**

Provide that the maximum number of dwellings permitted under any of the rural zonings will be less any additional house which has been granted planning permission to a family member since 19th October 1999.

**Objective RF30**

Permit a maximum number of two incremental houses for those who meet the relevant criteria set out in this chapter within areas with zoning objective RU plus one house for a person with exceptional health circumstances plus one where exceptional farming circumstances prevail.

**Objective RF31**

Permit a maximum number of one incremental house for those who meet the relevant criteria set out in this chapter within areas with the zoning objective HA or GB plus one house for a person with exceptional health circumstances.

**Objective RF32**

Permit houses in areas with zoning objective HA, only to those who have a defined essential housing need based on their involvement in farming or exceptional health circumstances.

**Objective RF33**

Require that any house which is granted planning permission in the areas with the zoning objective, RU, HA, or GB will be subject to an occupancy requirement whereby the house must be first occupied as a place of permanent residence by the applicant and/or members of his/her immediate family for a minimum period of seven years.

**New Housing for Farming Families**

Planning permission will be considered for one incremental house in areas which have the HA or GB zoning objective, and up to two houses in areas with the RU zoning objective, on a family farm for close family members who are demonstrated to be actively and directly engaged in the running of the family farm. In recognition that farming is no longer a full-time occupation for many farmers, consideration will also be given to farmers whose income is supplemented by off-farm work. In all applications for planning permission for a rural house on the basis of involvement in an existing farm, proof of direct participation in farming must include verifiable evidence of family ownership of a working farm.

**Objective RF34**

Permit up to two additional dwellings per farm family in areas with the zoning objective, RU, and one additional dwelling per farm family within areas with the zoning objective GB or HA, where the applicant demonstrates their direct participation in running the family farm and is considered to have a demonstrated need related to the working of the farm to reside on the family farm.



**Objective RF35**

In exceptional circumstances in the RU zoning where two members of the family (excluding the occupier of the family farm) are actively engaged in the running of the family farm, permission may be considered for both. Documentation in support of an application must reflect the requirements of RF38.

**Objective RF36**

Demonstrate that any proposed dwelling is for use as the applicant's primary residence and the proposed dwelling will be located on a farm where the applicant's family currently resides.

**Objective RF37**

Allow for consideration of any additional house, in the case of a fragmented farm, to be located on an area of the farm not physically connected to the main portion of the farm, and which area has been in the applicant family's ownership and part of the overall active farm holding for at least three years prior to the date of application.

**Objective RF38**

Demonstrate that the farm has been a working and actively managed farm in the ownership of the applicant's family for a minimum of three years preceding the date of the application for planning permission.

The applicant will be required to demonstrate the following in relation to their working of the family farm:

- (i) The applicant is a member of a family which operates a farm within the rural area of Fingal, and is actively engaged in farming the family farm. Verifiable documentary evidence (such as dated and stamped Land Registry Documentation) showing details of the farm ownership, details of the family relationship with the farm owner, and the nature of the applicant's involvement in farming the family farm will be required.
- (ii) The farm on which the application for planning permission for a rural house has been submitted has been a working and actively-managed farm in the ownership of the applicant's family for a minimum of three years preceding the date of the application for planning permission.
- (iii) The location of the family home on the existing farm.
- (iv) The location of all other houses on the family farm which have been granted planning permission since the 19th October 1999. Submission details will include the date of grant of planning permission and the Council's file Register Reference under which any Planning Permissions were granted.
- (v) The family farm has been a working farm for the preceding three years. The criteria which are considered to constitute a working farm and the size thresholds for various types of farm are set out below. The minimum threshold area of a farm excludes the area of the farm occupied by the farm yard and farm buildings, the area of the existing family home and its curtilage, and the area of the site of the proposed dwelling.
- (vi) Documentary evidence that the applicant resides on a working family farm within the planning application.



Documentary evidence (i.e. of a working farm) which is required is detailed below:

- a) For livestock (including equestrian), tillage and mixed livestock/tillage farms:
  - a) A Herd Number or other Business Number which is allocated by the Department of Agriculture, Food and the Marine.
  - b) Single Farm Payment details for the preceding three years.
  - c) A GLAS number for those farmers who participate in the GLAS Scheme.
  - d) A Forestry number for those farmers who manage forestry.
  - e) For dairy farms, details of the previous years' supplies to a milk processor.
  - f) For equestrian farms, depending on the type of equestrian farm, current horse training licences issued by the Irish Turf Club, racing licences, documentation demonstrating that the farm is a recognised teaching school, records of bloodstock sales, details of stud production for the preceding three years or equine identification documents, i.e. passports issued by Horse Board Ireland or by Wetherbys.
  
- b) For horticulture farms:
  - Confirmation of involvement in the Quality Assurance Scheme managed by An Bord Bia for the previous three years.
  - Evidence of investment within the farm to demonstrate its current active engagement in the horticulture sector.
  - Details of the supply of product from the farm which demonstrates that the applicant was supplying substantial produce to market in the preceding year.
  
- c) Size thresholds for farms:
  - The minimum size for an active livestock, tillage, or mixed livestock/tillage farm is 15 hectares.
  - The minimum size for a horticultural farm is:
    - For a vegetable farm, 6 hectares.
    - For an apple farm, 13 hectares.
    - For glasshouse production, 0.4 hectares.

Applications for planning permission will be considered where the documentary evidence clearly and comprehensively demonstrates that a farm has been an active and viable holding for the preceding three years, even though it falls below the thresholds set above, or is a specialist operator not of the types described above. The applicant must demonstrate a need for the applicant to be resident on the farm in such cases.

### **New Housing For The Rural Community Other Than For Those Who Are Actively Engaged In Farming**

New dwellings will also be considered in areas which have an RU or GB zoning objective for members of the rural community who are not involved in farming.

#### **Objective RF39**

Permit new rural dwellings in areas which have zoning objectives RU, or GB, on suitable sites where the applicant meets the criteria set out in Table RF03.





**Table RF03: Criteria for Eligible Applicants from the Rural Community for Planning Permission for New Rural Housing**

- i. One member of a rural family who is considered to have a need to reside close to their family home by reason of close family ties, and where a new rural dwelling has not already been granted planning permission to a family member by reason of close family ties since 19th October 1999. The applicant for planning permission for a house on the basis of close family ties shall be required to provide documentary evidence that:
  - S/he is a close member of the family of the owners of the family home.
  - S/he has lived in the family home identified on the application or within the locality of the family home for at least fifteen years.
- ii. A person who has been in employment in a full-time occupation which is considered to satisfy local needs by predominantly serving the rural community/economy for fifteen years prior to the application for planning permission, and has not already been granted planning permission for a new rural dwelling since the 19th October 1999. Documentary evidence of such employment is required.
- iii. A person who is an immediate member of a rural family who has not been granted permission for a rural dwelling, since the 19th October 1999, and is considered to have a need to reside adjacent to the family home by reason of that person’s exceptional health circumstances. The application for a rural dwelling must be supported by two sworn affidavits from relevant and qualified professionals, with at least one from a registered medical practitioner. A qualified representative of an organisation which represents or supports persons with a medical condition or disability may supply the other.

It is to be noted that criterion no. (iii) applies in areas which have zoning objective, HA, as well as in areas with zoning objective GB and RU.

- iv. A 'bona fide' applicant who may not already live in the area, nor have family connections there or be engaged in particular employment or business classified with the local needs criteria, subject to the following considerations:

Such applicants will be required to satisfy the Council of their long term commitment to operate a full-time business from their proposed home in a rural area, as part of their planning application.

The applicant will outline within a submitted Business Plan how their business will contribute to and enhance the rural community, and will demonstrate to the satisfaction of the Council that the nature of their employment or business is compatible with, and addresses and satisfies local needs, and will protect and promote the rural community.

The applicant will satisfy the Council that the nature of their employment or business is dependent on its location within the rural area so as to discourage applicants whose business is not location-dependent.

The applicant will demonstrate their commitment to the proposed business through the submission of a comprehensive and professionally-prepared Business Plan, and through submission of legal documentation that they have sufficient funding committed to start and operate the business.

Applicants whose business is not location-dependent will not be considered.



Verifiable documentary evidence to demonstrate compliance with Objective RF39 will be required in all planning permission applications for a new house in the open countryside including a sworn affidavit by the applicant stating that the applicant conforms to the requirements of the objective.

### **Housing within the Airport Noise Zones**

The development of new housing for those who are not involved in farming will be actively resisted within the area delineated by the inner noise zone for Dublin Airport. However, consideration will be given to the development of new housing for those not involved in farming but who have family homes within the inner noise zone, in locations on suitable sites outside the inner noise zone but within two kilometers from that noise zone. To ensure that the need to live as close as possible to the existing family is met and to avoid undue pressure on certain areas of the Greenbelt, the M1 will provide an east-west boundary, with those living to the east being considered for housing on suitable sites to the east, and those living to the west being considered for housing on suitable sites to the west. Site selection should ensure that the rural character of the area is maintained and that multiple sites on single landholdings are avoided.

#### **Objective RF40**

Apply the provisions of the Rural Settlement Strategy, only with regard to ‘New Housing for Farming Families’ as set out within this chapter, within the Airport Inner Noise Zone, and subject to the following restrictions:

- Under no circumstances shall any dwelling be permitted within the predicted 69dB LAeq 16 hours noise contour.
- Comprehensive noise insulation shall be required for any house permitted under this objective.
- Any planning application shall be accompanied by a noise assessment report produced by a specialist in noise assessment which shall specify all proposed noise mitigation measures together with a declaration of acceptance of the applicant with regard to the result of the noise acceptance report.

#### **Objective RF41**

Apply the provisions of the Rural Settlement Strategy as it applies to “New Housing for the Rural Community other than for those who are actively engaged in farming” for rural community members located within the Inner Noise Zone on suitable sites located within two kilometres outside the Inner Noise Zone. For those living to the east of the M1, only suitable sites located to the east of the M1 will be considered, and for those living to the west of the M1, only suitable sites located to the west of the M1 will be considered.

### **Replacement of Chalets and Seaside Huts**

There are a number of areas in Fingal, such as Portrane, Donabate and Rush, where chalets and seaside huts have been constructed prior to and after the coming into effect of the *Local Government (Planning and Development) Act 1963*.

Proposals to replace these holiday homes with structures for permanent dwellings are from time to time submitted to the Council. The Council will assess such proposals having regard to the context, location, drainage provision, and appropriate site development standards. The Council is aware that in relation to the above locations, the following issues arise:

- A considerable number of such structures are located within the coastal regions and could be liable to the impacts of climate change in the form of coastal erosion and flooding.



- Given the ad hoc nature of some of these developments, there is little or no sewerage infrastructure.
- There are limited services including roads infrastructure or utilities in these areas.
- The creation of permanent housing may be unsustainable and significantly alter the character of the areas in which they are located.

Therefore, the replacement or conversion of existing seasonal chalets and seaside huts by dwellings which can be resided in all the year round will only be considered in exceptional circumstances where the following criteria is fully met:

- Verifiable documentary evidence indicating the unit is occupied on a year round basis and has been for a period of 7 years or more.
- The proposal satisfies planning criteria in relation to appropriate design and layout, drainage, access and integration with the character of the landscape.
- The site shall not be liable to the impacts of climate change, including coastal erosion and flooding.
- Impacts on European Sites will be fully assessed by Screening for Appropriate Assessment or full Assessment where required.

#### Objective RF42

The replacement or conversion of existing coastal chalets and seaside huts by dwellings which can be resided in all the year round will only be considered in exceptional circumstances where the following criteria is fully met:

- Verifiable documentary evidence indicating the unit is occupied on a year round basis and has been for a period of 7 years or more.
- The proposal satisfies planning criteria in relation to appropriate design and layout, drainage, access and integration with the character of the landscape.
- The site shall not be liable to the impacts of climate change, including coastal erosion and flooding.
- Impacts on European Sites will be fully assessed by Screening for Appropriate Assessment.

#### South Shore Area Of Rush

The South Shore area of Rush consists mainly of small landholdings with a mixture of market gardening and single and cluster housing. The pattern of development is increasingly residential, with some significant vacant sites and some retained horticultural activities. The road infrastructure within the area is limited and sub-standard in terms of modern road requirements but it forms part of the overall rural residential character of the area. The area also borders on Rogerstown Estuary, which hosts two Natura 2000 sites, Rogerstown Estuary SAC and Rogerstown Estuary SPA. These sites are subject to strict protection afforded by the *Habitats Directive* and the Council must ensure that development does not adversely affect the ecological integrity of these sites. Certain areas of the South Shore are also prone to flooding and are at risk from coastal erosion.

Recognising the established mix of horticulture and residential land uses within this area, and the availability of water services infrastructure, the settlement strategy for housing in the open countryside will be more flexible within the area demarcated on the Plan maps. This area is located to the south and east of the R128 from the junction with Spout Road, immediately to the west of Rush.



Housing will be considered for persons who have been resident in the South Shore, or within the development boundary of Rush or within one kilometre by road of either of these areas for a minimum of ten years. Housing will also be considered for a mother, father, son or daughter of a resident who qualifies. Houses will be sympathetic to the rural and coastal character of the area. Given the sensitivities of the area, because of its location adjacent to the coast and to Rogerstown Estuary, there will be a requirement on applicants to demonstrate that any proposed new development will not be at risk of flooding or erosion and will not negatively impact, either directly or indirectly, the designated sites within Rogerstown Estuary.

#### **Objective RF43**

Consider planning applications for a house located within the South Shore area of Rush from persons who have been resident for a minimum of ten years within the South Shore area or within the development boundary of Rush or within one kilometre by road of either of these areas, subject to sustainable planning and consideration of climate change impacts.

#### **Objective RF44**

Consider planning applications for a house located within the South Shore area of Rush from a mother, father, son or daughter of a resident who qualifies under Objective RF43, and subject to sustainable planning and consideration of climate change impacts.

#### **Objective RF45**

Require that any house which is granted planning permission in the South Shore area will be subject to an occupancy requirement whereby the house must be first occupied as a place of permanent residence by the applicant and/or members of his/her immediate family for a minimum period of seven years.

#### **Objective RF46**

Require that an applicant for a house in the South Shore area demonstrates, to the satisfaction of the Planning Authority, that the site is not and will not be subject to flooding or erosion in line with national climate change predictions.

#### **Objective RF47**

Require that an applicant demonstrates that the impact of any proposed house will not adversely affect, either directly or indirectly, the ecological integrity of any European site.

#### **Objective RF48**

Allow for new houses within the South Shore area, subject to normal sustainable planning criteria and in line with climate change impacts, which have demonstrated to the satisfaction of the Planning Authority that they cannot connect to a public sewer within a reasonable period of time, on sites no less than 0.2ha in size.

### **Location of Houses between the Sea and Adjoining Roads**

The development of houses between a road and the sea will be discouraged because of the possible impact of climate change such as rising sea levels and coastal erosion, the potential impact of any new development upon scenic landscapes or vistas and the potential cumulative impacts of rural housing on Natura 2000 sites. No new houses will be permitted on lands with a High Amenity zoning objective which are located between the sea and the coast road. In the case of applicants for planning permission for a dwelling who comply with the settlement strategy



for houses in the countryside, where the existing family farm is located entirely between the coast and the road, and no opportunities exist to convert existing/vernacular buildings to a new dwelling on the farm or extend the existing farm house, a suitable alternative site will be considered on the land holding.

#### **Objective RF49**

Require that no new houses are permitted on High Amenity zoned lands which are located between the sea and the coast road except in such cases indicated in Objective RF50.

#### **Objective RF50**

Consider a suitable alternative site for a new house, in the case of applicants who comply with the Settlement Strategy for houses in the countryside and whose existing family farm is located entirely between the coast and the road, and where no opportunities exist to convert existing/vernacular farm buildings as a new dwelling or to extend the existing house.

#### **Objective RF51**

Ensure that the development of any coastal site through the extension or replacement of existing buildings or development of any new buildings is of an appropriate size, scale and architectural quality and that it does not detract from the visual amenity of the area or impact negatively on the natural or built heritage.

### **Residential Accommodation for Seasonal Workers**

Having regard to the rich and diverse farming operations within the County the provision of residential accommodation for seasonal workers needs to be addressed. Seasonal agricultural workers, including overseas workers, have been employed on farms in Fingal for many years. In recent years, agricultural and horticultural employers have found it increasingly difficult to house temporary workers, especially at periods of peak activity.

In this regard many farmers house their workers in temporary on site caravans/porta-cabins, generally in a piecemeal and ad hoc manner which is considered a substandard form of accommodation for workers and their health and well-being. Permanent housing in the rural areas of the County which have the zoning objective RU, GB and HA are subject to compliance with the Rural Settlement Strategy. The provision of new on-site residential accommodation for seasonal farm workers shall be designed in an innovative, cohesive and purpose built manner resulting in a high standard of quality accommodation and minimising reduced visual impacts on the surrounding rural area. In this regard, new purpose built on-site accommodation shall be single storey only. This policy is intended to make a sustainable contribution to the local economy which maintains a constant supply of workers to local farms which further facilitates food / crop / plant production.

It is considered residential accommodation for seasonal workers will only be required for the larger operations. In this regard, a minimum farm size of 50 hectares applies. This type of accommodation will only be permitted within the RU, GB and FP zonings. No accommodation of this nature will be permitted within the HA zoning.

Farmers wishing to provide accommodation for their workers are advised to consider the following sequential approach:

- Is other accommodation available, i.e. in an existing house (this includes agricultural workers housing and other rural dwellings), hotel, other types of residential building either in the rural area or adjoining towns or villages?



- Are other buildings available to convert to residential accommodation, either on or off-site?
- The onus is on the farmer/employer to demonstrate special circumstances for the requirement of accommodation and all other alternatives have been considered.
- The subject site must be the most suitable within the land holding.
- Adequate arrangements must be made for the disposal of refuse and sewage from the site.

### Objective RF52

Use of land associated with a farm for seasonal / temporary workers will be considered subject to the following requirements and demonstrate the following:

- The farm is a working and actively managed farm with a minimum size of 50 hectares.
- There is an essential need for the amount of and type of accommodation and this cannot be met anywhere else. The onus is on the farmer/employer to demonstrate this.
- The accommodation is for use by the workers associated with the farm only and shall not be for sale or rental independent of the farm.
- New on-site residential accommodation for seasonal farm workers shall be designed in an innovative, cohesive and purpose built manner resulting in a high standard of quality accommodation whilst minimising visual impacts on the surrounding rural area. In this regard, new purpose built on-site accommodation shall be single storey only.
- A viable landholding can facilitate up to a maximum of 200 seasonal workers.
- New purpose built accommodation shall be provided in the form of a maximum 25 bed space unit.
- No bedroom shall accommodate more than 2 persons.
- Each unit shall provide:
  - Accommodation and open space provision sufficient to provide an adequate level of comfort and amenity for occupants.
  - Room sizes in accordance with minimum Development Plan standards.
  - Shared kitchen, living and dining room based on a minimum 4 sq.m per bed space in the unit, in addition to any circulation space.
  - Each bedroom, or at a maximum, each pair of two bedrooms shall have an individual dedicated bathroom facility with shower, toilet and basin. Communal facilities below this standard shall not be permitted.
  - Appropriate indoor and outdoor communal and recreational facilities at a combined level of 5-7 sq.m per bedspace. These facilities shall be provided prior to occupation.
  - Communal facilities and services shall be provided for and include laundry and refuse facilities. These facilities shall be provided prior to occupation.
  - Compliance with Building and Fire Regulations.
- Transport arrangements to allow workers ease of access to nearby towns and villages. One of the following shall be provided:
  - Footpaths linking the development to the nearest town or village,
  - Footpaths linking the development to the nearest public transport link,
  - Provision of a privately operated shuttle bus to the nearest town or village.
- Design, height, scale and finishes shall have regard to the landscape context.
- Existing trees and hedgerows shall be maintained in so far as possible and new planting shall be of native species.
- A Landscape Plan shall accompany applications for new purpose built accommodation.
- Sufficient drainage and wastewater infrastructural capacity to serve the development.
- Sufficient access and car-parking arrangements to serve the development.



**Objective RF53**

Seasonal worker accommodation will not be permitted within the HA zoning.

**Houses Displaced By Infrastructural Works**

The Council recognises the situation of rural dwellers whose houses must be acquired, whether compulsorily or by agreement, to facilitate infrastructural improvements and works which are in the interest of the common good. The Council will undertake to consider any planning application by a member of the family of such a home owner for a rural house subject to the same provisions that would apply if the dwelling, which has been acquired, were the original and long-standing family home of the applicant.

**Objective RF54**

Consider any planning application by a member of the family whose house has been acquired in the interest of the common good, whether compulsorily or by agreement, for a rural house subject to the same provisions that would apply if the dwelling which has been acquired was the original and long-standing family home of the applicant.

**Ribbon Development**

“Ribbon development” is formed by the development of a row of houses along a country road (resulting in five or more houses on any one side of a given 250m of road frontage). It can promote the unsafe proliferation of vehicular entrances onto country roads, negatively impact on views and the character of the area, and reduce biodiversity, in particular, by loss of hedgerows. Therefore, ribbon development will be discouraged. The Planning Authority will determine whether a particular proposal would create ribbon development, having regard to the following;

- The type of rural area and circumstances of the applicant.
- The degree to which the proposal might be considered infill development
- The degree to which existing ribbon development would be extended or whether distinct areas of ribbon development would coalesce as a result of the development.
- Local circumstances such as planning history and normal planning considerations.

Attention is drawn to Objectives RF59 and RF63 which also address the retention of hedgerows in new development.

**Objective RF55**

In areas which are subject to either the RU, GB, or HA zoning objective, presume against development which would contribute to or intensify existing ribbon development as defined by *Sustainable Rural Housing, Guidelines for Planning Authorities, 2005*. A relaxation may be considered where permission is sought on the grounds of meeting the housing needs of the owner of land which adjoins an existing house of a member of his/her immediate family where it is clearly demonstrated that no other suitable site is available.

**Objective RF56**

Presume against the opening up of a new additional vehicular entrance into the site of any proposed house, unless necessary in the interest of safety or because no viable alternative exists.



**Objective RF57**

Require that the provision of safe access to a new house be designed so that it avoids the need to remove long or significant stretches of roadside hedging and trees. Where this is not possible, an alternative site or access should be identified.

**Layout and Design for Housing in the Countryside**

It is an aim of the Plan to limit the visual impact of new houses upon the countryside. Prior to the decision on planning permission, the visual impact of any proposed house upon the rural landscape must be evaluated. The visual impact of a house on the rural landscape is strongly related to siting and design and must reflect the nature of the site and the surrounding landscape.

The hedgerow network throughout Fingal is a valuable natural resource and should be protected. While it is recognised that development sometimes necessitates the loss of trees and hedgerows, this should be minimised and where removed should be compensated and replaced on site. In general, the retention of trees and hedgerows is critical in protecting the positive attributes of landscape character and heritage features and providing for an attractive living environment. Existing trees, hedgerows, townland boundaries and watercourses which are of amenity, historic or biodiversity value shall be protected and ensure that proper provision is made for their protection and management in future development proposals.

By requiring high standards for siting and design, the impact of any proposed house on the landscape can be minimised. The siting of new dwellings should take into account the nature of the site, existing site contours, and the scale, form and layout of any existing or adjoining dwellings, where appropriate. Design and materials need to reflect the County's rural built tradition. High quality contemporary designs which reflect the traditional will be supported but dwellings which are suburban in design or dominant, intrusive, or incongruous in a rural setting, will not be permitted. To promote the objective of high quality house design within the rural area, reference should be made to Chapter 12, Development Management Standards.

Proposals for new dwellings should be designed and laid out in a manner that prevents the increase of new entrances onto any public road, preference is for the sharing of entrances with existing houses or farmyards belonging to the family of the owner of the new home.

**Objective RF58**

Ensure that new dwellings in the rural area are sensitively sited, demonstrate consistency with the immediate Landscape Character Type, and make best use of the natural landscape for a sustainable, carbon efficient and sensitive design. A full analysis/feasibility study of the proposed site and of the impact of the proposed house on the surrounding landscape will be required in support of applications for planning permission.





**Objective RF59**

Ensure that the design of new dwellings have regard to the Development Management Standards Chapter with specific reference to the following:

- (a) Encourage new dwelling house design that is sensitively sited, demonstrates consistency with the immediate Landscape Character Type, respects the character, pattern and tradition of existing places, materials and built forms.
- (b) Protect existing trees, hedgerows, townland boundaries and watercourses which are of amenity, historic or biodiversity value and ensure that proper provision is made for their protection and management in future development proposals.
- (c) Promote sustainable approaches to dwelling house design and encourage proposals to be energy and carbon efficient in their design and layout.
- (d) Require appropriate landscaping and screen planting of proposed developments by using predominantly indigenous/local species and groupings.

**Objective RF60**

Ensure that any planning application for a house within an area which has a Greenbelt or High Amenity zoning objective is accompanied by a comprehensive Visual Impact Statement.

**Objective RF61**

Encourage new dwellings in the rural area to be sited at a location in close proximity to the family home where the drainage conditions can safely accommodate the cumulative impact of such clustering and where such clustering will not have a negative impact on the amenities of the original house. Where this arrangement is clearly demonstrated not to be available, permit the new dwelling to be located on an alternative site which is within two kilometres from the family home, or, in the case of applications made under Objective RF41 within two kilometres outside the Inner Noise Zone and subject to the East/West of the M1 stipulation.

**Objective RF62**

Ensure that the design of entrances and front boundary treatment is sensitive to the rural setting. In this regard, block walls and ornamental features will be discouraged and native hedging will be utilised where appropriate.

**Objective RF63**

Ensure the retention of hedgerows and other distinctive boundary treatments in rural areas. Where removal of a hedgerow, stone wall or other distinctive boundary treatment is unavoidable, provision of the same type of boundary/provision of agreed species of similar length will be required within the site.

## Restoration of Vernacular Buildings

The many vernacular buildings that are dotted throughout the countryside form a key part of Fingal's rural landscape. 'Vernacular' is a term used to describe something that is common to a specific place or area. When the term is used in relation to buildings or architecture it refers to the ordinary structures that functioned as the homes, farms, workplaces and community buildings of a locality. They were generally built using locally sourced materials, such as timber, stone, mud, lime and thatch. The buildings tend to be simple in design and form. Most of these structures date from the 18th, 19th and early 20th century. Fingal has a significant number of particularly attractive vernacular structures within the rural area some of which are on the Record of Protected Structures, either in their own right, or as part of the curtilage of a Protected



Structure and therefore are subject to the objectives set out in Chapter 10 Cultural Heritage. (See also Chapter 10 Cultural Heritage, Architectural Heritage, Historic Building Stock/Vernacular Heritage and Chapter 12 Development Management Standards)

Many of the vernacular buildings within the rural area do not have 'Protected Structure' designation, however, they are nonetheless important to establishing the distinctive character of rural Fingal. 18th and 19th century vernacular houses, typically two-storey, built of simple materials and the many stone outbuildings are strong components of rural Fingal. Recognising this important building stock, Fingal County Council promotes the retention, reuse and refurbishment of vernacular buildings, retaining their form and appeal which contributes so positively to the identity and character of the rural area.



### Vernacular Dwellings

To encourage the viable re-use of historic vernacular dwellings, applications for the sensitive restoration of disused vernacular houses and cottages will not be subject to the Rural Settlement Strategy for housing in the countryside that applies to new dwellings as long as:

- The distinctive character of the vernacular dwelling is retained.
- The original historic fabric is repaired using appropriate traditional construction methods and materials.
- The structure must have been a residence. Where the dwelling has been unoccupied for a long period of time evidence must be supplied to prove that it was previously in residential use.
- Where the building is derelict it must be proved that it is structurally capable of supporting the proposed works.
- Measures are taken to support and protect the building from collapse prior to, and during, the construction works.
- The proposal complies with the drainage standards for new dwellings in rural areas.

Where it is proposed to increase the size of the vernacular dwelling by extending it, the design, scale, footprint and materials used for the extension should be in keeping with or sympathetic to the existing dwelling and its setting. The Council will consider the re-use of vernacular outbuildings in extending vernacular dwellings.



## Vernacular Outbuildings

Another element of the vernacular building form is the traditional farm complex and associated buildings which play an important role in the sense of place and local distinctiveness enjoyed by both the rural community and visitors. Due to changes in farming methods, some of these buildings may no longer be suitable for modern farming practices and therefore their traditional economic function within the rural economy has changed. Where this is the case, it may be appropriate to consider their sensitive re-use. These buildings could provide an opportunity for a high quality environment for farm diversification into tourism or other uses, as long as these uses are permitted within the relevant land use zoning. Where the conversion of an outbuilding to residential use is proposed then the terms of the Rural Settlement Strategy for housing in the countryside will pertain unless the outbuilding is a Protected Structure or the conversion is proposed as an extension to a vernacular dwelling as outlined above, and as long as the proposed development conforms with the following:

- The re-use of any historic outbuilding, whether protected or not, must ensure that the original historic fabric is repaired using appropriate traditional construction methods and materials.
- The conversion of protected outbuildings must be sensitively designed, respecting the setting, form, scale and materials of the existing structures.
- Any proposal must comply with the drainage standards for new dwellings in rural areas.
- Where the building is derelict it must be proved that it is structurally capable of supporting the proposed works.
- Measures are taken to support and protect the building from collapse prior to, and during, the construction works.

### Objective RF64

Retain, appreciate and revitalise appropriately the vernacular buildings of Fingal by deterring the replacement of good quality vernacular buildings with modern structures and by protecting and promoting the sympathetic maintenance, adaptation and re-use of vernacular buildings where they contribute to the character of the rural area.

### Objective RF65

Encourage the sensitive restoration and/or conversion of vernacular rural buildings and discourage their demolition or replacement.

## Rural Drainage

The issue of drainage is increasingly critical as the number of houses in the countryside grows. The use of on-site waste water treatment systems has the potential to negatively impact on ground water quality, and the ability to breach statutory obligations to prevent deterioration in the status of any waters under the *Water Framework Directive*. (Refer to Chapter 12 Development Management Standards for requirements for on-site treatment systems).

### Objective RF66

Ensure that the requirements set out for on-site treatment systems are strictly complied with, or with the requirements as may be amended by future national legislation, guidance, or Codes of Practice.



**Objective RF67**

Implement the recommendations of the Ground Water Protection Scheme.

**Rural Transport**

The availability of public rural transport plays a major role in combatting rural isolation and acts as a catalyst in creating models of partnership, at all levels, where key sectors actively engage in transport provision, to ensure equality of access for all. The NIFTI Transport Service within Fingal was established under the *Rural Transport Programme* and provides bus transport for rural residents supporting communities in Oldtown, Garristown, Ballyboghil, the Naul and Rowlestown. This invaluable service provides access to public services, employment, training, health and social facilities. In recognition of the importance of improving access to and from rural locations, the Council supports the extension of the *Rural Transport Programme* and other such initiatives which respond to local travel needs throughout the County.

**Objective RF68**

Support the Rural Transport Initiative and the provision of an integrated rural community public transport system as a means of reducing social isolation and as a viable long-term sustainable public transport option.

**Objective RF69**

Support and encourage public transport providers to enhance the provision of public transportation services to Rural Villages within Fingal and to support and facilitate rural community transport initiatives where possible, aimed at providing new services to villages and enhancing and expanding existing services.

**5.3 Rural Economy and Enterprise**

There are currently a variety of small, medium and larger-scale commercial enterprises operating in rural areas throughout the County. These provide important sources of employment and contribute to the diversification of the rural economy.

The Council acknowledges that the development of rural enterprise and employment opportunities will be vital to sustaining the rural economy. In accordance with the economic strategy for the overall County, appropriate scaled enterprises should be directed to small towns, villages and rural business zones. Agriculture, horticulture, forestry, tourism, renewable energy production and rural resource based enterprise should be facilitated. The Council recognises a balance between rural development, including diversification and protection of the rural environment, requires careful management. The Council supports existing rural employment and commercial enterprises and will promote and encourage appropriately scaled enterprises.

Fingal is well placed to sustain its population and its services, to promote its communities and its tourism product, to protect its built and natural environment and to diversify in terms of local enterprise, tourism and employment. Fingal Leader Partnership and the Fingal Local Enterprise Office supports existing and new start-up enterprises within Fingal. The Fingal LECP seeks to strategically target Rural Economic Development Zones (REDZ) to revitalise rural towns and villages and to prepare a REDZ Programme. This is also an objective of this Plan.



**Objective RF70**

Protect and promote the sustainability of rural living by facilitating rural-related enterprise for rural dwellers.

**Objective RF71**

Reduce the need for commuting to employment in adjacent urban areas.

**Objective RF72**

Maintain commerce and vitality within the rural area and particularly within the villages.

**Objective RF73**

Prepare and implement a Rural Economic Development Zone Programme.

## Fingal's Rural Sectors

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The following section of the Chapter looks at the individual rural sectors within rural Fingal and specific objectives for these sectors. Rural resources (physical, human and cultural) can provide specific advantages for the development of rural economies across sectors such as the agriculture, horticulture, food, rural tourism, renewable energy and the creative sectors. When looking at rural resources the potential for economic growth in rural areas depends significantly on the interaction between activity inside the farm gate and the products and processes that add value to agricultural products. Such interactions are an integral part of the broader rural economy. From agriculture to tourism and in line with its overall approach to integrated rural economic development, there is a need for a more integrated approach to the management of rural resource potential as identified in the CEDRA Report.

A number of specific sectors of the rural economy emerged as having particular potential to contribute to the economic development of rural Fingal and include:

- Agriculture,
- Horticulture,
- Agri-Food,
- Agribusiness,
- Equine,
- Forestry,
- Land Reclamation and Aggregate Extraction,
- Farm Diversification,
- Renewable Energy Projects,
- Small and Medium-Sized Enterprises,
- Home-Based Economic Activity,
- Rural Tourism.

## Agriculture

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Agricultural activity in Fingal includes tillage of cereals and other crops, pasture and dairy and is an important part of the economic life of rural Fingal helping to sustain, enhance and maintain the rural economy. Agriculture will continue to be an important component of Fingal's rural economy. The agricultural sector must adapt to the challenges posed by modernisation, restructuring, market development and the increasing importance of environmental issues.



It is recognised that there is a need for diversification from traditional agricultural practices. The Council will encourage farming practices and production methods that have regard to conservation, landscape protection, the protection of wildlife habitats, endangered species, flora and fauna and water quality. Sustainable agricultural practices will be encouraged to ensure that development does not impinge on the visual amenity of the countryside or on the architectural heritage of the County and that watercourses and areas of ecological importance are protected from the threat of pollution. The Council will continue to support and facilitate agriculture and new agricultural initiatives.

#### **Objective RF74**

Support the maximum number of sustainable, working farms within the County, and ensure that any new development does not irreversibly harm the commercial viability of existing agricultural land.

#### **Objective RF75**

Require a Visual Impact Statement where an application is lodged for agricultural buildings in areas which have a HA zoning objective.

#### **Objective RF76**

Encourage the development of environmentally sustainable agricultural practices, to ensure that development does not impinge on the visual amenity of the countryside and that watercourses, wildlife habitats and areas of ecological importance are protected from the threat of pollution.

## **Horticulture**

The horticultural sector within Fingal plays a vital role in both the local and national economy. The Council recognises the importance of this sector and the need to protect productive horticultural land from inappropriate industrial, commercial or residential development. The development of a well-managed, sustainable horticulture sector which can capitalise on the proximity to the available markets in the Greater Dublin Area and beyond will be supported and facilitated.

#### **Objective RF77**

Support and facilitate horticultural development in Fingal encouraging the establishment/expansion of new enterprises where appropriate.

#### **Objective RF78**

Support and facilitate the development of environmentally sustainable horticultural practices.

## **Agri-Food**

The agri-food sector continues to be one of the most important and dynamic indigenous manufacturing elements in the Irish economy. Fingal has a well-established agri-food sector with a number of successful agri-food companies. This sector is well placed to play a significant role in the economy into the foreseeable future. The Council will support and facilitate existing and new agri-food businesses within Fingal and will engage and collaborate with key stakeholders, relevant agencies, sectoral representatives and local communities to develop the agri-food sector in Fingal.



The growing trend of farmers markets for the sale of locally produced goods will be encouraged at appropriate locations. Such country markets can increase the commercial and social vitality of the area in which they are held.

#### **Objective RF79**

Support and facilitate the growth of the agri-food sector in Fingal.

#### **Objective RF80**

Engage and collaborate with key stakeholders, relevant agencies, sectoral representatives and local communities to develop the agri-food sector in Fingal and to ensure that the economic potential of the sector is secured for the benefit of the local economy, and national economy.

#### **Objective RF81**

Support the licensed operation of local country markets at suitable locations within Towns and Rural Villages.

### **Agribusiness**

'Agribusiness', for the purposes of this Plan, refers to a business which is directly related to the agricultural or horticultural sectors, involving the processing of produce of which a significant portion is sourced locally. The creation of value-added products is an important aspect of agribusiness which can complement locally sourced produce and increase competitiveness and innovation. The designation can also cover support services for agriculture and horticulture.

The Council will support and facilitate existing and new agribusinesses within Fingal and will engage and collaborate with key stakeholders, relevant agencies, sectoral representatives and local communities to develop agribusiness in Fingal.

#### **Objective RF82**

Support and facilitate the growth of agribusiness in Fingal and encourage agribusiness and support services which are directly related to the local horticultural or agricultural sectors in RB zoned areas.

#### **Objective RF83**

Require that any proposal to locate an agribusiness within the rural area is supported by a comprehensive traffic impact study of the vehicular, including HGV, traffic generated by such an enterprise.

#### **Objective RF84**

Direct and encourage agribusiness which relies primarily on imported food and produce into areas which have adequate road infrastructure and which are appropriately zoned.

### **Equine**

Fingal's equine sector plays an important role in the rural economy offering high quality equestrian centres, riding schools and livery services. Fingal is an ideal destination for equestrian holidays catering for trekking and schooling. In recognising the importance of this sector both in land use and in terms of direct and indirect employment generation, the Council will continue to support and encourage the continued development and expansion of a vibrant equine industry.



**Objective RF85**

Support and encourage the development and expansion of the equine industry in the County, including supporting equine related activities of an appropriate size and at suitable locations.

**Forestry**

Forests and woodlands are a natural resource which can provide commercial, recreational, environmental, amenity and aesthetic benefits to the County. Forestry can provide a supplementary form of farm activity through planting maintenance and harvesting and can also provide a sustainable construction material and a source of renewable energy.

The Department of Agriculture, Food and the Marine published a new forest policy in 2014. *'Forests, Products and People - Ireland's Forest Policy – A Renewed Vision'* sets out Government policy in relation to this important sector of the rural economy.

The Council shall prepare an Indicative Forest Strategy (IFS) with an emphasis on the promotion of broadleaf forestry where resources allow. This strategy will guide the future location and character of the forest industry in the County in line with national policy guidance and in consultation with the Forest Service of the Department of Agriculture, Food and Marine and other relevant stakeholders and interested parties. The strategy will also identify the potential that future afforestation can make towards the establishment of high quality forests serving a variety of purposes including timber production, rural development and off farm incomes, tourism, recreation and the enhancement of the environment in the County.

**Objective RF86**

Facilitate the sustainable development of forestry provided that it is in harmony with the surrounding landscape, that no significant adverse impacts are caused to natural waters, wildlife habitats, or conservation areas and that it does not have a significant adverse visual impact on the local landscape and subject to compliance with normal planning and environmental criteria.

**Objective RF87**

Support the Forest Service of the Department of Agriculture, Food and Marine in implementing sustainable forest development in line with National policy guidance.

**Objective RF88**

Support the protection and enhancement of existing native woodlands and where appropriate, the conversion of coniferous forest to native woodlands with a focus on opportunities for habitat linkage and wider eco-services.

**Objective RF89**

Encourage access to forestry for walking routes, biking trails and other non-noise generating recreational activities.

**Objective RF90**

Prepare an Indicative Forest Strategy (IFS) with an emphasis on the promotion of broadleaf forestry where resources allow, in line with relevant National policy to guide the future location and character of the forest industry in the County in consultation with the Forest Service of the Department of Agriculture, Food and Marine and other relevant stakeholders and interested parties.





## Land Reclamation and Aggregate Extraction

The Council recognises the importance of extractive industries to the local and national economy as valuable sources of raw material for industry in general and the construction industry in particular and as an important source of employment. Currently, Fingal has a limited number of operating quarries and all of the extractive quarries in north Fingal have been exhausted to date.

The Council will seek to ensure that significant aggregate resources in the County are appropriately protected and in this regard will restrict the siting of incompatible developments that would interfere with the efficient development of such resources.

The potential use of alternative sources of sustainable material such as construction and demolition waste (C&D) is encouraged and should be employed where possible to reduce the need for excessive extraction.

It is acknowledged that the industry can have serious detrimental impacts on the landscape and amenities generally, including traffic generation, vibration, dust, noise, water pollution and visual intrusion. Aggregate extraction from the coastal zone results in increased levels of erosion in coastal areas. This type of development has the potential to interfere with natural coastal processes such as those occurring in ecologically rich dune systems. In a similar manner, land reclamation in the coastal zone, particularly around the estuaries, has the potential to disrupt natural coastal processes and to degrade or destroy valuable coastal habitats.

It is recognised that in certain instances quarries can also be beneficial to the environment, particularly at the decommissioning phase when opportunities for habitat creation and alternative uses can arise (See Chapter 12 Development Management Standards in relation to Quarry development).

### Objective RF91

Protect and safeguard the County's natural aggregate resources from inappropriate development, by seeking to prevent incompatible land uses that would interfere with the efficient development of such resources.

### Objective RF92

Ensure that proposals for extraction avoid significant adverse impacts on the environment and amenity of the area through environmental assessment, mitigation and appropriate provision for the restoration of the landscape.

### Objective RF93

Encourage the recycling of construction and demolition waste to reduce the need for extraction.

### Objective RF94

Prohibit mineral extraction and land reclamation along the coast, particularly in proximity to estuaries, except in exceptional circumstances, where it can be demonstrated that there will be no significant adverse impact on the environment, visual amenity, heritage or the conservation objectives of European Sites.



**Objective RF95**

Ensure that any future proposals for extraction of aggregates and land reclamation proposals include an assessment of the impact(s) on the natural and cultural heritage, and on the coastal processes of erosion, deposition accretion and flooding. Any such proposals may need to be accompanied by an Environmental Impact Statement and/or Screening for Appropriate Assessment.

**Objective RF96**

Carry out processing and storage of extracted aggregates in a manner which minimizes the impact on the natural environment and residential amenities.

**Objective RF97**

Prohibit the removal of beach material, aggregates, sand and gravel, including the removal of material from sand dune ecosystems.

**Objective RF98**

Preserve and protect coastal wetlands, coastal habitats, and estuarine marsh lands in coastal areas from inappropriate development, including land reclamation. Any proposals for land reclamation in coastal areas shall be subject to Screening for Appropriate Assessment and to an assessment of impacts on any such wetlands, coastal habitats, and estuarine marsh lands and its impacts on coastal processes including erosion, deposition, accretion and flooding particularly in light of climate change.

**Objective RF99**

Require that applications for planning permission for any proposed land reclamation are supported by a Visual Impact Statement which comprehensively describes the visual impact of the proposed development.

## Farm Diversification

There is an increasing economic need for farmers to consider ways to develop their land holding outside traditional farming. This proposed development provides additional or alternative income which is especially important given sustained downward pressure on income sourced from purely agricultural outputs. Diversification will be facilitated, provided the proposal is consistent with, and enhances, the rural nature of the surrounding area, and does not compromise the future potential for food production on the proposed site, or within the surrounding vicinity.

A number of alternative schemes have been identified by Teagasc that are considered suitable for farmers to enter into for the purposes of diversification including production of dairy products (such as cheese and yogurt), forestry, equine enterprises, adventure tourism, conversion of redundant farm buildings and renewable technologies.

**Objective RF100**

Support proposals for farm diversification where the proposal is related directly either to the agricultural operation engaged upon on the farm or the rural nature of the area.

**Objective RF101**

Ensure that any proposal for diversification takes account of and is compatible with the existing road infrastructure in the area.



**Objective RF102**

Promote farm diversification where it does not unacceptably impact on the landscape, environment and character of the area.

**Objective RF103**

Promote farm diversification where the proposal does not necessitate the permanent removal of quality agricultural land from production.

**Objective RF104**

Promote the sensitive re-use and adaptation of existing farm buildings for farm diversification. Where a new building is necessary, it shall be sited, where practical, in or adjacent to the existing group of farm buildings and shall relate to existing buildings and the surrounding countryside in terms of design, siting, and materials.

**Objective RF105**

Support and facilitate the work of Teagasc and other farming / local bodies within the County in the promotion of the rural economy, including agriculture development, rural diversification, tourism adaptation and in the development of new initiatives to support farming.

## Renewable Energy Projects

Developing renewable energy is an integral part of Ireland’s sustainable energy objectives and climate change strategy. Renewable energy contributes to meeting all three energy policy goals such as energy security, cost competitiveness and protection of the environment through the reduction of greenhouse gas (GHG) emissions. Rural areas have the potential to be harnessed for renewable energy projects – including wind, hydro and solar energy. In addition, waste to energy projects, such as bio-mass, anaerobic digestion and dry digestion. The Council recognises that wind energy can make a significant contribution to reaching Ireland’s renewable energy targets to 2020 and beyond.

The Council will support renewable energy projects in rural areas. However, the Council recognises that such projects have to be carefully balanced against the need to protect landscape sensitivities, residential amenities, views or prospects, public rights of way, wildlife habitats, special areas of conservation, protected structures and bird migration paths. All new wind energy developments in the County are required to comply with the guidelines contained within the Draft Fingal County Council *Wind Energy Strategy* or any subsequent strategy or associated guidelines applicable within the lifetime of the Plan.

**Objective RF106**

Facilitate and encourage the development of the alternative energy sector, in line with a Local Renewable Energy Strategy, and work with the relevant agencies to support the development of alternative forms of energy where such developments do not negatively impact upon the environmental quality, and visual, residential or rural amenity of the area.



## Small and Medium-Sized Enterprises

The Council acknowledges that the development of rural enterprise and employment opportunities will be vital to sustaining the rural economy. In accordance with the economic strategy for the overall County, employment, servicing the rural areas, should, in general, be directed to the local employment centres of small towns and villages (See Rural Village Local Area Plans) and rural business zones, catering for local investment and small scale industry. Within the rural countryside, horticulture, agriculture, equine, recreational, tourism, energy production and rural resources based enterprise is promoted.

The Fingal Leader Partnership supports individuals and groups to develop skills, resources, and opportunities that help strengthen the rural economy. The Council supports innovation in indigenous industry (both high tech and traditional) and encourages business start-ups in the local employment centres of Fingal. It is acknowledged that certain kinds of rural enterprises, especially those that involve natural resources and serve rural communities, at an appropriate scale, has a major role to play in rural development into the future.

### Objective RF107

Encourage and support local enterprise within Fingal's small towns, villages and rural business zones by facilitating the provision of space for small scale employment including office development through the Local Area Plan process.

### Objective RF108

Encourage the re-use of vacant and under-utilised buildings within Rural Villages as accommodation for small and medium sized enterprises.

## Home-Based Economic Activity

Opportunities which exist for home-based economic activity in rural areas (such as a home-based childcare facility, business, or craft workshop) will be positively considered provided the proposed business protects and promotes the physical environment, does not impact, in an excessively negative way, the existing character or nature of any area, and does not encourage significant increases in traffic.

### Objective RF109

Permit home-based economic activities in existing dwellings, where by virtue of their nature and scale, the activities can be accommodated such that the proposed activity does not impact in an excessively negative way on:

- i. The operation of agriculture or horticulture farms in the vicinity,
- ii. The rural ecology and landscape of the area,
- iii. Any adjacent residential use,
- iv. The primary use of the dwelling as a residence.

## Broadband

Access to and cost of high quality broadband emerged from the CEDRA report as one of the most significant challenges faced by rural communities particularly from a business perspective. While many rural businesses and households have access to a basic broadband service they are unable to access the kind of cost effective, high capacity internet services that are required



in a modern business environment. In a significant number of areas the quality and types of services that are currently available are not sufficient to support efficient and effective business practice. While improved broadband speeds are a national issue, it is particularly important to ensure next generation broadband for rural businesses and e-working. The Council will support the expansion and rollout of high speed broadband services as an essential component of rural living and business.

### Objective RF110

Support and facilitate the expansion and rollout of high speed broadband services within rural areas.

## Rural Tourism

Rural Fingal offers a range of attractions and natural features, including the coastal scenery and harbour towns, as well as the experiences of outdoor activities, food and drink. A comprehensive range of activities for the visitor is currently promoted in rural Fingal. These include golf, equestrian, adventure centre and walking and cycling, farmhouse accommodation, open-farms, bird watching and eco, geo and green tourism.

The *Fingal Tourism Strategy 2015–2018* was adopted in May 2015 and seeks to provide an attractive, vibrant and sustainable tourism destination delivering a distinctive experience for local residents, domestic and international visitors.

The *Fingal Tourism Strategy 2015-2018* estimates that tourism is worth €500m annually to the local Fingal economy and supports approximately 20,000 jobs across all sectors.

Fingal's close proximity to Dublin City Centre and the location of Dublin Airport within its environs offers significant opportunities to expand the existing tourism offer and brand for the County. With Dublin's increasing importance as a popular destination for city-breaks, Fingal's coastal offering and rich built and natural heritage provide opportunities to attract visitors from the City Centre. Furthermore, the County can benefit from the constrained capacity of the City Centre and act as an accommodation base for those visiting Dublin and the wider area.

The Grow Dublin Tourism Alliance was established in 2014, to drive a new collaborative strategy to market the Dublin region in the international marketplace. - *'Dublin. A Breath of Fresh Air'* a new tourism brand, was launched in October 2015. The brand encourages visitors to look beyond the City Centre, positioning Dublin as a coastal city with mountains and sea at its doorstep.

Fingal is excellently placed to contribute to the achievement of these targets. The Council will engage and collaborate with all relevant stakeholders to ensure the economic potential of the tourism sector is secured for the benefit of the local economy.

The Council will seek to promote the economic and social opportunity which tourism within the rural area represents to both Fingal and the wider area. The Council will look favourably on sustainable tourism developments and especially on supporting tourism infrastructure, which is consistent with the proper planning and sustainable development of the County.



**Objective RF111**

Support sustainable tourism initiatives which develop the tourist potential of the rural area while recognising and enhancing the quality and values of the rural area.

**Recreational Pursuits Requiring Natural and Built Landscape Features**

In the context of tourism, the natural environment, landscape, built heritage and attractive villages play a key role. Significant natural attractions include the uplands areas to the north of the County and the coast. The rich architectural and archaeological heritage of the County is also acknowledged with many renowned heritage properties including Ardgillan Castle, Skerries Mills and Bremore Castle.

**Objective RF112**

Support recreational pursuits which promote the use of natural landscape features in a way which does not detract or cause undue damage to the features upon which any such proposed initiatives rely. Where the proposed pursuit involves land use changes either within or adjacent to European sites, proposals will be subject to Screening for Appropriate Assessment.

**Walking Trails**

Walking trails provide opportunities to develop new and innovative rural tourism initiatives that can contribute to the economic sustainability of rural communities. Research highlights the significant economic contribution of trails in Ireland today. It is envisaged that, with further development, sustainable management and promotion of a recreational trail network, the economic benefit to rural communities throughout Ireland will be very significant. By attracting people into rural areas, recreational trails can:

- Generate significant economic activity,
- Create employment,
- Increase real-estate values, and
- Produce additional rural income through activities like festivals and events.

Businesses such as bed and breakfast establishments, hostels, pubs, restaurants, tour-guiding companies, self-catering establishments, retail outlets and farm based activities, have been developed around trails and this leads to an increase in employment in the local area.

The County has considerable potential for the development of walking trails. Fingal's largely unspoilt, clean countryside, and rich heritage make it an ideal walking destination. It can offer most types of walks including hill/countryside walks, riverside walks and village walks. Many community groups have spent much time and energy in developing the walking product and services for both their own community and visitors. It is against this background that walking trails within rural Fingal will be supported and developed. The Council will promote and facilitate a co-ordinated network of walking trails in the County through the development of a Recreational Trails Plan within the lifetime of this Plan. (See Chapter 6 Economic Development – Section 6.9 Recreational Trails Network)



**Objective RF113**

Promote informal recreation, particularly walking, through the development and expansion of a network of safe walking trails within towns and villages and their environs. Such routes can link with existing way marked trails, Slí na Slainte walks and parts of the Green Infrastructure Network and other local resources, such as existing or new rights of way.

**Objective RF114**

Support the provision of proposed long distance walking trails that provide access to scenic uplands, riverine and coastal features, subject to Screening for Appropriate Assessment.

**Objective RF115**

The following criteria will be used when assessing planning applications for new fencing in relation to lands open to or used by the public during the ten years preceding. Such fencing is not exempted development in accordance with Art. 9(1)(A)(x) of the *Planning and Development Regulations*.

- Such fencing in upland or amenity areas shall conform to the best agricultural practice.
- The nature of the material to be used, the height of the fence and in the case of a wire fence, the type of wire to be used will be taken into account.
- Stiles or gates at appropriate places may be required.

**Public Rights Of Way**

Section 10(2)(o) of the *Planning and Development Act, 2000 (as amended)* requires that a development plan has objectives in relation to public rights of way, that public rights of way be identified on at least one map forming part of the development plan and that a list of public rights of way be appended to the plan.

Existing public rights of way constitute an important amenity and in particular, they enable the enjoyment of high quality landscapes, providing a valuable link to natural assets and places of natural beauty in the County. The Council recognises the importance of maintaining established rights of way and supports initiatives for establishing new walking routes and general accessibility.

**Objective RF116**

Map and document existing rights of way within two years of the adoption of this Development Plan. This work will be completed in consultation with landowners and the public for inclusion in the Development Plan by way of a Variation.

**Objective RF117**

Seek to negotiate the implementation of rights of way as part of new developments where appropriate.

**Objective RF118**

Support existing rights of way, and facilitate their further expansion throughout the County, resisting development which would prejudice public access to rights of way unless specific arrangements are made for suitable alternative linkages, in a manner which is consistent with the sustainable development and land use zoning objectives of the area.

**Objective RF119**

Seek to negotiate access to lands using permissive access agreements, where appropriate and feasible, in order to provide public access to lands for public amenity purposes.

**Objective RF120**

Improve signposting on all existing public rights of way.

**Golf**

The location of golf courses within the rural area has been particularly popular over recent years and has contributed to the economic and social development of rural Fingal. The impacts of any proposed golf course development upon the landscape and the ecosystems and biodiversity of the rural area, and the cumulative impact of additional proposed golf courses upon the rural landscape must be considered in any new proposals for golf courses.

**Objective RF121**

Facilitate the creation of golf courses, pitch and putt courses, and driving ranges in the Greenbelt where such development does not contravene the vision and zoning objective for the Greenbelt or impact on any historic designed landscapes, and subject to Screening for Appropriate Assessment.

**Objective RF122**

Require that all applications for planning permission for golf courses are accompanied by Impact Statements, including proposed mitigation measures, which assess:

- The visual impact,
- The cumulative effect of the proposed additional golf course upon the landscape,
- The impact of the proposed golf course on the existing biodiversity, archaeological and architectural heritage,
- The impact on drainage, water usage, and waste water treatment in the area, and proposed mitigation of these impacts,
- Any landscaping plans should not prescribe planting/screening with inappropriate non-native or alien species e.g. *Hippophae rhamnoides* (Sea Buckthorn) as a boundary treatment particularly to proximity to sensitive coastal habitats, and
- Subject to Screening for Appropriate Assessment.





## Tourism and Fingal’s Rural Villages

The Council recognises the potential to make tourism a key economic function of the rural villages. These picturesque villages are a resource that is currently underdeveloped. The Council promotes appropriate sustainable tourism activities within the villages and encourages the development of cultural/recreational facilities and services to attract visitors and tourists where appropriate. These would include for example the development of cafés, restaurant(s), tourist accommodation such as a guest house/hostel, artists’ studios and galleries, walking/bicycle hire supplies for visitors and tourists.

### Objective RF123

Develop and maximise the tourism potential of the rural villages by facilitating the provision of visitor services and accommodation, the promotion of new environmentally sustainable tourism products and co-operate with the relevant bodies in the marketing and promotion of tourism in the area.



## Seamus Ennis Arts Centre

The Séamus Ennis Arts Centre (formerly The Séamus Ennis Cultural Centre) is located in the Naul, in the north of the County. This centre is in the ownership of Fingal County Council and it is of significant importance for the local economy. The aims of the centre are to promote and develop the Traditional Arts and the Arts in general on a local and regional basis, and to this end, the centre host performances, sessions, workshops and classes weekly. This Plan and the existing Naul Local Area Plan aim to build on the success of this Centre.

### Objective RF124

Promote the extension and development of the Seamus Ennis Arts Centre, to incorporate a purpose built theatre/performance venue and ancillary facilities.

## Provision of Visitor Accommodation within Rural Fingal

Adequate provision of suitable accommodation to meet the needs of tourists is a vital component of any successful tourism offering. The Council will support the provision of such accommodation, in the form of hotels, guesthouses, bed and breakfast and campsites. Hotels and guesthouses should generally be located in towns or villages, although the conversion of large houses within the countryside to tourist accommodation will also be considered. The provision of bed and breakfast accommodation, subject to the requirements of the Rural Settlement Strategy, and campsite accommodation will be considered within the open countryside. The Council will pay particular attention to the visual impact of any proposed campsite development on the rural landscape.

### Objective RF125

Support proposed extensions to existing dwellings, within areas which have zoning objectives, RU, GB, HA, RV, or RC, which provide for bed and breakfast or guest house accommodation where the size, design, surface water management and foul drainage arrangements for the proposed development does not erode the rural quality and character of the surrounding area.

### Campsites

The Council recognises the need for the provision of camp sites to cater for touring holiday caravans, campervan and tents which are appropriately located and sensitively designed. These campsites are for touring caravans, campervans and camping. Static mobile homes will not be accommodated on these camp sites. Ancillary supporting facilities shall be carefully sited and designed. Existing trees and hedgerows shall be retained and new planting shall be of native species within campsites. Fingal has the potential to attract the recent niche tourism market of glamping (glamorous camping) which is gaining popularity throughout Ireland.

### Objective RF126

Promote the development of appropriately located and sensitively designed campsites, with required ancillary facilities, as an alternative form of accommodation for visitors to the County.

### Objective RF127

Any campsite adjacent to settlements shall, in terms of scale, layout and design, have regard to the existing character of the village and residential amenity. A detailed hard and soft landscaping plan shall be submitted for camp site applications.





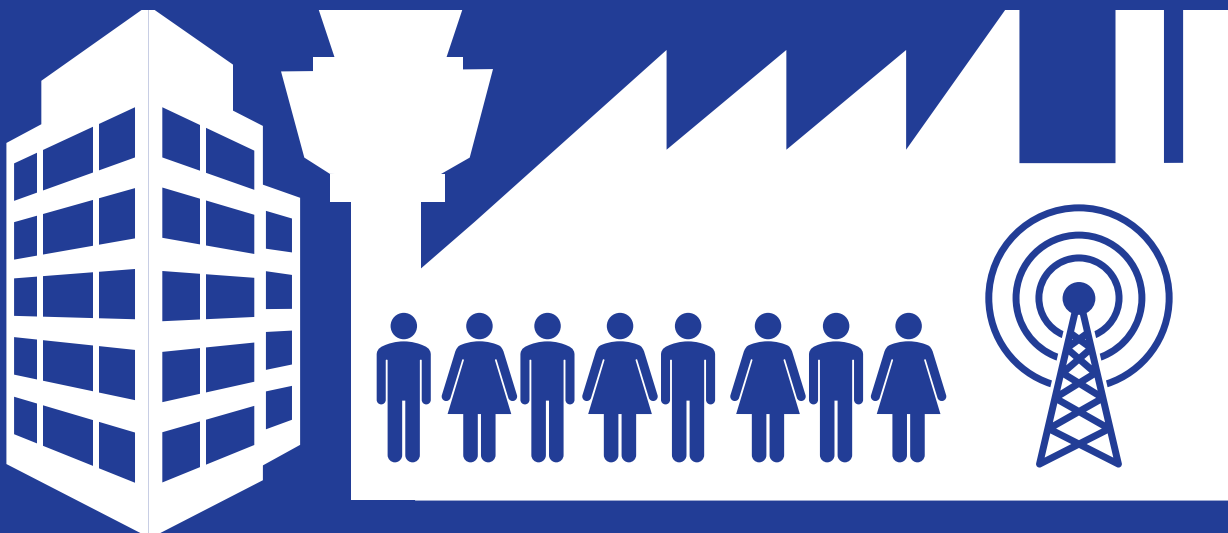
# Economic Development

## Chapter 6

## CHAPTER 6

# ECONOMIC DEVELOPMENT

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## CHAPTER 6

# ECONOMIC DEVELOPMENT

### 6.1 Background

The Development Plan outlines the economic vision for the County over the coming Plan period with policies across a range of business and industry sectors, and specific objectives ensuring that sustainable economic activity and employment creation are supported and facilitated.

The Chapter has been prepared, mindful of the challenging conditions that prevailed at the time of the adoption of the previous Development Plan in 2011, and of the positive signs of recovery that are increasingly apparent. The economic strategy outlined below seeks to strengthen Fingal's existing economic profile, maximise on the County's broad range of locational, infrastructural and competitive advantages, respond to recent economic, demographic and employment trends, and be consistent within the new governance structures at the regional and local government levels.

#### Overview of Fingal's Economic Profile

Fingal is a key administrative area within the newly established Eastern and Midland Regional Assembly (EMRA), and plays a strong supporting role to the Dublin City Gateway, which is the country's economic growth centre. Fingal is the chosen location for thousands of businesses across all the main sectors of economic activity. The County is home to a diverse range of employers, varying in scale from major multi-national companies, Irish small and medium enterprises (SMEs) and Fingal based start-ups with small numbers of employees. There has been a steady rise in the number of businesses created in the County since 2011, with 5,876<sup>1</sup> recorded in 2014. The growth rate is reflective of the improving economic conditions, trends which are forecast to continue.

Fingal performs strongly in the Information and Communication Technology (ICT) sector, with leading companies such as Synopsys, IBM, PayPal and Symantec represented in the Blanchardstown area. Similarly, the Pharmaceutical/ Healthcare sector is well established in Fingal by companies such as Bristol Myers-Squibb, Alexion, Helsinn Birex, Organon and Mylan. The Aviation sector is a major employer and includes Aer Lingus, Dublin Airport Authority, Cityjet, Servisair and Ryanair. The Agri-Food Sector, a key employment sector for rural communities, includes enterprises such as Keelings, Country Crest, Sam Dennigan and Donnelly's. The Retail Sector, and other aspects of the domestically trading enterprise base, are also an important source of employment with regionally significant shopping centres in Blanchardstown and Swords, retail parks and retailers with a national-draw such as Ikea<sup>2</sup>.

Fingal also has a significant public service employment base through Fingal County Council, the Health Service Executive (HSE) with a major employment centre at Connolly Hospital Blanchardstown, and the Department of Education with a major employment centre at the Institute of Technology Blanchardstown.

The Aviation and Agri-Food sectors, in particular, represent unique opportunities for Fingal's local economy due to the location of Dublin Airport in the County and of the excellent reputation

<sup>1</sup> Corporate Plan 2015-2019, Fingal County Council, March 2015, Table 1 Rateable Businesses, pg 5.

<sup>2</sup> Economic Development Strategy 2014-2017, Fingal County Council, Table 2: Top 25 Commercial Employers in Fingal, pg 6.



of the County's horticultural and agri-business sector. Both these sectors offer many opportunities for further development and expansion. The economic strategy in the Development Plan focuses on maximising existing performing sectors, fostering growth opportunities and identifying areas for job creation.

## Economic Trends

Following previous contraction and stagnation in the country's economy, the recent performance of the Irish economy shows robust recovery. Preliminary Central Statistics Office (CSO) data reports GDP growth of 7.8% in 2015 and 4.8% in 2016<sup>3</sup>, making Ireland the fastest growing economy in the Eurozone. The outlook from the Department of Finance, the Economic Social Research Institute (ESRI) and Central Bank of Ireland is that robust growth will continue in the medium term.

A key trend for 2015 identified by the CSO and ESRI is the rise in personal consumption, which is interpreted as households experiencing the benefits of the economic recovery. In addition, the investment component of GDP has belatedly recovered. This will have clear implications for economic development in Fingal and the wider economy.

## Demographic Trends

The CSO Census preliminary figures for 2016 indicate that the population of Fingal totalled 296,214 persons, representing a growth rate of 8.1% from the 2011 total of 273,991. This was the highest growth rate on a County basis, and a notably higher increase than the national rate of 3.7% growth during the same intercensal period. These high population growth rates (following from those recorded in the previous census of 2002), have resulted in notable differences in Fingal's age profile from the national profile.

While detailed CSO figures for 2016 have not been published, analysis of the 2011 CSO figures indicates that Fingal has a significantly larger cohort of 20 to 40 year old persons than the national equivalent, accounting for almost 20% of Fingal's population. Additionally, Fingal has a larger cohort of children under the age of 10 years. The economic requirements of these age groups need to be anticipated and responded to in the Development Plan period, for example by ensuring that a mix of employment opportunities are created, that a diverse range of third level education offer is available, and that retailing requirements for children and young families are met.

## Employment and Educational Trends

Recent data from the CSO provides favourable indications in relation to national unemployment figures, with the CSO estimating a fall in the unemployment rate of 8.9% for October 2015<sup>4</sup>, representing a seven year low. The ESRI has forecast unemployment levels to fall to 8.3% by the end of 2016 and to 7.3% by the end of 2017<sup>5</sup>.

The 2015 figures represent a significant improvement from the rate recorded in 2011. The CSO Census figures for 2011 indicated that Fingal had a labour active population of 119,276

<sup>3</sup> Central Statistics Office (CSO)

<sup>4</sup> Monthly Unemployment October 2015, Statistical Release, Central Statistics

<sup>5</sup> *Quarterly Economic Commentary*, December 2016, Economic and Social Research Institute, pg 2.



persons and had the highest labour force participation rate in the country. In relation to unemployment, Fingal had a rate of 16%, the second lowest unemployment rate in the country and notably less than the national average of 19%<sup>6</sup>. While these figures indicate that Fingal was performing better than the national averages, areas of markedly high unemployment were recorded in Balbriggan and Tyrrelstown.

From a review of census employment figures across the economic sectors for 2006 and 2011, Fingal performed strongly in highly skilled sectors of the enterprise base including professional services, transport and communications, and commerce and trade.

In terms of educational attainment, Fingal's population performed relatively well where 37.9% of the Fingal population were recorded as possessing a tertiary-level of education, coupled with an established profile of predominantly skilled, professional, managerial and technical orientated socio-economic groups.

## Local Government Reform and Economic Development

The *Local Government Reform Act 2014* introduced new structural arrangements, plans and strategies at the local and regional government levels. Local Authorities are required to prepare Local Economic and Community Plans (LECPs), while regional assemblies are to prepare Regional Spatial and Economic Strategies (RSESs). Local Community Development Committees (LCDCs), Strategic Policy Committees (SPCs) and Local Enterprise Offices (LEOs) have been established within Local Authorities, and a new regional assembly structure has been established and Fingal is located within the Eastern and Midland Regional Assembly (EMRA).

As part of the reform process, these new structural arrangements have been given increased responsibilities for economic development. Fingal's Economic Department and the SPC for Economic Development and Enterprise are responsible for the economic elements of the LECP. The Council have prepared its LECP, which was adopted by the elected members in December 2015. The LECP has a six year time frame and its contents are required to align with the Development Plan. The LECP will provide a focused emphasis on local economic development including actions and measures to ensure its promotion and facilitation.

The preparation of the RSES by EMRA is anticipated in the short-term. Fingal's Development Plan, and those of the other EMRA Local Authorities, will need to align with the RSES once it is finalised and adopted.

## Role of the Development Plan in Economic Development

Notwithstanding that the Development Plan operates within a network of other influencing plans and strategies, the Plan has a number of important roles to perform in devising the economic strategy for the County. In relation to Fingal's economy, the Development Plan is responsible for a number of key functions. These include to:

- Provide a sufficient quantum of appropriately zoned lands to facilitate enterprise opportunities and employment creation,
- Ensure that such lands are logically and coherently located to maximise on existing and planned infrastructure, particularly in respect of public transportation, water services, and telecommunications,

<sup>6</sup> *Quarterly Economic Commentary*, Autumn 2015, September 2015, Economic and Social Research Institute, pg 2.



- Identify the key business and industry sectors, anticipate their requirements in terms of building types, formats, and sizes and range of supporting and ancillary services,
- Encourage the creation of clusters within sectors thereby maximising on associated economies of scale,
- Foster positive communities and create highly successful, attractive places for people to live and work within, that in turn attract various businesses and employees with different skill sets, and
- Provide a consistent approach to economic development that in turn generates certainty and clarity for applicants, developers and investors involved in the development process.

The standards and requirements that are applicable to economic forms of development in the development management process are included in Chapter 12.

## 6.2 Strategy for Economic Development

### Overview

The strategy for Fingal's economic development over the coming Plan period has five core elements, which are summarised as follows:

- Achieving sustainable economic development, ensuring appropriate forms of employment are located proximate to residential developments, promoting economic clusters and regenerating obsolete or inefficient economic lands,
- Maximising the competitive advantages of being part of the Dublin City Region and the location of regionally and nationally important pieces of infrastructure,
- Identifying key economic sectors where opportunities exist for enterprise creation and employment growth, and focusing on those particularly relevant for Fingal,
- Growing and facilitating a highly skilled and educated workforce, and
- Ensuring proposals for economic development are served by high quality supporting infrastructure with sufficient capacity.

### Sustainable Economic Development

Foremost, the strategy follows the principles of proper planning and sustainable development whereby Fingal will seek to attract a range of employment types, across business and industry sectors, and at the most appropriate and accessible locations, minimising the requirement for undue commuting and improving the quality of life for Fingal residents.

Sustainable economic development also can be achieved through clustering. A key economic policy concept, whereby enterprises and industries that have common features cluster together in locations in order to achieve economies of scale and derive the benefits associated from networking opportunities, innovation, synergies, sharing a skilled workforce, and the use of developed infrastructure. Clustering occurs in Fingal across a range of sectors and in a number of locations, including the ICT sector in Blanchardstown, the Pharmaceutical sector in both the Swords area and in Blanchardstown/ Mulhuddart area, the Aviation sector in proximity to Dublin Airport, and the Agri-Food sector in rural locations principally to the north of the County. Due to the proven advantages of economic clusters, this approach to enterprise and employment location will be continued.





The role of clustering is a central pillar of national enterprise policy. In support of the aim of building resilience and achieving a step-change in enterprise performance, the Government’s recent medium-term policy statement *Enterprise 2025* commits to a number of steps with regard to cluster promotion<sup>7</sup>. In particular, policy will involve the roll-out of a National Clustering Initiative in the key sectors of strength in order to build on existing initiatives. The objective will be to ‘stimulate more extensive clustering on a sustained basis, at a scale and depth that delivers to enterprise policy goals and has visibility and stature in an international context.’ Given Fingal’s existing sectors of strength, this national policy approach will be of central relevance at a local level.

Undertaking a sustainable approach to economic development will ensure the most effective and efficient use of land and services, which are finite resources. To most effectively secure the regeneration of obsolete or underutilised areas, appropriate and site-specific policies to promote their redevelopment is required. Initiatives, such as those planned for under the *Urban Regeneration and Housing Act 2015*, which incentivise development and encourage redevelopment and investment will likely prove an important means of reversing these trends over the coming Plan period.

#### Objective ED01

The Council will endeavour to continually review its employment strategy in order to ensure the allocation of sufficient quantum’s of and types of lands for employment in urban and rural areas in line with the settlement hierarchy.

#### Objective ED02

Ensure that there is a sufficient quantum of zoned lands to facilitate a range of enterprise development and a mix of employment creation across all business and industry sectors within Fingal.

#### Objective ED03

Ensure that economic development zonings are logically and coherently located to maximise upon infrastructural provision, particularly in relation to locating high-employee generating enterprise and industry proximate to high capacity public transport networks and links thereby reducing reliance on private car transport.

#### Objective ED04

Prioritise locating quality employment and residential developments in proximity to each other in order to reduce the need to travel, and ensure that suitable local accommodation is available to meet the needs of workers in the County.

#### Objective ED05

Support existing successful clusters in Fingal, such as those in the ICT, pharmaceutical, aviation and agri-food sectors, and promote new and emerging clustering opportunities across all economic sectors within the County.

#### Objective ED06

Promote the regeneration of obsolete and/ or underutilised buildings and lands that could yield economic benefits, with appropriate uses and subject to the proper planning and development of the area.

<sup>7</sup> Enterprise 2025 – Ireland’s National Enterprise Policy 2015 – 2025 ,November 2015, Department of Jobs, Enterprise and Innovation.



**Objective ED07**

Identify business parks and industrial estates that are in need of regeneration and revitalisation in line with sustainable measures, and engage with all relevant stakeholders and interested parties to encourage their regeneration and revitalisation.

**Objective ED08**

Utilise the measures and powers available to Fingal to encourage and promote the regeneration of areas in need of renewal, for instance in underperforming or outdated commercial and/ or industrial areas, and in town and village centres where higher vacancy rates exist.

**Objective ED09**

Recognise the impact of significant industrial developments in specific urban and residential areas. These industrial centres are vital for both the economic development of the County and the state and are a significant source of income for the Local Authority. Provision should be made for increased investment in these specific areas in recognition of their importance to maintaining a vibrant rates base.

## Strategic Regional Position

Fingal has a number of competitive advantages that the economic strategy for the County will seek to maximise upon. These advantages include Fingal's strategic location within the EMRA, being part of the Dublin City Region and being included within the Dublin-Belfast Economic Corridor.

City regions are critically important for economic development, and Dublin is the country's only city of an international scale<sup>8</sup>. On its own, the Dublin region (comprising the four Dublin local authorities) comprised 41.9% of the national GDP in 2012.

There are a number of primary infrastructural assets associated with Fingal that are also of regional and indeed national importance. These are located within and/ or traverse the County, and include Dublin Airport; the motorway networks of the M50, M1 (which also provides access to Dublin Port via the Port Tunnel), N2/ M2 and N3/ M3; and the rail links of the Dublin-Belfast inter-city route, the DART and suburban rail service.

The Dublin-Belfast Economic Corridor is a spatial and economic concept included in the *National Spatial Strategy 2002-2020* and in the 2011-2017 Development Plan, and of continuing relevance to Fingal. The potential of the Corridor is further enhanced by the strong performance of the Belfast city region in terms of investment attraction and high quality employment creation. The benefits associated with the Corridor arise from the settlements along its length becoming centres for focused development. The economic integrity of the Corridor can be enhanced through the facilitation of a critical mass in a physical and economic sense within existing settlements. At a strategic level, the Corridor concept provides the possibility of a series of development opportunities in towns along the M1 motorway and the Dublin-Belfast rail line subject to the requirements of proper planning and sustainable development, the settlement hierarchy and the provision of transport infrastructure. For the integrity of the Corridor to be sustained and protected, only appropriate developments will be permitted at certain locations within the Fingal Settlement Strategy.

<sup>8</sup> Dublin Economic Monitor, Spring 2015, DKM Economic Consultants, Dublin City Council, Fingal, Dun Laoghaire Rathdown, and South Dublin County Councils, pg 13.



**Objective ED10**

Maximise the sustainable economic potential of Fingal, through sustainable means, being part of the Dublin City Region, the County's unique strengths and its advantageous position within the Eastern and Midland Regional Assembly.

**Objective ED11**

Maximise sustainable economic opportunities associated with the presence of key infrastructural assets within the County including Dublin Airport, the national motorway network, railway services, and the close proximity to Dublin City and Dublin Port via the Port Tunnel.

**Objective ED12**

Ensure that Fingal plays a pivotal role in the promotion of Dublin as the primary Gateway in the Eastern and Midlands Region through engaging and collaborating with the other Dublin Local Authorities and the Eastern and Midland Regional Assembly.

**Objective ED13**

Realise the benefits associated with the Dublin-Belfast Economic Corridor through supporting appropriate forms of development at key locations in accordance with the Fingal Settlement Strategy.

**Objective ED14**

Engage and collaborate with adjoining Local Authorities and regional assemblies, as appropriate, to promote the continued economic development of the Dublin-Belfast Economic Corridor.

## Sectoral Opportunities and Stakeholder Engagement

The country's economic recovery and addressing unemployment levels have been key Government objectives since the economic downturn. The Government prepared a number of policy frameworks to address these issues including the *National Recovery Plan 2011-2014*, and *A Strategy for Growth 2014-2020*. In 2012, the Government initiated the targeted and driven Action Plan for Jobs (APJ) process, and has delivered a National Plan annually, with the *Action Plan for Jobs 2016-2018* issued most recently. In addition, regional modules of the Action Plan for Jobs are being designed, aiming to address specific issues that arise at a regional level. The Action Plan for Jobs 2016-2018 identified the following metrics to be achieved by 2020:

- have 66,000 more people in employment and reach an unemployment rate of 6 per cent,
- increase the number of start-ups in the region by a minimum of 25 per cent,
- increase the survival rate of start-ups in the first five years by a minimum of 25 per cent,
- deliver a minimum of 430 FDI investments for Dublin over the period 2015-2019,
- improve the capacity of Irish owned agency supported enterprises to grow to scale by a minimum of 30 per cent across a number of turnover thresholds,
- increase RD&I performance within enterprises, with an increase:
  - of 20 per cent in RD&I expenditure in foreign owned entities (by 2019),
  - of 20 per cent in numbers of Irish owned enterprises engaging in RD&I activities, and
  - more collaborative activity involving enterprises and state funded research institutes, delivering at least one third more collaborations and seeding intensified clustering activities,
- double enterprise investment in training and upskilling for employees,
- deliver a 7 per cent increase year on year in visitor numbers to reach 6.2 million, and
- achieve a doubling of spend by visitors to reach a total of €2.5 billion<sup>9</sup>.

<sup>9</sup> *Action Plan for Jobs 2016-2018*, Department of Jobs, Enterprise and Innovation, pg xi.



Fingal, as a key authority within the EMRA, is strongly placed to transform national policy into a locally applied strategy, and to play a pivotal role in achieving targets set at national level, particularly in relation to employment creation, stimulating the domestic economy and building world class clusters.

The annual APJ process outlines the Government's focus in relation to policy priorities and rolling funding allocations for the different sectors of the economy. The APJ strategy is multifaceted and involves driving export growth across the economy, supporting Irish based enterprises in international markets, and stimulating the domestic economy through local employment and structural reforms. There are additional supports identified such as improving skills provision, boosting entrepreneurship, and increasing the levels of research, development and innovation for the benefit of enterprise throughout the economy<sup>10</sup>.

The economic strategy for Fingal has regard to the current national economic context, which identifies the key sectors of the economy and the potential areas of future growth during the Plan period. The strategy for Fingal's local economy therefore focuses on implementing national economic policy for these key sectors, in particular ones that are especially relevant and advantageous for Fingal, and seeks to anticipate and respond to sectoral requirements. This is also consistent with the Government's medium-term enterprise policy, *Enterprise 2025*. Key sectors include: Green Economy (with a focus on Clean Technology); Financial Services; Information and Communications Technology (ICT); Research, Development and Innovation; Manufacturing (including Bio-Pharmaceuticals); Aviation Services; Retail; Tourism; Agri Food; and Marine. While all the sectors are important to Fingal's economy, of particular relevance for Fingal are the growth opportunities that have been identified at national level in the internationally trading services, manufacturing, aviation and agri-food sectors.

Through the identification of these key economic sectors, appropriate policies and objectives are included in the Development Plan that can anticipate each sector's requirements and are sufficiently flexible to respond to opportunities and challenges within each sector.

The implementation of the strategy will be successfully achieved through engagement, collaboration and partnership with a number of key stakeholders. These include the new structures within Fingal that are focussed on the local economy, the Economic Development and Enterprise SPC and the LEO. Additionally, there are the national enterprise support agencies, IDA Ireland and Enterprise Ireland (EI). IDA Ireland supports a range of overseas companies from small high growth businesses to large multinationals, and focuses on attracting foreign direct investment (FDI). EI is responsible for the development and growth of Irish enterprises in world markets, and on securing international start-up businesses.

#### Objective ED15

Promote inclusive job rich growth by supporting employment creation across the County and across employment and industry sectors.

#### Objective ED16

Maximise the amount of employment growth and enterprise creation across all economic sectors and ensure that growth is distributed in a sustainable manner across the County in accordance with the Settlement Strategy.

<sup>10</sup> As above, pg 9.



**Objective ED17**

Liaise and coordinate with Fingal's Local Community Development Committee, the Economic Development and Enterprise SPC and the Local Enterprise Office to ensure that themes and goals included in the Local Economic Community Plan are supported by policies and objectives in the Development Plan, as appropriate.

**Objective ED18**

Actively seek and facilitate continued opportunities for investment in and development of FDI and indigenous enterprises at appropriate locations in the County through engagement and collaboration with the relevant national enterprise agencies.

**Education Links**

It is vitally important for the development of the local economy and the wider regional economy, that Fingal has a well-educated workforce, especially with third level attainment. A key component of the County's educational infrastructure is the Institute of Technology in Blanchardstown (ITB). The ITB will form part of the new Technological University of Dublin (TUD), a planned union of Dublin Institute of Technology (DIT) and Institute of Technology Tallaght (ITT). Additionally, Dublin City University (DCU), Dublin Institute of Technology (DIT) and Trinity College Dublin (TCD) are just outside the Fingal administrative area and as such, forms part of the educational infrastructure accessible to Fingal residents.

**Objective ED19**

Recognise the strong link between a well-educated workforce and economic prosperity, support continued educational investment in the County and promote collaboration with third level institutions located outside of Fingal.

**Objective ED20**

Facilitate and promote synergies between education, technology and industry with an emphasis on participation on education labour market activation measures in order to improve economic development and life-long learning in Fingal.

**Supporting Infrastructure**

A successful and sustainable local economy is dependent upon the existence of supporting infrastructure that is of high quality and has sufficient capacity. This is particularly relevant for the provision of public transport, water and waste water services, broadband, international connectivity and energy supply. Fingal will engage with service providers to ensure that the required infrastructure is provided in appropriate locations identified for enterprise and employment growth. However, the feasibility of such development will be determined on the availability of services, and a sequential approach to economic development based on the presence of supporting infrastructure may be appropriate.

**Objective ED21**

Liaise and engage with all relevant public service providers to ensure that zoned lands for economic development purposes are serviced in a timely fashion to facilitate opportunities for employment and enterprise creation.



**Objective ED22**

Require that proposals for economic development are served by quality supporting infrastructure with sufficient capacity. A sequential approach may be used for assessing economic developments to ensure their appropriate and sustainable delivery.

**6.3 The Green Economy**

The Green Economy refers to an increasingly sustainable approach that has been advocated in recent years for undertaking and engaging in economic activity. It *'encompasses a range of activities, spread across different sectors of the economy, which have the common objective of providing goods and services in a sustainable way that reduce the impact on the environment'*<sup>11</sup>. There are various government frameworks supporting the Green Economy and advocating implementation of its key principles. The Green Economy approach to economic development has been identified as an area of significant growth with potential for notable enterprise and employment creation. The 'green' potential has been identified in sectors and/ or activities such as research and development, innovation, energy efficiency, transportation, agriculture, food production, marine, tourism, and procurement.

An example of a Green Economy project is The Green Way, of which Fingal is one of six founding members<sup>12</sup>. The initiative supports innovative clean technologies and connects organisations that have developed clean technology products and solutions with growth opportunities.

**Objective ED23**

Ensure that a sustainable approach is taken to enterprise development and employment creation across all sectors of the Fingal economy in accordance with the Green Economy national frameworks relevant to each sector.

**Objective ED24**

Engage with all relevant government stakeholders, enterprise agencies and sectoral representatives in pursuing 'green' approaches to economic development, and actively collaborate with key industry and educational bodies to promote Fingal based initiatives across the economic sectors.

**Objective ED25**

Support and resource The Green Way project as a showcase of Green Economy initiatives that are operational in the Fingal area.

<sup>11</sup> *Action Plan for Jobs 2015*, Department of Jobs, Enterprise and Innovation, January 2015, pg. 135.

<sup>12</sup> The remaining founding members are the Dublin Airport Authority (DAA), Dublin City University (DCU), Dublin Institute of Technology (DIT), Dublin City Council (DCC), North Dublin Chamber of Commerce (NDCC) and Ballymun Regeneration Ltd (BRL).



## 6.4 Financial Services

The financial services sector is a valuable sector in the national economy, employing some 35,000 people, and identified as a growth area<sup>13</sup>. The financial services and banking sector offers high value forms of employment, requiring a highly skilled workforce and quality employment environments. At the regional level, Dublin City and in particular, the Docklands area dominates as the locational centre for the sector. At present Fingal has a modest financial services base with the highest concentrations in Swords and Blanchardstown, primarily within existing business parks and enterprise campuses.

Fingal needs to maximise on the growth opportunities identified for this sector, and be considered as an alternative employment location to employees in this sector that are Fingal residents. In order to attract and facilitate the financial services sector in Fingal, certain conditions are required including the creation of high quality physical environments and the provision of supporting infrastructure.

### Objective ED26

Promote the growth of the financial and banking sector in Fingal by facilitating the conditions conducive to such development including the creation of high quality physical environments offering a range of building and office accommodation types, supported through the provision of the necessary services and public transport infrastructure.

## 6.5 Information and Communications Technology

The Information and Communications Technology (ICT) sector encompasses software, IT services, electronics and hardware, and communications services<sup>14</sup>. The sector has a manufacturing component for semi-conductors, computer hardware, microelectronics and telecommunications equipment and devices, and a strong focus on research and development. The sector has been recognised as being of national economic importance for a number of years, with national frameworks pursuing policies to attract leading multinational companies, while a strong indigenous software industry has developed in association. Recent national policy has focussed on developing ICT skills capability so that the country can become the location of choice for mobile ICT investment and for entrepreneurs to set up, grow and locate their ICT businesses in Ireland<sup>15</sup>.

Fingal has been to the fore in attracting key enterprises in the ICT sector, and over the previous decade a strong and dynamic ICT cluster has developed in the Blanchardstown/ Dublin 15 area with multinational companies such as Synopsys, IBM, PayPal and Symantec being present.

Fingal needs to continue to grow the ICT presence in the County and to maximise on the growth opportunities identified for this sector. In order to attract and facilitate enterprises in the ICT sector in Fingal, certain conditions are required including the creation of high quality physical environments and the provision of supporting infrastructure.

<sup>13</sup> *Action Plan for Jobs 2015*, Department of Jobs, Enterprise and Innovation, January 2015, pg. 132.

<sup>14</sup> *Action Plan for Jobs 2012*, Department of Jobs, Enterprise and Innovation, January 2012, pg 87.

<sup>15</sup> *Action Plan for Jobs 2013*, Department of Jobs, Enterprise and Innovation, January 2013, pg. 27.



In the future, there will be opportunities to build on the existing enterprise base and develop strengths in emerging digital segments and in the strategic growth area of analytics and big data. This will require a range of actions including steps to develop and attract suitable human capital and facilitation of appropriate technological infrastructure.

#### Objective ED27

Promote the continued growth of the ICT sector in Fingal by creating high quality built environments offering a range of building sizes, types and formats, supported by the targeted provision of necessary infrastructure.

#### Objective ED28

Engage and collaborate with key stakeholders, relevant agencies, and sectoral representatives to develop the ICT sector in Fingal and to ensure that the economic potential of the sector is secured for the benefit of the local economy, and national economy.

## 6.6 Manufacturing

National policy on the future development of manufacturing has described the sector as encompassing a broad range of activities from research and development through design, production, logistics and distribution<sup>16</sup>, and refers to production activities in food, medical devices, pharmaceuticals, engineering and green technologies. Forfas have estimated that there are approximately 206,000 people employed across the sector<sup>17</sup>, with productivity in manufacturing increasing steadily in recent years.

The CSO undertook analysis for 2012 on industrial production, principally including manufacturing activities. The Dublin region recorded approximately 21%, or €21bn worth, of gross national industrial output. Of the total number of persons engaged in industrial units at a national level, 54.7% were employed in Irish owned units, with the remainder 45.3% in foreign owned enterprises, and the Dublin region closely mirrored these national averages. Furthermore, of the total number of persons employed in the Dublin region, 7.3% or 39,800 persons worked in the industry sector, including manufacturing activities. The Dublin Region had 19,400 people employed in SME industrial companies, the highest region in the country<sup>18</sup>. To capitalise on these trends, promoting and further developing growth opportunities in the manufacturing sector would be particularly advantageous to Irish and indeed Fingal based small and medium sized businesses.

Fingal needs to stimulate the opportunities in the manufacturing sector, thereby promoting the County as the location of choice for a range of manufacturing enterprises. In similarity with the other economic sectors, the Council needs to create high quality built environments offering a range of building sizes and formats, supported by the orderly provision of necessary infrastructure.

Additionally, much of the national focus on the manufacturing sector has been on the skills base of different components within the sector and the importance of developing these<sup>19</sup>. There are

<sup>16</sup> *Making it in Ireland: Manufacturing 2020*, 2014, Forfas, pg vi.

<sup>17</sup> As above, pg 21.

<sup>18</sup> *Census of Industrial Production – Local Units, Regional and County Data 2012*, Statistical Release July 2014, CSO.

<sup>19</sup> Such as *The Future Skills Needs of the Manufacturing Sector to 2020*, Expert Group on Future Skills Needs and Forfas, 2013.





opportunities through Fingal's third level educational system represented by ITB and networking with other third level institutions such as DIT, ITT, DCU and TCD for Fingal to contribute to this process, thereby facilitating enterprise and employment creation. The relevant objectives relating to economic development and educational links are outlined above in Section 6.2.

### Objective ED29

Promote the growth of the manufacturing sector in Fingal by responding to the varying needs and requirements of the different components within the sector and by creating high quality built environments offering a range of building sizes and formats, supported by the targeted provision of necessary infrastructure.

## 6.7 Aviation Sector

As the administrative area in which Dublin Airport is located, the aviation sector is one of the most important components of Fingal's local economy. The aviation sector is multifaceted, while being primarily associated with passenger travel, the sector includes areas such as aviation safety, security, regulation, governance, financing, air cargo, aircraft maintenance, repair and overhaul (MRO), aircraft leasing, ground handling, ground transport, catering, and customer services.

### National Aviation Policy

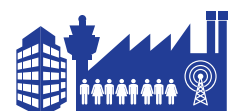
At a national level, as we are a peripheral country in Europe, air transport is essential for trade, inward investment, and tourism. The requirements for increased connectivity, to proactively develop aviation enterprise and to maximise the aviation sector's contribution to the economy have been identified in national policy. In August 2015, the Department of Transport, Tourism and Sport issued *A National Aviation Policy for Ireland*. The Policy outlines different aspects of the sector ranging from safety, sustainability, connectivity, airport networks and infrastructure, regulation, financing and training.

The Policy identifies the aviation sector as a major contributor to the national economy generating €4.1bn directly to GDP comprising €1.9bn from aviation, €1.3bn through the supply chain and €0.9bn from associated spending by people employed in aviation. The sector supports 26,000 jobs directly and a further 16,000 in the supply chain<sup>20</sup>. Notwithstanding the important contribution through direct and indirect output, the predominant contribution to the Irish economy is in the provision of international connectivity. Among the most distinctive features of the Irish economy is the share of the national economy accounted for by trade. In 2014, the combined value of exports and imports was over €140 billion<sup>21</sup>. Dublin Airport is critical in enabling trade, which for a small open economy such as Ireland, is a national imperative. In this regard the Airport is also critical to prospects for the tourism industry on a national basis.

The Policy is committed to creating an environment in which the sector can maximise its potential for the wider economy. Three principal goals are identified in relation to national economic development and due to the role envisaged for Dublin Airport, have important implications for Fingal's economic strategy for the coming Plan period.

<sup>20</sup> A National Aviation Policy for Ireland, August 2015, Department of Transport, Tourism and Sport, pg 6.

<sup>21</sup> Analysis of CSO trade data



The goals are as follows:

- To enhance Ireland’s connectivity by ensuring safe, secure and competitive access responsive to the needs of business, tourism and consumers,
- To foster the growth of aviation enterprise in Ireland to support job creation and position Ireland as a recognised global leader in aviation, and
- To maximise the contribution of the aviation sector to Ireland’s economic growth and development.<sup>22</sup>

In essence, increased connectivity is to be achieved through facilitating a competitive number of airline operators that can increase passenger capacity and offer a larger and wider range of short and long haul destinations. The greater potential for aviation enterprise is identified through growth in areas such as air cargo services, aircraft leasing, and aircraft maintenance; while ways in which the sector can further contribute include ‘general aviation’ opportunities, research and development in clean engine technology and sustainable fuels, education and training innovations.

### Dublin Airport as a Secondary Hub

Dublin Airport is of strategic importance to national social and economic policy. Strong growth is forecast in air services and passenger traffic within the lifetime of the Development Plan<sup>23</sup>, a significant proportion of which will be catered for at Dublin Airport.

The Government’s policy is to develop Dublin Airport as a vibrant secondary hub airport, competing effectively with the UK and other European airports for the expanding global aviation services market<sup>24</sup>. An expansion in air service connections for business, tourism, cultural and educational purposes can in turn yield economic benefits.

For Dublin Airport to be developed as a secondary hub, it requires a sufficient level of airport infrastructure, including quality terminal facilities, runway capacity and surface access. The restrictive nature of the existing runway network at Dublin Airport is highlighted in the document ‘*A National Aviation Policy for Ireland*’ in which it is confirmed that it is not possible to reach many emerging markets and new city destinations from the existing runway at Dublin Airport using current aircraft fleets.<sup>25</sup> Dublin Airport needs to have sufficient capacity and runways of adequate length to enable services to operate to global emerging markets without weight restriction. In this regard, the provision of a second runway at Dublin Airport is required to ensure future connectivity and to deliver growth. This is an important element of Ireland’s competitiveness as an investment destination.

#### Objective ED30

Engage and collaborate with key stakeholders, relevant agencies and sectoral representatives to ensure that Dublin Airport is developed and promoted as a secondary hub to capitalise on the associated wider economic benefits for Fingal and the wider region.

<sup>22</sup> As above, pg 7.

<sup>23</sup> The Policy states that by 2020, Irish airports will handle in the region of 33 million passengers per annum, up from 25 million passengers recorded in 2013. Of that figure Dublin Airport catered for 20.2m passengers in 2013, and 21.7m in 2014.

<sup>24</sup> *A National Aviation Policy for Ireland*, August 2015, Department of Transport, Tourism and Sport, pg 42. A hub airport combines local passengers with transfer passengers enabling airlines to operate services to more destinations and more frequently than could be supported by local demand alone.

<sup>25</sup> As above, pg 47



**Objective ED31**

Ensure that the required infrastructure and facilities are provided at Dublin Airport so that the aviation sector can develop further and operate to its maximum sustainable potential, whilst taking into account the impact on local residential areas, and any negative impact such proposed developments may have on the sustainability of similar existing developments in the surrounding area, and the impact on the environment, including the climate.

Further information on the infrastructural requirements associated with the provision of the second runway at Dublin Airport is contained in the Dublin Airport section of Chapter 7 Movement and Infrastructure.

**Dublin Airport: Economic Impact**

Analysis of the economic impacts associated with Dublin Airport is contained in *Dublin Airport Economic Impact Study 2015* undertaken for the Dublin Airport Authority (DAA). These impacts are in terms of employment, income/ wages and gross value added (GVA), and are measured in relation to flight activity and global connectivity; direct, indirect, induced and catalytic impacts; economic contribution to the national economy; and forecasts on economic impacts associated with continued growth, the second runway and commercial development adjacent to the airport.

Direct employment associated with the operation of Dublin Airport (including the DAA, airlines, air traffic control, ground handlers, airport security, immigration, customs, airport retail) amounts to 15,700 jobs or 14,000 full-time equivalent jobs (FTEs). The total income/ wages of these employees is €639 million, and the total direct GVA generated by Dublin Airport is estimated to be nearly €1.3 billion, equivalent to 0.7% of national GDP in 2013. The Study projects multiplier impacts (indirect and induced) associated with the direct employment figures and estimates that the total employment supported by activities at Dublin Airport is 37,300 jobs (33,100 FTEs), earning a total of €1.4 billion<sup>26</sup>. The Study contextualises these estimates by highlighting that the number of direct, indirect and induced jobs associated with Dublin Airport is the equivalent of employing the entire town of Swords<sup>27</sup>.

Separate analysis shows that in Ireland, the economic impacts of airports is higher on average than other European Airports, when measured as a share of GDP<sup>28</sup>. In addition, the Department of Public Expenditure and Reform has produced estimates of the likely employment contribution of various forms of capital investment<sup>29</sup>. This is important in the context of potential expansion of capacity at Dublin Airport. The estimates are as follows:

- A €1 million increase in construction investment leads to an increase of around 12 direct and indirect job years<sup>30</sup>,
- A €1 million increase in investment in machinery and equipment leads to an increase of around 0.05 – 3 direct and indirect job years,
- A €1 million increase in spending on repair and installation of machinery, computer services and other ancillary activities leads to an increase of around 8-10 direct and indirect job years.

<sup>26</sup> *Dublin Airport Economic Impact Study*, April 2015, InterVISTAS, pgs 25-34.

<sup>27</sup> As above, pg 31.

<sup>28</sup> InterVISTAS Economic Impact of European Airports, January 2015

<sup>29</sup> *Building on Recovery: Infrastructure and Capital Investment 2016 – 2021*, September 2015, Department of Public Expenditure and Reform

<sup>30</sup> A 'job year' equates to one individual being employed for a period of one year



As such, Dublin Airport is considered to be an essential component of Fingal's local economy that must be supported, and is a readily accessible location for existing and future employment for Fingal residents. Notwithstanding the economic importance of Dublin Airport as outlined above, the Council must achieve a balance between promoting the potential of the aviation sector and safeguarding the primary operational role of Dublin Airport as the Country's main international airport.

While the key role of the airport is in supporting connectivity, trade and tourism, the importance of the airport in the local economy also relates to the provision of a range of employment opportunities that span a spectrum of skills levels. This is critical in bringing balance to the economy of Fingal.

#### Objective ED32

Ensure an appropriate balance is achieved between developing the unique potential of Dublin Airport as an economic generator and major employer in the County and protecting its core operational function as the Country's main international airport.

#### Objective ED33

Balance the impact of expansion of aviation and the important strategic issue of reducing carbon emissions.

#### Objective ED34

Engage with and support the DAA and other employment providers in aviation uses associated with Dublin Airport to create quality and easily accessible employment opportunities for Fingal residents.

## 6.8 Retail Sector

### Overview

The economic importance of the retail sector to the national economy is identified with some 270,000 jobs associated with the sector, the largest share of employment in the national economy<sup>31</sup>. The sector is an intrinsic component of the domestic economy as it has a direct presence in each locality and community. In this regard, the sector is crucial bringing balance to economic recovery. Retailing also supports indirect enterprise and employment opportunities associated with areas such as logistics and distribution.

Section 6.1 has outlined key economic, population and demographic trends within Fingal, many of which have direct implications for retailing policy in the Development Plan. The County's population increased between 2011 and 2016 by 8.1%, a growth rate notably higher than the national average and the other Dublin Planning Authorities, and a trend expected to continue. Additionally, in 2011 Fingal was recorded as having the youngest population in the country, a higher than average proportion of children in the 0-14 years age group, and a lower than average proportion of single person households. Coupled with these population and demographic trends, are key economic trends that have implications for retailing policy. Following a number of years of contraction in domestic demand that significantly dampened retail activity and spending, recent forecasts indicate recovering employment rates and increases in consumer disposable income levels.

<sup>31</sup> Action Plan for Jobs 2015, January 2015, Department of Jobs, Enterprise and Innovation, pg. 121.



With regard to retailing trends, national analysis<sup>32</sup> identified that there was substantial expansion of the grocery retail sector between 2001 and 2011; a nationally imposed cap on the permitted floorspace of grocery stores did not appear to be a constraint in the sector; the market for convenience goods was dominated by a small number of companies (Tesco, Dunnes Stores, and Supervalu); a new component in the retail market, represented by Lidl and Aldi was identified; and online shopping had become an established feature of the retail market with various retailers availing of online services to reach a larger consumer market.

### Objective ED35

Support and promote the sustainable development of the retailing sector throughout the County, with a particular recognition of the importance of SMEs to this domestic sector of the local economy.

## Retail Planning Policy Context

The retail planning policy context for the Development Plan is informed by retail guidance documents at the national and regional levels. Respectively, these include *Guidelines for Planning Authorities: Retail Planning* issued in 2012 by the DoECLG; and the *Retail Strategy for the Greater Dublin Area, 2008-2016* published in 2008 on behalf of the Dublin and Mid East Regional Authorities. Additionally, Fingal's Retail Hierarchy is required to accord with the settlement hierarchy identified for the County in the *Regional Planning Guidelines for the Greater Dublin Area 2010-2022* (RPGs) issued in 2010 by the Dublin and Mid East Regional Authorities.

## National Retail Planning Policy Context

The Retail Planning Guidelines have five overriding policy objectives that Planning Authorities are to follow and implement so that planning can support the retail sector, whilst also ensuring the delivery of sustainable retail developments and the vitality and vibrancy of the County's urban centres. These objectives include:

- Ensuring retail development is plan-led,
- Use of the sequential approach to retail development to promote town centre vitality,
- Securing competitiveness in the retailing sector through quality designed and suitably located projects,
- Increasing access to retailing opportunities through more sustainable forms of transport than the private car, and
- Delivering quality urban design outcomes.

The Retail Planning Guidelines are accompanied by a Retail Design Manual, which places a very strong emphasis on the quality of building design and on the contribution that strong and positive retailing experiences can make to the public realm in towns and villages. The application of the practical measures advocated in the Manual can ensure that Fingal's urban centres are appealing places in which to shop, visit and spend time.

## Retail Strategy for the GDA

The Retail Strategy for the GDA came into effect in 2008, and is due to expire in 2016. As such, from the outset, it is highlighted that the Strategy, which was based on economic conditions prior to the recession, is coming to the end of its lifetime. The Retail Planning Guidelines require

<sup>32</sup> *Guidelines for Planning Authorities: Retail Planning*, April 2012, Department of the Environment, Community and Local Government, pages 3-4.



that a multi-authority Retail Strategy be prepared for Planning Authorities within the GDA. Due to this requirement and the pending expiration of the current Strategy, it is anticipated that a Retail Strategy for the recently formed EMRA will be required within the lifetime of the Development Plan. In the absence of an updated Retail Strategy, the current Strategy remains applicable for the preparation of the Development Plan.

The Retail Strategy for the GDA provides projected floorspace requirements for convenience and comparison retailing in Fingal up to 2016 and defines the retail hierarchy within the County, with locations identified and recommendations made on the appropriate type and scale of retail provision at these various locations. The retail hierarchy for the County as defined in the Retail Strategy forms the basis of the Fingal Retail Hierarchy, which is presented below in Table 6.1.

## Fingal Retail Hierarchy

The Fingal Retail Hierarchy has been devised having regard to the classifications of the Retail Strategy for the GDA and through ensuring consistency with the settlement hierarchy of the RPGs for the GDA. The Fingal Retail Hierarchy includes a categorisation of urban centres within the County into retailing levels, identifies the locations of each level, and the type of retail format that is considered appropriate for each level of the hierarchy.

### Objective ED36

Ensure that policies in relation to type, quantum and locations of retail floorspace provision are consistent with the requirements and recommendations of the relevant regional policy frameworks and national planning guidelines.

### Objective ED37

As part of any future review of the Retail Planning Guidelines for the GDA, the Council will seek to align the retail designation of Donabate, Lusk and Rush as Level 3 Major Town Centres to reflect the status of these settlements as Moderate Growth Towns, as defined by the RPGs.

**Table 6.1: Fingal Retail Hierarchy**

Retailing Level	Urban Centre Location	Zoning Objective	Types of Services	Appropriate Retail Format
Level 2*: Major Town Centres  * Level 1 is Dublin City Centre	Swords Blanchardstown	Major Town Centre 'MC'	Level 2 Centres should offer a full range of all types of retail services from newsagents to specialist shops and boutiques; large department stores, convenience stores of all types, shopping centres and high level of mixed uses including the arts and culture to create a vibrant, living place. Level 2 Centres should be well connected and served by high quality public transport, with population catchments in excess of 60,000 people.	High Order Comparison Middle Order Comparison Lower Order Comparison Superstore Supermarket



Retailing Level	Urban Centre Location	Zoning Objective	Types of Services	Appropriate Retail Format
Level 3: Town Centres	Balbriggan  Malahide Skerries Charlestown	Major Town Centre 'MC'  Town Centre 'TC'	Level 3 Centres will vary in terms of scale of provision and the size of catchment based on their proximity to a Level 2 Centre. Generally where the centre has a large catchment (such as Balbriggan) and is not close to a major town centre, there should be a good range of comparison shopping (though no large department store), with a mix of uses and services, some leisure activities and a range of cafes and restaurants. At least one supermarket and a smaller scale department store may be required to meet local needs. Where the Level 3 Centre is close to an existing major town centre, the scale of retail and mixed use provision should be lower, with the proposed range of shops meeting more basic day to day needs, with only small scale range of comparison units trading. Level 3 Centres should generally cater for a population of between 10,000 and 40,000 people.	Middle Order Comparison Lower Order Comparison Superstore Supermarket
Level 4: Small Towns and Village Centres; and Local Centres	Donabate, Lusk, Rush, Blanchardstown Village, Mulhuddart, Clonsilla, Castleknock, Howth, Portmarnock, Baldoyle, Ongar, Sutton, Balrothery  Applewood, Stapolin, Racecourse, Santry Demesne, Bayside, Castlemills, Carrickhill, Tyrellstown, Crowscastle Local Centre Roselawn and Rathbeale	Town Centre 'TC'  Local Centre 'LC'	Level 4 Centres should generally provide for one supermarket ranging in size from 1,000-2,500 sq m with a limited range of supporting shops (low order comparison), supporting services, community facilities or health clinics grouped together to create a focus for the local population. This level of centre should meet the everyday needs of the local population and surrounding catchment.	Lower Order Comparison (limited to a small number of shops meeting local needs) Supermarket
Level 5: Local Shops and Small Villages	Kinsaley Village, Kinsaley/Feltrim Brackenstown, Holywell, Rivervalley, Seabury, Castlelands, Mountview, Hartstown, Huntstown, Carpenterstown, Boromhe, Ridgewood, Laurel Lodge, Corduff and Loughshinny, Holmpatrick Shopping Centre, Skerries Point Shopping Centre  Balscadden, Ballymaddun, Naul, Garristown, Oldtown, Ballyboghil, Rowlestown, Coolquay and Rivermeade	Local Centre 'LC'  Rural Village 'RV'	Level 5 Centres should meet the basic day to day needs of surrounding residents, whether as a rural foci points close to other community facilities such as the local primary schools, post office and GAA club or as a terrace of shops within a suburb. Expected are a maximum of one or two small convenience stores, newsagents, and potentially other supporting services.	Local shops

### Additional Retail Floorspace

As outlined above, the Retail Strategy allocated future floorspace totals for each of the seven Planning Authorities located in the GDA, including Fingal, for convenience<sup>33</sup> and comparison<sup>34</sup>

<sup>33</sup> Convenience goods include food, beverages, tobacco, and non-durable household goods.

<sup>34</sup> Comparison goods include, for example, clothing, footwear, furniture, furnishings, household equipment, medical and pharmaceutical products, educational and recreational equipment, and bulky goods which includes goods sold in retail warehouses, household appliances, carpets, furniture, tools and equipment for the house and garden.



retailing up until 2016. The total allocations are for gross lettable floorspace need<sup>35</sup> in convenience and comparison retailing and include, respectively, a 20% and 25% upward adjustment to facilitate future demand, in effect, to take cognisance of the fact that large retail developments, once granted permission, can often take a number of years to be constructed and be fully operational. The projected floorspace requirements for Fingal and the GDA total, to provide an indication of the regional context, are in Table 6.2:

**Table 6.2: Extracts from Table 5.10 of the *Retail Strategy for the Greater Dublin Area, 2008***

Council/ Area	Convenience Gross lettable floorspace need (sq m) Inclusive of 20% upward adjustment	Comparison Gross lettable floorspace need (sq m) Inclusive of a 25% upward adjustment <sup>36</sup>
<b>Fingal</b>	58,115 sq m	110,181 sq m – 150,248 sq m
<b>GDA Total</b>	248,744 sq m	756,145 sq m – 1,031,109 sq m

The Fingal Planning Department has undertaken analysis of planning applications and retailing trends within the County over the last several years, and completed on-the-ground-surveys of various urban and rural centres throughout the County with differing retail offer and function. Analysis of these investigations and reviews has concluded that retail provision in Fingal remains within the future allocation given to the County by the Retail Strategy for both convenience and comparison floorspace up to 2016.

As outlined above in the Retail Planning Policy Context, the Retail Planning Guidelines require the planning authorities within the GDA to prepare a multi-authority retail strategy. It is anticipated that a retail strategy for the EMRA will be required within the lifetime of the Development Plan. Due to this Ministerial requirement and mindful of the regional considerations involved in retail planning, it is considered appropriate that any quantitative indications of additional retail floorspace for Fingal over the coming Plan period be guided and determined by a new retail strategy for the EMRA.

## Assessment of Retail Development Proposals

The overriding policy approach for retail planning in the Development Plan is that new significant retail development should be directed primarily into the major town centres and town centres in the County (Level 2 and Level 3) and be in accordance with the scale, type and retail formats included in the Fingal Retail Hierarchy above. New retail development for small towns, village centres, local centres and small villages (Level 4 and Level 5) should similarly be in accordance with the Fingal Retail Hierarchy, with a strong emphasis on being of an appropriate scale and offer to sufficiently meet local retailing needs.

<sup>35</sup> Gross Lettable Floorspace Need is defined as including all areas available for let except common mall areas/ circulation areas.

<sup>36</sup> In Table 5.10 of the Retail Strategy (pg 63) an error was made as a 20% upward adjustment was applied to the Comparison floorspace figures instead of a 25% adjustment as was referred to in the text. The figures in this table are correctly calculated for a 25% adjustment.





For the Level 2 and Level 3 urban centres, new retail development should be located within the core retail areas identified for these centres. Proposals for new retail development outside of the defined core retail areas will only be considered in exceptional circumstances where the planning authority is satisfied that there are no sites or potential sites available either within the core retail area or on-the-edge of the core, and that the proposed retail development is necessary to serve the needs of the area. The core retail areas for the Level 2 and Level 3 urban centres are indicated in Figures 6.1 to 6.6, which are found at the end of this Section.

Chapter 4 of the Retail Planning Guidelines outlines in detail the required approach to be followed by Planning Authorities in the assessment of retail developments through the development management process. Referred to as the sequential approach, the approach involves an assessment of retail proposals to ensure that the proposed locations are most suitable and best available for the type of retailing proposed.

Underlying the approach is the achievement of the Guidelines' key objectives, in particular ensuring the vitality and vibrancy of the existing urban centres. The Guidelines state that development proposals not according with the fundamental objective to support the vitality and viability of town centres must demonstrate compliance with the sequential approach before they can be approved<sup>37</sup>.

An important element of supporting the quality, ambience, vibrancy and vitality of urban and village centres is promotion of an appropriate mix of day and night-time uses, including commercial, recreational, civic, cultural, leisure and residential uses. In this regard the provision of residential uses in town and village centres is encouraged, where a proposed development makes a positive contribution to the area in terms of adding to the richness and diversity of uses.

#### Objective ED38

Require that new significant retail development be primarily directed to the higher Levels in the Fingal Retail Hierarchy and specifically to the core retail areas identified for these centres. Only in exceptional circumstances (where the Planning Authority is satisfied that there are no sites or potential sites available either within the core retail area or on-the-edge of the core, and that the proposed retail development is necessary to serve the needs of the area) will proposed retail developments that are located outside of these centres and/ or the core retail areas of these centres be positively considered.

#### Objective ED39

Ensure that applications for new retail development are consistent with the retail policies of the Development Plan, in particular with the Fingal Retail Hierarchy, and are assessed in accordance with the requirements of the *Guidelines for Planning Authorities: Retail Planning*, including, where appropriate, the application of the Sequential Approach, and requirements for retail impact assessments and transport impact assessments for retail developments which due to their scale and/ or location may impact on the vitality and viability of major town, town, local and village centres, while having regard to the impact such directions/ developments may have on the existing businesses operating within the area.

<sup>37</sup> *Guidelines for Planning Authorities: Retail Planning*, April 2012, Department of the Environment, Community and Local Government, page 28.



## Retail Policy and Core Retail Areas

### Major Town Centres

At Level 2, the top tier of the Fingal Retail Hierarchy and corresponding with the County's Settlement Hierarchy, are Swords and Blanchardstown. These are urban centres of regional importance in terms of their retailing function and the extent of their retail provision in convenience, comparison and retail park and warehouse floorspace. The Council's policy in relation to these Major Town Centres is to proactively improve, strengthen, consolidate and enhance their primary retailing functions in addition to the leisure, community and civic functions they offer.

#### Objective ED40

Develop and promote Swords and Blanchardstown as sustainable, vibrant and prosperous Major Town Centres operating at the highest retail Level within the Fingal Retail Hierarchy, and to further strengthen, improve and diversify the retailing performance of Swords and Blanchardstown within a regional context.

#### Objective ED41

Facilitate improvements to the quantum and quality of retail offer and function in Swords and Blanchardstown, and ensure their sustainable development by consolidating, intensifying and enhancing their existing core retail areas, and by directing new retail opportunities into the core retail areas identified for each.

### Town Centres

Level 3 of the Fingal Retail Hierarchy includes key urban centres well distributed geographically throughout the County, with significant resident-populations and also serving wider catchment areas, some into rural areas. This retail tier includes Balbriggan, Malahide, Skerries and Charlestown. While these towns are unique with distinctive characters and historic development, they perform and have further potential to perform over the Plan period to a higher retailing level due to the strength of their resident-population and catchment- population. These Town Centre locations have at least one convenience store, a range of middle order comparison retailers and a range of supporting retail services. The Council's policy in relation to these Town Centres is to consolidate and enhance their retailing functions balanced with the wider range of leisure, community and civic functions they offer.

#### Objective ED42

Ensure the development of Balbriggan, Malahide, Skerries and Charlestown as sustainable, vibrant and prosperous Town Centres performing at a high retail level within the Fingal Retail Hierarchy to meet the retailing needs of and offer sufficient retail choice to their local populations and catchment populations.

#### Objective ED43

Facilitate appropriately scaled improvements to the quantum and quality of retail offer and function in Balbriggan, Malahide, Skerries and Charlestown, and ensure their sustainable development by consolidating, intensifying and enhancing their existing core retail areas, and by directing new retail opportunities into the core retail areas identified for each.



**Objective ED44**

Ensure that the Level 3 Town Centres have a retail offer that is sufficient in terms of scale, type, and range without adversely impacting on or diverting trade from the higher order retailing locations.

**Small Towns and Village Centres and Local Centres**

Level 4 of the Fingal Retail Hierarchy includes a number of important small towns, urban village centres, and local centres. These are dispersed through the County including urban centres such as Donabate, Rush and Lusk, Blanchardstown Village, Mulhuddart, Clonsilla, Castleknock, and Ongar in the west of the County, Balrothery to the north, and Howth, Portmarnock, Baldoyle, and Sutton to the east (a complete list of Level 4 Centres is included in the Fingal Retail Hierarchy in Table 6.1).

In similarity with the Level 3 Centres, while the Level 4 Centres are distinctive in character, in retailing terms they perform a similar and essential function serving smaller but established resident-populations and catchment-populations. It is considered appropriate for Level 4 centres to typically have one supermarket with a limited range of supporting comparison units and retail services to meet the everyday needs of the local population and surrounding catchment. The Council's policy in relation to Level 4 Centres is to enhance their retailing functions in balance with the role they play in meeting the needs of the local population and smaller catchment population.

**Objective ED45**

Ensure the development of Level 4 Centres as sustainable, vibrant and prosperous Small Towns, Village Centres and Local Centres performing at a level within the Fingal Retail Hierarchy to meet the retailing needs of immediate local populations and catchment populations.

**Objective ED46**

Where a gap in the retail provision of a Level 4 Centre is identified and established, facilitate appropriately scaled improvements to the retail offer and function in Level 4 Centres and ensure their sustainable development by enhancing the existing Centre for each and directing new retail opportunities into the Centres.

**Objective ED47**

Ensure that the Level 4 Small Towns, Village Centres and Local Centres have a retail offer that is sufficient in terms of scale, type, and range without adversely impacting on or diverting trade from the higher order retailing locations.

**Local Shops and Small Villages**

Level 5 of the Fingal Retail Hierarchy includes a range of lower-performing local centres and small groupings of local shops in urban areas, and the rural villages. In similarity with Level 4 Centres, the Level 5 Centres are by their nature widely represented through the County, and include the Rural Villages of Balscadden, Ballymadun, Naul, Garristown, Oldtown, Ballyboghil, Rowlestown, Coolquay, and Rivermeade (a complete list of Level 5 Centres is included in the Fingal Retail Hierarchy in Table 6.1).

In retailing terms, Level 5 Centres are intended to meet the basic day to day needs of the local population whether as rural foci points close to other community facilities such as the local primary schools, post office and GAA club or as a terrace of shops within a suburb. It is



considered appropriate for Level 5 Centres to have a maximum of one or two small convenience stores, newsagents, and potentially other supporting services. The Council's policy in relation to Level 5 Centres is to maintain their lower tier retailing functions so as to meet the needs of the local population and smaller catchment population.

#### Objective ED48

Ensure the development of Level 5 Centres as sustainable, vibrant and prosperous Local Shops and Small Villages performing at a level within the Fingal Retail Hierarchy to meet the retailing needs of immediate local populations and catchment populations.

#### Objective ED49

Where a gap in the retail provision of a Level 5 Centre is identified and established, facilitate appropriately scaled improvements to the retail offer and function of Level 5 Centres and ensure their sustainable development by enhancing the existing Centre for each and directing new retail opportunities into the Centres.

#### Objective ED50

Ensure that the Level 5 Local Shops and Small Villages have a retail offer that is sufficient in terms of scale, type, and range without adversely impacting on or diverting trade from the higher order retailing locations.

### Occurrence of Vacancy

Key objectives of the retail policy in the Development Plan is to ensure that the County's urban and rural centres perform at an appropriate level with a range of retail provision and offer reflective of their classification in the Fingal Retail Hierarchy, and that the vitality and viability of retailing in these centres is protected and enhanced as opportunities arise.

Vacancy in the main streets, shopping centres, and local centres of the County's towns and villages has been a particular challenge over recent years associated with the economic downturn and significant decreases in disposable incomes. In survey work undertaken by the Fingal Planning Department in 2015, Balbriggan was identified as having particularly high rates of vacancy in its core retail area and as being especially vulnerable to the negative effects associated with vacancy such as loss of retail offer, degradation of building stock, and resultant injury to the public realm experience. The Council's policy in relation to vacancy in the County's centres is to use all available measures to tackle the problem and support measures and actions identified in action frameworks such as the Local Authority Retail Support: *Improving our Cities and Towns*, June 2015.

#### Objective ED51

Maintain and strengthen the vitality, viability and regeneration of the County's Major Town, Town, Local and Village Centres by providing for civic, leisure, cultural and tourism attractions while ensuring that retailing remains a core function of these centres.

#### Objective ED52

Support the measures and actions identified in the *Local Authority Retail Support: Improving our Cities and Towns*, June 2015 to address the negative issues associated with vacancy and to ensure that the potential benefits associated with retailing activities is captured for the County's urban and rural centres.



### Non-Retail Uses, Fast Food Outlets, Takeaways, Off Licences and Betting Offices

Associated with protecting and enhancing the vitality and viability of the County's urban and rural centres, is addressing the occurrence of non-retail uses (such as amusement centres and arcades), fast food outlets, off licences and betting offices. An over-supply or dominance of these types of uses within the main streets, shopping centres and local centres of Fingal's centres can have negative impacts on the amenities of these centres and their ability to perform their retailing functions in accordance with their classification in the Fingal Retail Hierarchy.

#### Objective ED53

Control the provision of non-retail uses, especially at ground floor level, in the main streets of towns and villages, shopping centres and local centres to ensure that injury is not caused to the amenities of these streets and centres through the loss of retail opportunities.

#### Objective ED54

Prevent an over-supply or dominance of fast food outlets, takeaways, off licences, and betting offices in the main streets of towns and villages, shopping centres and local centres to ensure that injury is not caused to the amenities of these streets and centres through the loss of retail opportunities.

### Retail Warehousing and Retail Parks

Fingal is well served by retail warehousing and retail parks<sup>38</sup>, principally located in the Swords, Blanchardstown, Balbriggan and Ballymun areas. Survey work undertaken by the Fingal Planning Department in 2015 identified very low levels of vacancy in these locations, particularly in Airside Retail Park and Blanchardstown Retail Park, reflecting the health of this component of the retailing sector in Fingal. Further details on the Retail Warehousing 'RW' land use zoning are outlined in Section 6.13 below in relation to locations of these zonings in the Development Plan.

The Retail Planning Guidelines highlight that there has been a high level of retail warehouses provided in recent years and recommend that planning authorities should carefully consider the requirement for retail warehousing additional floorspace. In the absence of an up-to-date retail strategy for the EMRA, it is considered appropriate that the existing Retail Warehousing zonings remain and that a cautionary approach is taken in assessing proposals for new retail warehousing and/ or retail parks, and that a retail impact assessment should accompany any such proposal.

Notwithstanding the precautionary approach, Fingal and the Retail Planning Guidelines acknowledge there is evidence of consumer demand in Ireland for innovative types of large-scale retail warehouses which are capable of displaying a very wide range of bulky goods under one roof, together with a range of customer facilities. The scale of such outlets requires a regional, if not a national, population catchment. Accordingly, proposed exceptions to the 6,000 sqm retail warehouse cap may be considered on the merits of individual development applications.

As per the Retail Planning Guidelines, 2012, in order to be acceptable from a planning perspective, any proposal for an individual large scale retail warehouse with a floorspace in excess of 6,000sqm gross in the locations above must demonstrate that the proposal:

<sup>38</sup> A Retail Warehouse is defined as a large single-level store specialising in the sale of bulky household goods, while a Retail Park is defined as a development of three or more retail warehouses in the *Guidelines for Planning Authorities: Retail Planning*, April 2012, Department of the Environment, Community and Local Government, page 54.

- a. Will accommodate predominantly bulky goods under one roof, together with a range of customer facilities (e.g. restaurant, crèche), on a scale which requires a regional, if not a national, population catchment,
- b. Is in accordance with the Planning Guidelines on Spatial Planning and National Roads in that the proposal can demonstrate that the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes,
- c. Will be served by existing or planned public transport services,
- d. Will make adequate provision for those opting for home delivery of goods other than by private car,
- e. Will be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria, and
- f. Will take account of the vitality/viability criteria in respect of city/town centres set out in these Guidelines and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre locations.

#### Objective ED55

Direct demand for new retail warehousing and/ or retail parks into the Major Town Centre 'MC' zoned lands of the Level 2 higher order retailing locations and into the Retail Warehousing 'RW' zoning, preferably, in the first instance, to consolidate the existing clusters of retail warehouses and/ or retail parks.

#### Objective ED56

Ensure that applications for new retail warehousing and/ or retail parks are consistent with the requirements of the *Guidelines for Planning Authorities: Retail Planning*, including, where appropriate, the application of the Sequential Approach, and requirements for retail impact assessments and transport impact assessments for retail developments which due to their scale and/ or location may impact on the vitality and viability of existing retail parks.



Figure 6.1 Swords Core Retail Area

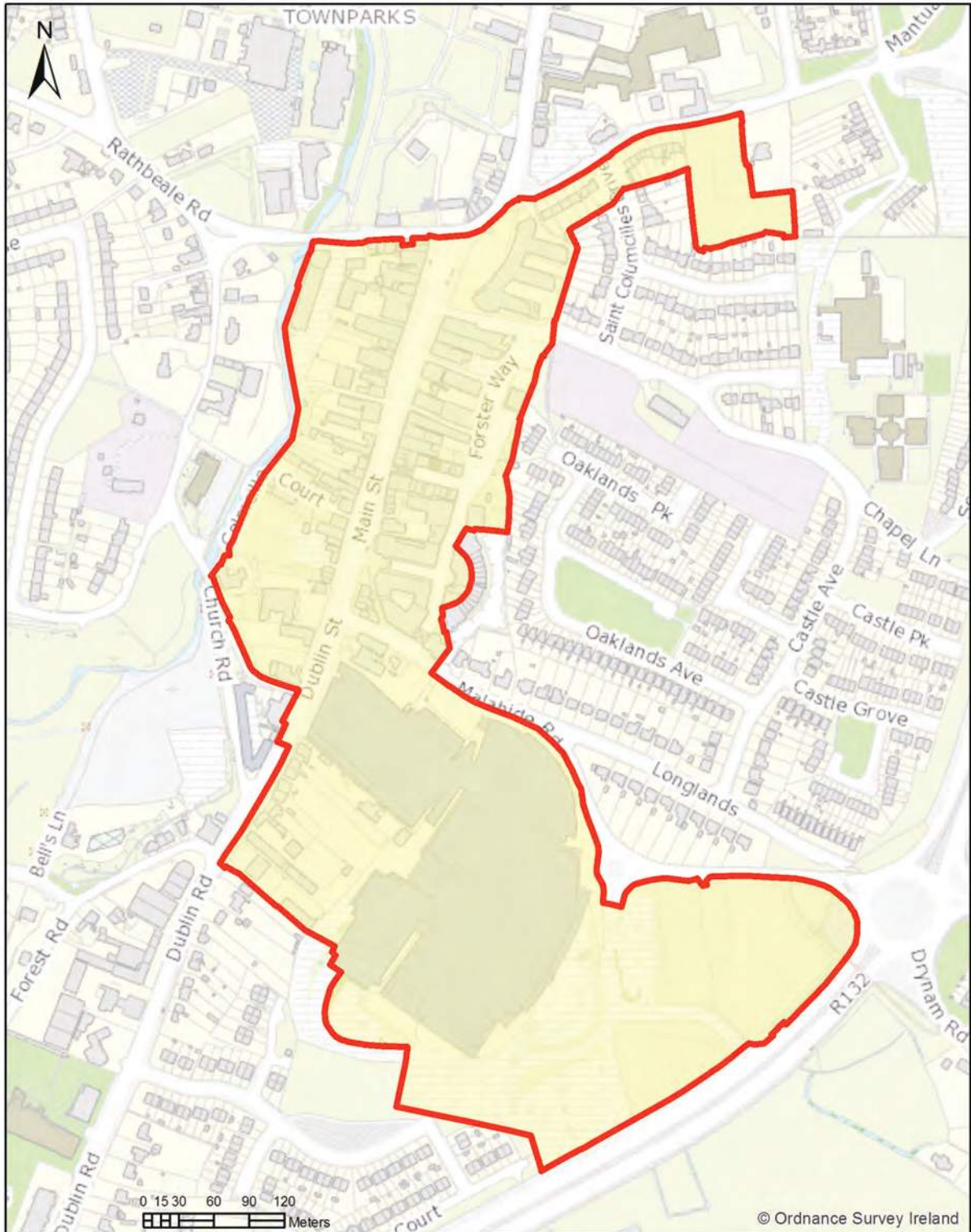


Figure 6.2 Blanchardstown Core Retail Area

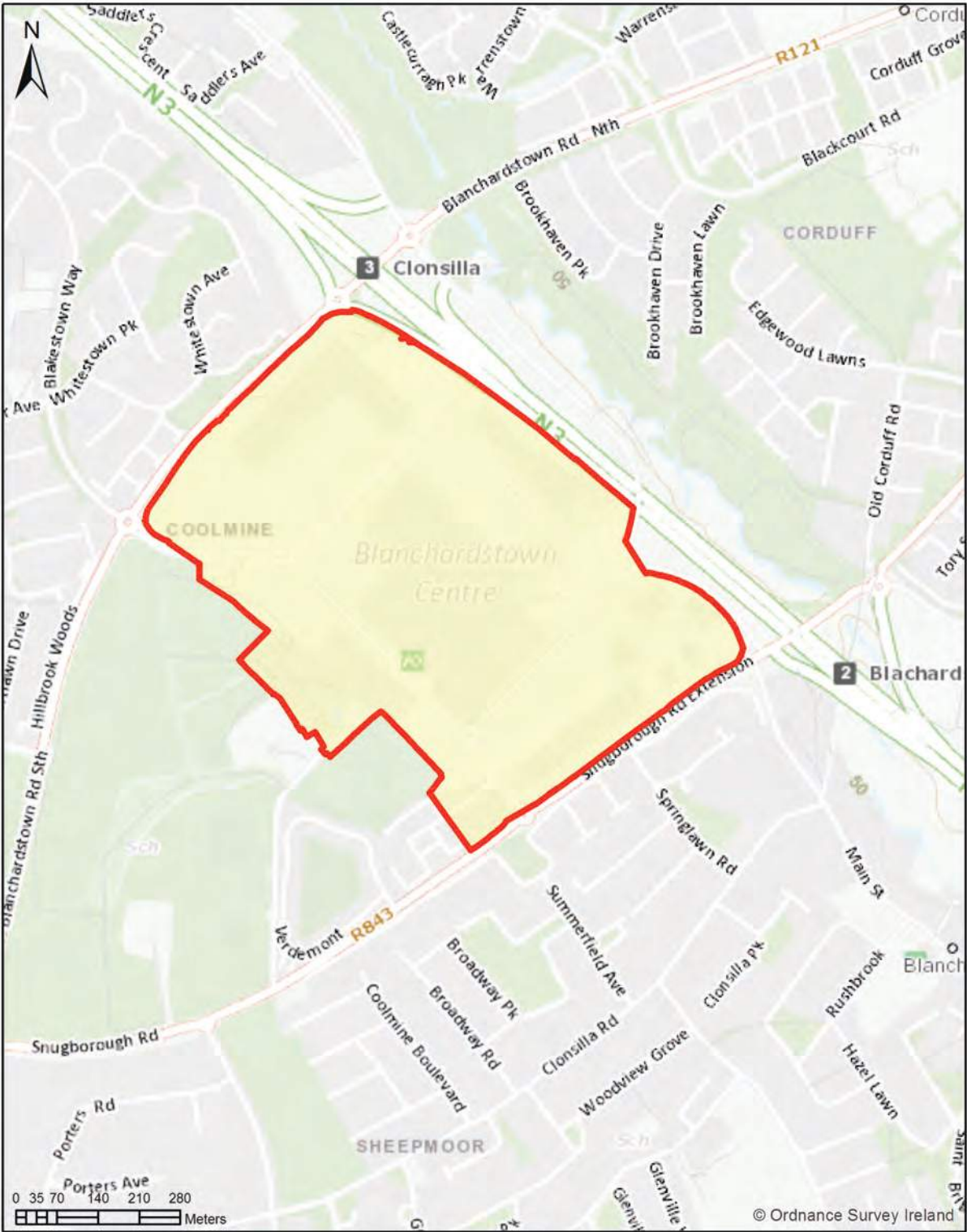




Figure 6.3 Balbriggan Core Retail Area

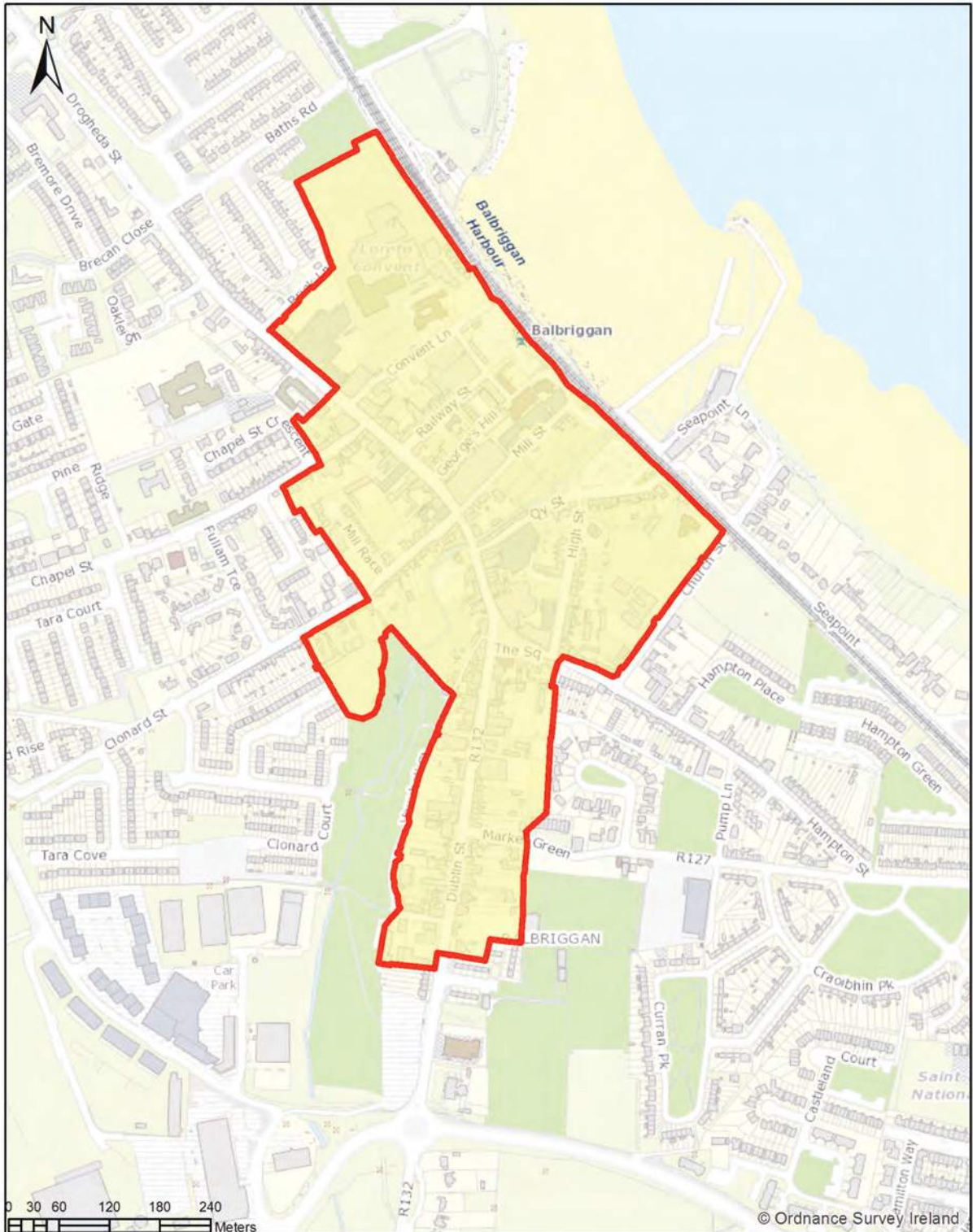


Figure 6.4 Malahide Core Retail Area



Figure 6.5 Skerries Core Retail Area

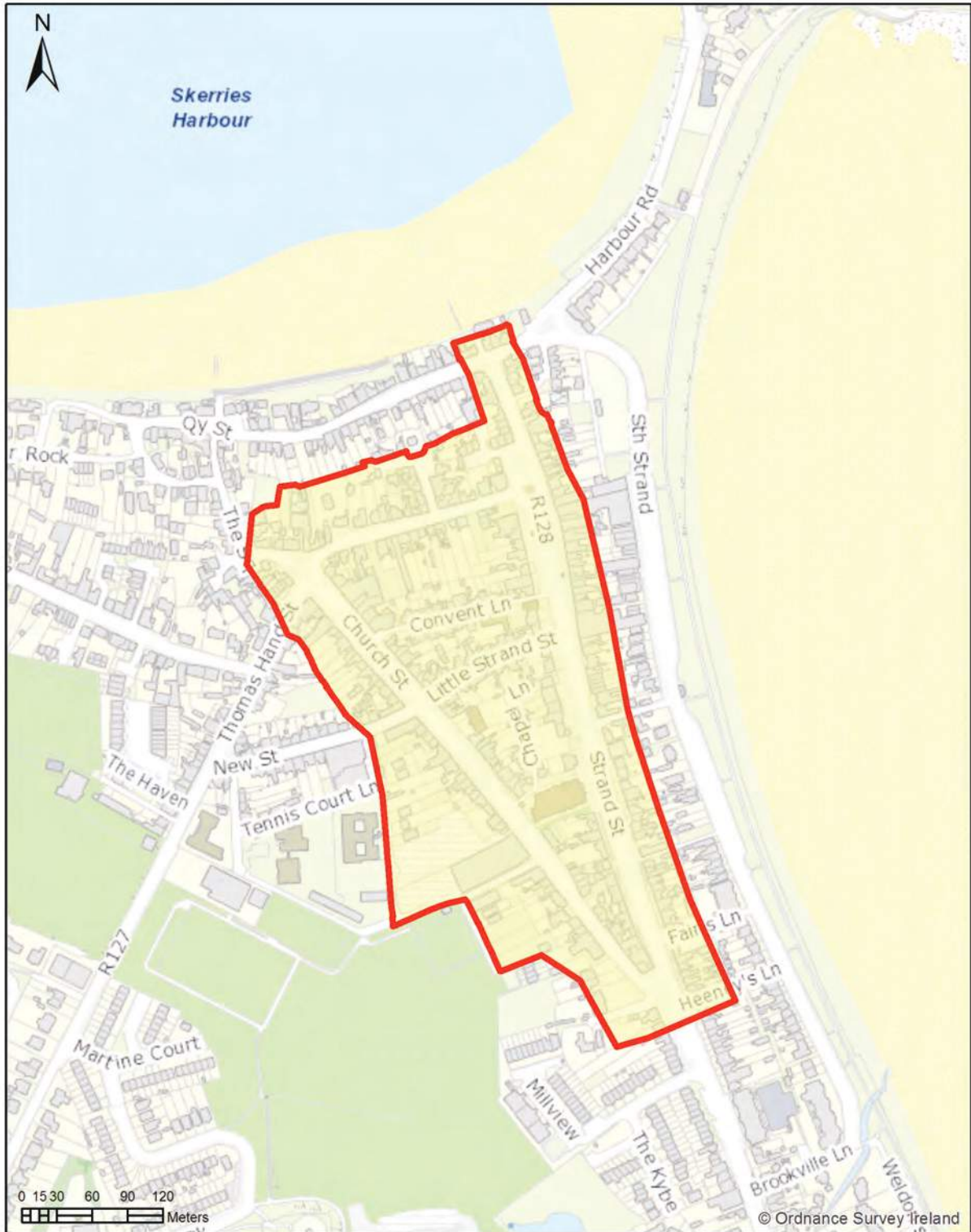
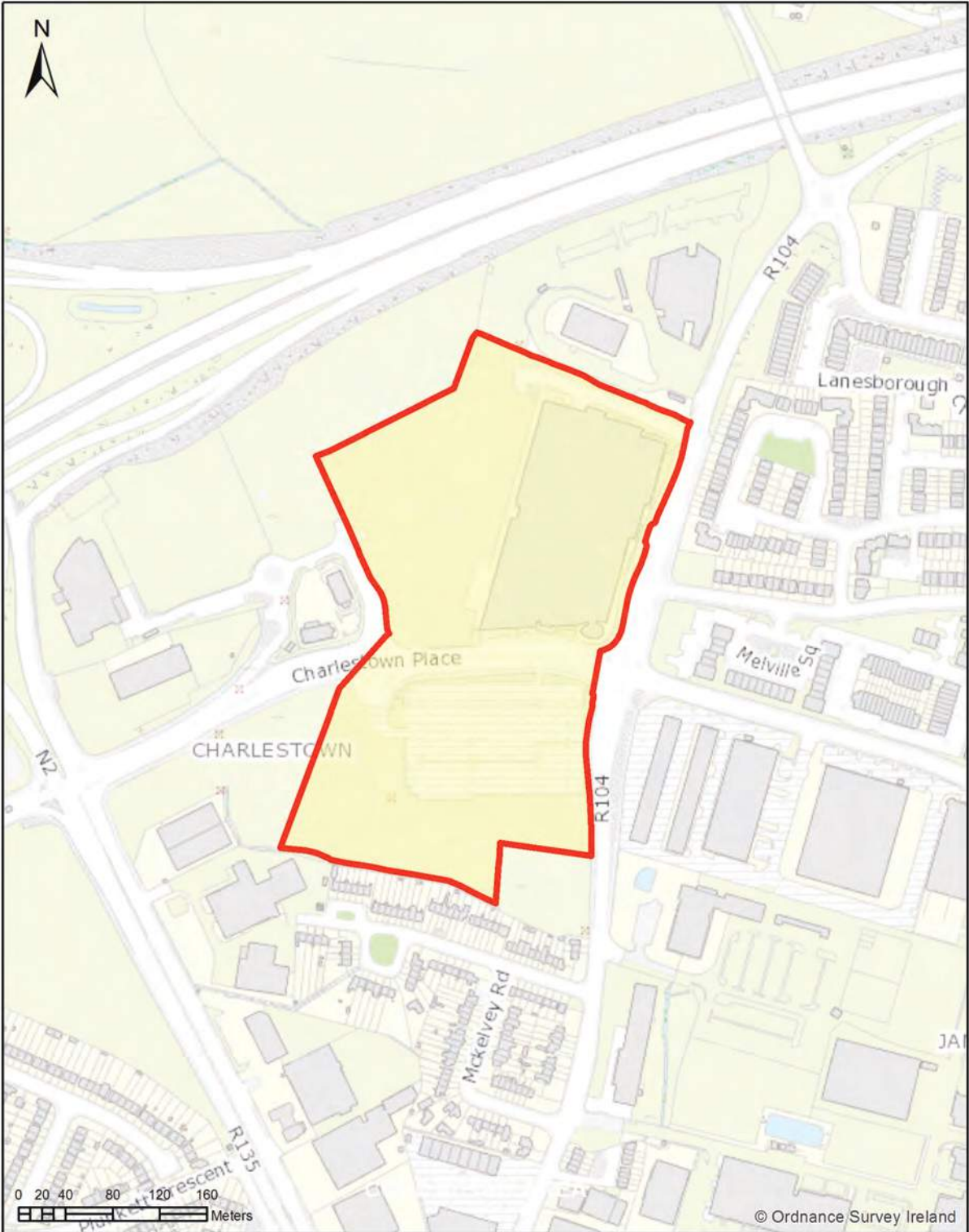


Figure 6.6 Charlestown Core Retail Area



## 6.9 Tourism Sector

Tourism has been identified as one of the country's most important economic sectors and is credited with playing a significant role in the economic recovery in recent years<sup>39</sup>. Tourism is particularly important in that it can assist in providing business and employment opportunities across regions and leads to jobs across the spectrum of skills requirements. In 2015 the national policy framework for the tourism sector, *People, Place and Policy: Growing Tourism to 2025*, was published with a strong focus on developing the sector to attract ten million overseas visitors, create a range of direct and indirect enterprise opportunities and to grow employment in the sector to 250,000 persons by 2025.

The Grow Dublin Tourism Alliance (GDTA) was established in 2014, to drive a new collaborative strategy to market the Dublin region in the international marketplace. - 'Dublin – A Breath of Fresh Air' a new tourism marketing campaign, was launched in October 2015. This campaign was co-ordinated by the 'Grow Dublin Tourism Alliance' (GDTA) and encourages visitors to look beyond the City Centre, positioning Dublin as a coastal city with mountains and sea at its doorstep.

Fingal is excellently placed to contribute to the achievement of these national targets due to the location of Dublin Airport in the County, the close proximity of Fingal to Dublin City, the primary driver of the country's tourism industry, and the wealth of Fingal's natural, cultural and built heritage offer. The quality and diversity of Fingal's tourism offer is particularly strong in relation to the Council-owned Heritage Properties such as Malahide Castle and Gardens, Fingal's top visitor attraction; Council-operated events such as the Flavours of Fingal County Show in Newbridge Demesne; and Council-supported events such as the international Test Cricket Match in Malahide Castle. The Council will engage and collaborate with all relevant stakeholders to ensure the economic potential of the tourism sector is secured for the benefit of the local economy.



<sup>39</sup> *Action Plan for Jobs 2015, January 2015*, Department of Jobs, Enterprise and Innovation, pg. 119.

The *Fingal Tourism Strategy 2015-2018* estimates that tourism is worth €500m annually to the local Fingal economy and supports approximately 20,000 jobs<sup>40</sup>. The Strategy identifies key assets, attractions, and activities that can be further developed and promoted. These include conserving Fingal's natural heritage; promoting scientific heritage; boosting business, sports and food tourism; broadening the range of visitor experiences; and improving experiences at the Council's heritage properties.

While policy and objectives in the Development Plan can support the objectives and actions identified in the Strategy, Fingal's rich and diverse natural, cultural and built heritage, can be vulnerable and economic development proposals that affect the County's heritage need to be sensitively designed and undertaken.

Fáilte Ireland have developed five key principles in relation to Sustainable tourism planning, these can be summarised as follows:

1. Tourism, when it is well managed and properly located, should be recognised as a positive activity which has potential to benefit the host community, the place itself and the visitor alike. Sustainable tourism requires a balance to be struck between the needs of the visitor, the place and the host community.
2. Our landscapes, our cultural heritage, our environment and our linguistic heritage all have an intrinsic value which outweighs their value simply as a tourism asset. Sustainable tourism planning ensures that they can continue to be enjoyed and cherished by future generations.
3. Built development and other activities associated with tourism should in all respects be appropriate to the character of the place in which they are situated.
4. Strategic tourism assets including special landscapes, important views, the setting of historic buildings and monuments, areas of cultural significance and access points to the open countryside should be safeguarded from encroachment by inappropriate development.
5. Visitor accommodation, interpretation centres, and commercial/retail facilities serving the tourism sector should generally be located within established settlements thereby fostering strong links to a whole range of other economic and commercial sectors and sustaining the host communities. Sustainable tourism facilities, when properly located and managed can, especially if accessible by a range of transport modes, encourage longer visitor stays, help to extend the tourism season, and add to the vitality of settlements throughout the year.



<sup>40</sup> *Fingal Tourism Strategy 2015-2018*, May 2015, Fingal County Council, pg 4.



The Council will look favourably on sustainable tourism developments which are consistent with the five key principles outlined above and which comply with the proper planning and sustainable development of the County.

Rural-based tourism policy and objectives in relation to, for example, walking, and farm based activities, are covered in further detail in Chapter 5.

**Objective ED57**

Engage and collaborate with key stakeholders, relevant agencies, sectoral representatives and local communities to develop the tourism sector in Fingal and to ensure that the economic potential of the tourism sector is secured for the benefit of the local economy.

**Objective ED58**

Promote and facilitate tourism as one of the key economic pillars of the County's economy and a major generator of employment and to support the provision of necessary significant increase in facilities such as hotels, aparthotels, tourist hostels, cafes and restaurants, visitor attractions, including those for children.

**Objective ED59**

Facilitate and contribute to the implementation of the objectives and actions identified in the *Fingal Tourism Strategy 2015-2018* for the economic benefit of the County.

**Objective ED60**

Develop the necessary tourism infrastructure, visitor attractions and supporting facilities at appropriate locations in the County in a manner that does not have an adverse impact on the receiving areas and the receiving environment.

**Objective ED61**

Direct the provision of tourist related facilities, such as information offices and cultural centres, into town and village locations to support and strengthen the existing economic infrastructure of such centres.

**Objective ED62**

Ensure the economic benefits associated with promoting the County's natural, cultural and built heritage are balanced with due consideration for their conservation and protection.

**Objective ED63**

Support events and concerts at suitable locations within Fingal subject to the appropriate licensing arrangements, in consultation with affected stakeholders such as community groups, local businesses and residents in the immediate area where feasible and practical, and to protecting and safeguarding the amenities of the area and the natural and built heritage.

**Objective ED64**

Promote and facilitate opportunities to create an integrated pedestrian and cycle network linking key tourist destinations in the County, by; advancing the proposed Fingal Coastal Way, through carrying out a route evaluation study within two years of the adoption of this Plan, ensuring a balance is achieved between nature conservation and public use; identifying public rights of way in consultation with all relevant stakeholders; and by exploiting former rail networks for use as potential new tourist and recreational walking routes.

**Objective ED65**

Promote opportunities for enterprise and employment creation in rural-based tourism where it can be demonstrated that the resultant development will not have a negative impact on the receiving rural environment.

## Recreational Trails Network

Fingal's scenic and varied landscape presents opportunities for recreational activities, particularly the development of a recreational walking trail network at strategic and local level. Fingal's countryside, coastal and canal corridors and rich heritage make it an ideal walking destination. It can offer most types of walks including coastal /canal walks, hill/countryside walks, riverside walks and village walks. Walking is steadily becoming one of the main recreational pastimes.

A well developed and managed recreational trail network within Fingal offers a unique opportunity to showcase the beauty and heritage of the County and has the capacity to stimulate key attractions and most importantly increase awareness and understanding of our natural assets in a controlled manner. The development of a recreational trail network in Fingal is a largely untapped generator of economic and tourism development.





*The Irish Trails Strategy* was launched in January 2007 and aims to develop a world class recreational trail system in Ireland for all Irish citizens and visitors to the country to enjoy. The strategy highlights the many benefits from a health, recreation, tourism and economic perspective that are generated through trail usage and sets out a number of goals and tasks to be advanced over a ten year period. This strategy has led to the establishment of a National Trails Advisory Committee (NTAC) and the setting up of a National Trails Office (NTO) within the Irish Sports Council. The NTO have published a number of publications regarding trail development in Ireland. Although the NTO has classified a range of trail types, including walking, cycling, canoeing and horse riding trails, it is the walking trail that has progressed significantly throughout the country in recent years.

Fingal County Council trail projects include the Royal Canal Greenway and the Swords and Rush Heritage Trails. A long standing objective of the Fingal Development Plan is the development of the 'Fingal Coastal Way' a strategic greenway for pedestrians and cyclists along the coastal corridor from Howth to Balbriggan. It is noted that much of the coastal walk is already in place and it is possible for people to walk from Clontarf, around the Hill of Howth and on to Baldoyle [via Beach], Portmarnock, Malahide, Swords and Donabate. These walks, including the four Looped Walks and trail paths around Howth Head will form part of the overall 'Fingal Coastal Way'. An audit of these existing trails including 'rights of way' will form part of the planning and development of the strategic greenway of the 'Fingal Coastal Way'. Fingal County Council is currently moving ahead with the planning and environmental assessments required for the most critical link of the coastal way across the Malahide viaduct linking Malahide Demesne to Newbridge Demesne. Various community groups in the villages and towns of north Fingal are also actively developing walking trails in conjunction with Fingal County Council. The Fingal Walking Club organises and participates in regular walks along Fingal's coastal tracks, river valleys, towns and villages and the open countryside.

Fingal County Council recognises the development of recreational trails and associated services requires coordination and cooperation with and between stakeholders and landowners. The long-term success of this trail network and its development is dependent on a fully integrated approach.

In order to promote the development of a recreational trails network within the County, a Recreational Trails Plan shall be prepared by Fingal County Council in conjunction with relevant stakeholders, landowners and various interest groups within the lifetime of this Plan. This plan will set out the framework for future recreational trails development in the County. A Recreational Trails Committee with Fingal County Council as the lead agency is proposed to plan, develop, implement and market the recreational trail network within the County. This committee shall actively source funding to implement the strategic trail network. Funding sources can come from a variety of agencies including Fingal Leader Partnership, Failte Ireland, The Heritage Council, Department of Transport, Tourism and Sport, the National Lottery and the Local Authority.

The development of the recreational trails network within the County is proposed at three levels; i) the strategic level [eg.Fingal Coastal Way, the Liffey Valley area, and the Royal Canal Greenway], ii) town trails including Slí na Sláinte and iii) village trails. The success of these trails depends on a coordinated strategic framework set out in the Recreational Trails Plan.



The Recreational Trails Plan will build on the body of work currently being prepared by Fingal County Council in the development of recreational trails and associated standardised signage for such trails. Given the sensitivities of the coastal corridor and inland areas, location and design of trails will have to be carefully considered. Through careful siting, design, detailing and managed access, trails have the potential to relieve pressures from the sensitive biodiversity/ecological sites throughout the County. The Recreational Trails Plan will allow for the assessment of the wider environmental impacts of a countywide recreational trail network.

#### **Objective ED66**

Establish a Recreational Trails Committee within Fingal County Council to plan, develop and implement a recreational trail network throughout the County in association with relevant stakeholders, landowners and various community interest groups within the County.

#### **Objective ED67**

Develop a Recreational Trails Plan for the County in conjunction with relevant stakeholders, landowners and various community interest groups within the lifetime of this Plan. This plan shall set out a coordinated strategic framework for future recreational trail development in the County.

#### **Objective ED68**

Promote and facilitate the development of the Fingal Coastal Way from north of Balbriggan to Howth taking full account of the need to protect the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on European sites and species protected by law and ensure the integration of the Fingal Coastal Way with other strategic trails within Dublin City and adjoining counties. Prioritise the section between Baldoyle and Portmarnock where the current road design is particularly hostile to pedestrians and cyclists.

#### **Objective ED69**

Promote and facilitate the development of the Royal Canal Greenway taking full account of the need to protect the natural and cultural heritage of the canal route and the need to avoid significant adverse impacts on European site(s) and species protected by law and ensure the integration of the Royal Canal Greenway with other strategic trails in Fingal and in adjoining Local Authorities.

#### **Objective ED70**

Promote and facilitate the development of the Liffey Valley Greenway taking full account of the need to protect the natural and cultural heritage of the route and the need to avoid significant adverse impacts on European site(s) and species protected by law and ensure the integration of the Liffey Valley Greenway with other strategic trails in Fingal and in adjoining Local Authorities.

#### **Objective ED71**

Support walking groups and local communities to develop walking trails in towns and villages both for the enjoyment of local people and as an attractor for visitors to the area, promoting local economic development.



## Integrated Tourism Complexes

The Council will encourage the development of integrated tourism/leisure/recreational complexes in demesne type landscapes where such uses are consistent with the retention of such landscapes. The conservation of these assets into the future is essential and the Council recognises the need for the appropriate sustainable reuse of the buildings.

An integrated tourism/leisure/recreational complex should include a number of the following:

- Hotel and associated facilities, conference centre, golf course, equestrian centre, trekking centre, fitness centre, indoor/outdoor water facility, fishing facility, museums, nature trails, walking routes and associated facilities.
- It may also include tourist related residential and leisure retail which is ancillary to the main tourist attraction. The tourist related residential development shall be contained within the existing buildings and retained in single company ownership and shall not be sold off individually.

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

- The preservation/conservation of natural amenities on the site,
- The preservation/conservation of the heritage structures on the site,
- The retention of the open nature of the lands,
- Significant and intensive landscaping of the site.

### Abbeyville

The existing building complex is very extensive and accommodates a number of structures and attractive buildings in an extensive demesne type landscape. It is an exceptional site which, in the event of it no longer being suitable for residential use, could be reused to provide for future tourism, amenity and other recreational needs within the County. There is a need to examine options regarding the optimal re-use and refurbishment of the complex of buildings within the demesne setting, to ensure the future sustainable use of this important and unique resource.

The nature and extent of the facilities to be provided shall be determined primarily by the need to conserve the house and its surroundings, which are of major architectural importance, and the special landscape character and heritage features of the demesne.

An integrated tourism and recreational complex is encouraged on Abbeyville Demesne. This shall incorporate facilities which may include: Hotel / Conference Centre, Golf Course, Fitness Centre and at least one other extensive tourist/recreational facility. A strictly limited number of dwelling units, grouped in a courtyard type configuration, with the majority of the dwellings to be reserved for tourism use.

### Dunsoghly Castle

Consideration will be given to tourism related development at Dunsoghly Castle, in consultation with the appropriate government agencies, which has due consideration to the special significance of the site and where such development does not contain any residential element.



### Roganstown

It is proposed to facilitate the existing integrated tourism and recreational complex at Roganstown. The nature and extent of the facilities provided is confined by the primary use of the site for recreation and tourism use and the need to conserve the special landscape character and heritage features of the site.

### Tyrrelstown House

A hotel and/or leisure development is encouraged at Tyrrelstown House. Any development should protect the woodland and setting of this Protected Structure and include a Tree Preservation Order and/or a management agreement in relation to sensitive trees at Tyrrelstown.

### Hampton Demesne

Hampton Demesne, which is located to the east of Balrothery contains Protected Structure No. 91 (former outbuildings of Hampton Hall) and No.92 (six-bay two-storey house, former home of Hamilton family) respectively. An Integrated Tourism/Leisure development at Hampton Demesne will be facilitated where Hampton Hall, the associated buildings and attendant grounds are conserved and Protected Structures, special character and setting protected and additional improved pedestrian and cycling access to Castlelands is provided.

### Beech Park House

Beech Park House, located to the south-west of Clonsilla village contains the Protected Structure Nos.709 and 710 which comprise the 'former outbuildings of Beech Park house' and the 'house, lodge and gates'. Consideration will be given to a suitably scaled integrated tourism and recuperative centre at Beech Park House. The nature and extent of the facilities shall be determined primarily by the need to conserve the house, lodge and courtyard and their surroundings, which are of major architectural importance, and the special landscape character and heritage features of the land.

#### Objective ED72

Facilitate, where appropriate, the conversion of former demesnes and estates and their outbuildings into integrated tourist, leisure and recreational complex type developments subject to architectural conservation best practice and proper planning and sustainable development, having regard to protecting the demesne type landscape and existing natural features, and providing improved pedestrian access, where appropriate.

## 6.10 Agri-Food Sector

The agri-food sector has been credited with playing an integral role in the national economic recovery in recent years. The sector is the country's largest indigenous industry, with an estimated turnover of €26 billion and providing 170,000 jobs or 9% of the total employment figure<sup>41</sup>. The sector makes a significant contribution to employment in rural areas, being a pivotal source of enterprise creation and opportunities. The sector has particularly appealing characteristics in that its supply chain is labour intensive in the local economy while its output

<sup>41</sup> Action Plan for Jobs 2015, January 2015, Department of Jobs, Enterprise and Innovation, pg 115.



is primarily for export. This means that it is rich in employment locally but can harness growth opportunities globally.

Reflective of the growing importance and economic potential of the sector, a strong policy emphasis has been placed on the sector in recent years through a number of national frameworks issued by the Department of Agriculture, Food and the Marine including *Food Harvest 2020: A Vision for Irish agri-food and fisheries*, *Milestones for Success 2014*, which charts the achievements of the former, and most recently *Food Wise 2025: A 10-year Vision for the Irish agri-food industry*. Food Wise 2025 sets out a strategic plan for the coming decade, covering the period of the Plan, and focusses on opportunities to increase primary production, exports, add value to the products within the sector, and create 23,000 additional jobs throughout the sector. The sector is broadly described as encompassing everything from primary agriculture to food and beverage production, from fisheries and fish processing to forestry and forestry outputs<sup>42</sup>. Of the unique nature of the sector, Food Wise comments: *'Its strategic importance to the Irish economy, its roots in local communities and its strengthening global reach (the industry provides quality, safe and nutritious food to consumers in at least 175 countries around the world) make it a sector unlike any other'*<sup>43</sup>.

Fingal is the principal County within the Dublin region for agricultural activities, and has a national reputation for its horticultural sector. The agricultural profile of the County is characterised by mainly tillage and beef production operators, with a number of horticultural farms engaged in specialist fruit and vegetable production. In 2009, Dublin was identified as the most important County in a national context (with Fingal being the main producer of the four Dublin local authorities) for field vegetable production, with 2,157 ha in field vegetables representing 47% of the national production<sup>44</sup>. Dublin's importance in the production of soft fruit and protected vegetables (including tomatoes, lettuce, cucumbers, peppers and other vegetables grown under glass and polythene structures) is also evident, when in 2012, Dublin accounted for 25% of all soft fruit production and 69% of all protected vegetable production in the country.<sup>45</sup>

Of importance in considering the building requirements of the sector, Dublin was also identified as having the highest area of glasshouses in the country, with 72 hectares of glasshouses (73% of total glasshouse area); the highest area of polythene tunnels, with 50 hectares of polythene (37% of total polythene area)<sup>46</sup> and the highest storage capacity including for pack houses and cold storage units.

Fingal is home to some of the country's most successful horticultural based businesses and clusters of activity. These include Keelings at Roslin, north of Dublin Airport, Country Crest at Lusk and Dennigan's at Oldtown. Keelings is Ireland's largest horticultural business, and its base is the focus of a large, integrated sustainable food-centric business and logistics hub for the domestic and export markets. Country Crest is an agri-food business which is one of the biggest growers and suppliers of potatoes and onions to Ireland's key multiples. Dennigan's is the largest suppliers of potatoes in the country and has developed a significant distribution and logistics business. Having regard to the horticultural profile of the County outlined above, Fingal is excellently placed to meet the targets included in Food Wise 2025, for the benefit of the national economy but also for significant benefit of Fingal's local economy.

<sup>42</sup> *Food Wise 2025: A 10-year Vision for the Irish agri-food industry*, July 2015, Department of Agriculture, Food and the Marine, pg 1.

<sup>43</sup> As above.

<sup>44</sup> *National Field Vegetable Census 2009*, 2009, Dept of Agriculture, Food and the Marine, and Bord Bia.

<sup>45</sup> *National Soft Fruit and Protected Vegetable Census 2013*, 2013, Dept of Agriculture, Food and Marine, and Bord Bia, pg 6.

<sup>46</sup> As above, pg 27.



**Objective ED73**

Engage and collaborate with key stakeholders, relevant agencies, sectoral representatives and local communities to develop the agri-food sector in Fingal, to promote and showcase the agri-food sector, including supporting events such as the Flavours of Fingal, and to ensure that the economic potential of the sector is secured for the benefit of the local economy, and national economy.

**Objective ED74**

Ensure the economic benefits associated with promoting the County's agri-food sector are balanced with due consideration for the conservation and protection of the rural environment.

**Objective ED75**

Promote the growth of the agri-food sector in Fingal by responding to the varying needs and requirements of the different components within the sector and by creating high quality built environments offering a range of building sizes and formats, supported by the targeted provision of necessary infrastructure.

**Objective ED76**

Encourage and provide opportunities specifically linked to food, horticulture, agriculture and the development of value added opportunities in these areas.

Section 6.11 outlines policy and objectives relevant to the Marine economic sector, including fisheries. Chapter 5 Rural Fingal contains more detailed information, policies and objectives on the other elements of the rural economy such as agriculture and farming, rural based tourism, rural economic diversification, and enterprise in rural villages.

**Objective ED77**

Develop a strategy for young persons healthy eating in concert with local growers in North County Dublin highlighting cost effective and convenient healthy eating recipes and habits for young people in order to connect young people with the local growing industry and to promote healthy and active living.

## 6.11 Marine Sector

The marine sector is identified as an important aspect of the national economy, and one with growth potential. The country has some of the largest and most valuable fisheries in Europe, is an ideal location for shellfish and seaweed aquaculture, and offers spectacular tourism and leisure opportunities and a rich maritime culture and heritage<sup>47</sup>.

The marine sector of Fingal's local economy is diverse, and comprises activities related to traditional fishing and food production, such as fish and fish products processing and preserving: fish, crustaceans and molluscs retailing and wholesale distribution. The sector also includes activities associated with the building, repair and maintenance of fishing craft and marine equipment, water transport services, and water-based recreational and educational services.

In 2013, Bord Iascaigh Mhara (BIM) recorded a range of enterprises in the marine sector principally in coastal towns: for example, Howth and Balbriggan both performed strongly in

<sup>47</sup> Action Plan for Jobs 2015, Department of Jobs, Enterprise and Innovation, January 2015, pgs 118-119.



fishing, processing, retailing and recreation activities, while Skerries had retailing and processing enterprises, Malahide had marine/ craft manufacturing and sea transport businesses, and Donabate had a marine/ craft manufacturing business. There were also some in-land marine enterprises including wholesale distribution, identified in Swords, Lusk, Rathbeale and Garristown<sup>48</sup>. Rockabill Seafood Ltd. in Balbriggan is a well-established and leading fish processing plant supplying the domestic and international markets.

In addition to marine enterprises, the infrastructure such as marinas, fishing ports and harbour facilities are important economic assets to the County. While the economic strategy for the marine sector is to encourage enterprise creation and employment growth, as coastal locations are among the most sensitive in Fingal, proposals for economic development will need to be balanced against environmental considerations. For example, where there is increasing demand for marinas and jetties to meet recreational requirements, their use will need to be carefully managed to prevent conflict between recreational activities and the primary function of the County’s harbours.



**Objective ED78**

Support the existing diverse nature of the marine sector in Fingal, and identify and promote sustainable growth opportunities, while protecting European sites. This shall be achieved through engagement and partnership with the relevant agencies, sectoral representatives and local communities.

**Objective ED79**

Develop a strategy for the future development of harbours in Fingal to service the seafood industry with key stakeholders and all interested parties. The strategy will be subject to Screening for Appropriate Assessment and SEA.

**Objective ED80**

Ensure that proposals for economic development associated with the marine sector are cognisant of the sensitivities of many of Fingal’s coastal locations and that relevant environmental issues are appropriately considered.

<sup>48</sup> *Strategy for Small and Fishing Dependent Communities in counties Louth, Meath and Dublin*, Bord Iascaigh Mhara, November 2013, pgs 30-31.



**Objective ED81**

Promote opportunities for enterprise and employment creation in marine tourism where it can be demonstrated that the resultant development will not have a negative impact on the receiving marine environment.

**Objective ED82**

Undertake a feasibility study of the Fingal coastline to identify potential sites to accommodate marina development relevant to recreational pursuits and requirements. As part of the study the impact on the receiving marine environment, including the coastline, will be assessed and Screening for Appropriate Assessment and SEA undertaken.

## 6.12 Location of Employment

### Overview

The selection of appropriate locations for employment uses within Fingal is determined by the principles of proper planning and sustainable development, which is a core component of the economic strategy for the County. The Plan's policy and objectives associated with sustainable economic development are outlined in Section 6.2 and include appropriately locating intensive employment uses adjacent to public transport networks, and where appropriate, residential developments; encouraging existing economic clusters and developing new clustering opportunities; and, regenerating inefficiently performing business and industrial parks, land, and buildings.

The locations for employment development are also informed by the requirements of the *Regional Planning Guidelines for the Greater Dublin Area 2010-2022* (RPGs), which provides the Settlement Hierarchy for the County.

### Settlement Hierarchy

The Settlement Hierarchy for the County and the specific requirements of the RPGs for Fingal are presented in Chapter 2 of the Plan. The RPGs identify a Metropolitan Area and a Hinterland Area within Fingal, and define specific policies relevant for each Area.

**Objective ED83**

Ensure there are sufficient quantum and appropriate types of lands zoned for commercial, enterprise and/ or industrial uses in urban and rural located centres in accordance with the Settlement Hierarchy.

### Metropolitan Area

The Metropolitan Area comprises the majority of the southern part of the County, running from Blanchardstown in the west to Howth in the east. The area includes key urban centres in Fingal of Swords, Blanchardstown and Donabate, and the settlements adjacent to the administrative boundary with Dublin City that are within the influence of the Dublin Gateway designation of the RPGs. Dublin Airport is also located within the area.







Swords and Blanchardstown are identified as Metropolitan Consolidation Towns. These towns currently include some of the largest employers in Fingal and are the strategic focus of a range of services such as retailing, healthcare, administration and higher education.

Reflective of the current performance of these two high-functioning employment location centres, there are a number of existing business and industrial parks in both the Swords and Blanchardstown areas. In Swords, these include Airside and Swords Enterprise Centres, North Dublin Corporate, Swords and Seatown Business Parks, and Balheary, Feltrim and Swords Industrial Parks. The wider Blanchardstown 15 area performs particularly strongly with existing clusters of employment centres across Blanchardstown, Corduff and Mulhuddart. These include Ballycoolin, Millennium, Hollywood, Rosemount, Northwest, and Westpoint Business Parks, College Business and Damastown Technology Parks, and Damastown, Coolmine and Blanchardstown Industrial Parks.

Donabate is defined as a Moderate Sustainable Growth Town, and has experienced population growth in recent years, and is served by high-capacity public transport links to Dublin city. Donabate is envisaged as performing a strong role for continuing future growth as a well-served commuter location. There are a number of existing parks in Donabate, including Redleaf, Roseville, Swords North and Turvey Business Parks.

The consolidating areas associated with the Dublin Gateway include locations such as Baldoyle, Sutton, Portmarnock, Howth and Malahide which primarily function as self-sustaining settlements where the economic activities are aimed at meeting the locally generated demand for services, with Howth and Malahide demonstrating a wider range of economic functions due to their performance as centres for tourism and marine activities. Baldoyle has two key employment centres, at Baldoyle Industrial Estate and Kilbarrack Industrial Estate, both providing significant employment for the wider area. The key employment area for commercial activity in Malahide is Broomfield Business Park.

The southern part of the County comprises locations such as Charlestown, Meakstown, Ballymun, Santry, Clonshaugh, Belcamp, and Balgriffin is a developing area, with a mix of residential communities and expanding employment locations. Its employment growth is not associated with an existing established settlement and as such there are employment parks across the Fingal and Dublin City boundary. The growth pattern is linear in extent with strong functional linkages to the M50. There are a number of existing parks in this southern part of the County including Clonshaugh Business Park, and Clonshaugh, Airways and Santry Hall Industrial Parks.

In relation to the economic strategy for the Metropolitan Area, Swords and Blanchardstown will continue to function as the primary centres for economic development and for essential supporting infrastructure provision. The economic base of Donabate will be strengthened and diversified, and as a Moderate Growth Town on a rail network will continue to grow and function as a commuter location. The Dublin Gateway Consolidation areas and the lands within the southern part of the County will follow a policy of consolidation, with their economic performance being strengthened to maximise on their competitive advantages due to geographic location, unique features and infrastructural provision.

#### Objective ED84

Support economic growth within the Metropolitan Area through consolidating, strengthening and promoting the strategic importance of the major urban centres of Swords and Blanchardstown and of key employment locations such as Dublin Airport and Dublin 15.

#### Objective ED85

Ensure that settlements and locations within the Metropolitan Area pursue development policies of consolidation, and maximise their economic strengths and competitive advantages such as tourism and marine sectoral activities in Malahide and Howth, while the lands within the southern part of the County maximise their economic potential through the strong functional linkages to the M50.

### Hinterland Area

The Hinterland comprises the northern part of the County, and the majority of Fingal's rural areas. The largest town in the Area is Balbriggan, designated as a Large Growth Town II, which functions as the primary town for service and employment delivery for an established catchment, including a wide rural area in the north of the County. There are a number of existing business and industrial parks in the Balbriggan area including Balbriggan Business Campus, Fingal Bay, KVS, and M1 Business Parks, Balbriggan and Stephenstown Industrial Parks. The Beat Enterprise and Development Centre (BEAT) is an incubator centre for new business ventures and provides a range of services to start ups and developing business.

The other main towns in the Hinterland Area are Lusk, Rush and Skerries. Each of these towns has seen substantial population growth, with rail connectivity to Dublin City an important factor in the scale of their development. Importantly, these towns have not experienced levels of sustainable employment development that would be desirable following such population expansions. The area also contains the Small Towns of Balrothery and Loughshinny and a series of rural villages.



In relation to the economic strategy for the Hinterland Area, Balbriggan will continue to function as the primary centre for economic development and for essential supporting infrastructure provision. The economic bases of Lusk and Rush will be strengthened and diversified, and as Moderate Growth Towns in proximity to a rail network will continue to grow and function as commuter locations. Economic development for Skerries will follow a policy of consolidation, with its economic performance being strengthened to maximise on its competitive advantages due to coastal location and rich architectural heritage. The economic development of the remaining small towns and rural villages will develop in an appropriately scaled manner so as to be self-sufficient.

#### Objective ED86

Support economic growth within the Hinterland Area through strengthening and promoting the importance of Balbriggan as the major urban centre and directing appropriately scaled growth opportunities into the other urban centres in the area.

#### Objective ED87

Ensure that settlements and locations within the Hinterland Area follow policies of directional development to ensure that the required economies of scale are achieved in specific centres such as Balbriggan, and that other lower tier settlements perform to their economic strengths and competitive advantages such as Skerries and Rush for tourism and marine activities.

## 6.13 Land Use Zonings and Sectoral Building Requirements

### Types of Economic Development Zonings

Chapter 11 Land Use Zonings of the Development Plan contains the vision, objectives and matrices associated with each land use zoning. There are 21 land use zonings, 9 of which will facilitate different forms of enterprise generation and employment creation. These land use zonings feature in the *Fingal Development Plan 2011-2017*, and are considered to have continuing relevance and applicability to the current Plan period. These economic development associated zonings include:

- i. General Employment GE
- ii. High Technology HT
- iii. Heavy Industry HI
- iv. Dublin Airport DA
- v. Metro Economic Corridor ME
- vi. Warehousing and Distribution WD
- vii. Retail Warehouse RW
- viii. Rural Business RB
- ix. Food Park FP

In addition to these economic development land use zonings, there is significant potential for enterprise and employment generation for the business and professional services sectors, and in the retail sector that can be accommodated within the Major Centre MC, Town Centre TC, and Local Centre LC land use zonings.



Table 6.3 below presents the economic development zonings, the zoning objective associated with each, and the total amount of each zoning for the Plan period.

**Table 6.3 Economic Development Zonings to be updated as per rezonings**

Zoning	Objective	Total Amount Zoned (Ha)
DA – Dublin Airport	<i>Ensure the efficient and effective operation and development of the airport in accordance with an approved Local Area Plan.</i>	1024
FP – Food Park	<i>Provide for and facilitate the development of a Food Industry Park.</i>	192
GE - General Employment	<i>Provide opportunities for general enterprise and employment.</i>	1850
HI – Heavy Industry	<i>Provide for heavy industry</i>	293
HT – High Technology	<i>Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.</i>	685
ME – Metro Economic Corridor	<i>Facilitate opportunities for high density mixed use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development within the Metro Economic Corridor.</i>	390
RB – Rural Business	<i>Provide for and facilitate rural-related business which has a demonstrated need for a rural location.</i>	92
RW – Retail Warehousing	<i>Provide for retail warehousing development</i>	30
WD – Warehousing and Distribution	<i>Provide for distribution, warehouse, storage and logistics facilities which require good access to a major road network within a good quality environment.</i>	18

#### Objective ED88

Prepare Local Area Plans or Masterplans where indicated on economic development generating lands in collaboration with key stakeholders, relevant agencies and sectoral representatives. Screening for Appropriate Assessment and SEA will be undertaken on any forthcoming LAP's and Masterplans.

#### Objective ED89

Prepare and/or implement the following Local Area Plans during the lifetime of this Plan:

- Rowans Little (see Map Sheet 2, LAP 2.A)
- Lissenhall (see Map Sheet 8, LAP 8.A)
- Lissenhall East (see Map Sheet 8, LAP 8.B)
- Dublin Airport (see Map Sheet 11, LAP 11.A)
- Cloghran (see Map Sheet 11, LAP 11.B)
- Turnapin (see Map Sheet 11, LAP 11.C)
- Dardistown (See Map Sheet 11, LAP11.D)
- Cherryhound (See Map Sheet 12, LAP12.A)
- Navan Road Parkway (see Map Sheet 13, LAP 13.B)



**Objective ED90**

Prepare and/or implement the following Masterplans during the lifetime of this Plan:

- Ballymadun (See Map Sheet 3, MP 3.A)
- Coolatrath (See Map Sheet 3, MP 3.B)
- Barberstown (See Map Sheet 3, MP 3.C)
- Folkstown Little (See Map Sheet 4, MP 4.E)
- Stephenstown (See Map Sheet 4, MP 4.D)
- Milverton (See Map Sheet 5, MP 5 D)
- Whitestown (See Map Sheet 6B, MP 6.E)
- Turvey (See Map Sheet 7, MP 7.A)
- Estuary West (See Map Sheet 8, MP 8.A)
- Estuary Central (See Map Sheet 8, MP 8.B)
- Estuary East (See Map Sheet 8, MP 8.C)
- Watery Lane (See Map Sheet 8, MP 8.D)
- Seatown North (See Map Sheet 8, MP 8.E)
- Seatown South (See Map Sheet 8, MP 8.F)
- Crowscastle (See Map Sheet 8, MP 8.J)
- Dublin Airport Central Masterplan (See Map Sheet 11, MP 11.A)
- Dubber (See Map Sheet 11, MP 11.B)
- Clonshaugh West (See Map Sheet 11, MP 11.C)
- Clonshaugh East (See Map Sheet 11, MP 11.D)
- Northwood (See Map Sheet 11, MP 11.E)
- Kilshane (See Map Sheet 12, MP 12.A)

**Objective ED91**

Consider the allocation of various sizes of land parcels for economic development land use zonings in order to cater for a wide range of employment and enterprise formats.

**Locations of Economic Development Zonings**

The following sections include additional objectives to those included in Chapter 11 Land Use Zonings for the economic development zonings having regard to the specific locations where these zonings are applied.

**General Employment GE**

The purpose of the General Employment (GE) zoning is to facilitate opportunities for general employment uses and compatible forms of industry, logistics and warehousing. The GE zoning is the largest economic development zoning in Fingal with over 1,850 ha of GE zoned lands located principally in Blanchardstown and Balbriggan, with notable zonings in locations such as Dardistown, Cloghran, and Baldoyle.

Within the lifetime of the Development Plan, it is intended to prepare LAPs on GE zoned lands at Cherryhound and Cloghran (also on lands at Rowan's Little that are jointly zoned as GE and HT), and to prepare Masterplans for GE zoned lands located at Turvey, Dubber, Kilshane, Folkstown Little, Stephenstown, Milverton, Rush, Lusk and Ballymadun (Ashbourne).



**Objective ED92**

Prepare LAPs and Masterplans within the lifetime of the Development Plan for strategically important General Employment zoned lands in collaboration with key stakeholders, relevant agencies and sectoral representatives. The Masterplans at Turvey, Milverton and Ballymadun will include a detailed flood risk assessment.

**Objective ED93**

Encourage high quality sustainable design, permeability and pedestrian and/ or cyclist friendly environments within General Employment zoned areas.

**High Technology HT**

The purpose of the High Technology (HT) zoning is to facilitate opportunities for major office, science and technology, and research and development based employment within high quality, highly accessible, campus style settings. The HT zoning is one of the most important economic development zonings in Fingal with just over 685 ha of HT zoned lands located principally in Blanchardstown and Swords, supplemented with significant zonings at Dublin Airport and along the southern boundary of the County with Dublin City.

Within the lifetime of the Development Plan, it is intended to prepare an LAP for lands zoned as HT and GE at Rowan's Little (noted above) and Lissenhall East, and to prepare two Masterplans for HT zoned lands at Clonshaugh.

A Local Area Plan will be prepared for the following area:

- Lissenhall East (See Map Sheet 8: LAP 8.B)

A Masterplan will be prepared for the following areas:

- Clonshaugh West (See Map Sheet 11, MP 11.C)
- Clonshaugh East (See Map Sheet 11, MP 11.D)
- Dublin Airport Central Masterplan (See Sheet 11, MP 11.A)
- Crowscastle (See Sheet 8, MP 8.J)

**Objective ED94**

Prepare LAP's and Masterplans within the lifetime of the Development Plan for strategically important High Technology zoned lands in collaboration with key stakeholders, relevant agencies and sectoral representatives.

**Objective ED95**

Encourage the development of corporate offices and knowledge based enterprise in the County on High Technology zoned lands and work with key stakeholders, relevant agencies and sectoral representatives to achieve such development.

**Dublin Airport Central Masterplan**

Additionally, the Council, in collaboration with the DAA, will review where appropriate the *Dublin Airport Central Masterplan* for strategically located lands adjacent to the airport on HT zoned lands. The Masterplan will be a framework for the creation of a high quality commercial development comprising predominantly office accommodation, supplemented with hotel and ancillary uses, to be delivered on a phased basis.



### Dublin 15 Enterprise Zone

The Dublin 15 Enterprise Zone is a Council initiative comprising lands in Blanchardstown, Mulhuddart, Damastown, Ballycoolin and Cherryhound that contain some twenty Business Parks and the ITB. The Dublin Enterprise Zone includes a mix of High Technology HT and General Employment GE zoned lands. Fingal County Council is committed to continued investment in, and management and promotion of the Dublin 15 Enterprise Zone.

#### Objective ED96

Support the continued investment in, and management and promotion of the Dublin 15 Enterprise Zone in collaboration with key stakeholders, relevant agencies and sectoral representatives.

### Heavy Industry HI

The purpose of the Heavy Industry (HI) zoning is to facilitate opportunities for industrial uses, activities and processes that may cause or result in adverse conditions to appropriate locations. Within the Development Plan, there are 293 ha of lands zoned for HI purposes, primarily located in the vicinity of the Huntstown Quarry in northeast Blanchardstown.

### Dublin Airport DA

The Dublin Airport (DA) zoning is a unique economic development zoning within Fingal, comprising an extensive area of some 1,024 ha. The DA zoning covers all the operational buildings and lands associated with the airport and runways. Within the lifetime of the Development Plan, the Council will prepare a LAP for Dublin Airport that will outline the future vision for the airport, examine its operational requirements and the associated environmental effects.

#### Objective ED97

Prepare the Dublin Airport Local Area Plan within the lifetime of the Development Plan in collaboration with key stakeholders, relevant agencies, sectoral representatives and local communities.

### Metro Economic ME

The Metro Economic (ME) zoning is a specific zoning created to respond to the provision of the Metro rail connection from Dublin City to Swords via Dublin Airport. The purpose of the zoning is to facilitate opportunities for high density mixed use employment, commercial and residential along and adjacent to the Metro route through the County. The ME zoning is one of the largest economic development zonings in Fingal with 390 ha of ME zoned lands located principally in Santry/ Ballymun and in strategic locations in the Swords area, including the strategic land bank at Lissenhall.

Within the lifetime of the Development Plan, it is intended to prepare a LAP at Lissenhall and a number of Masterplans for ME zoned lands located at Estuary West, Estuary Central and Estuary East Northwood, Seatown North and Seatown South and Watery Lane.

A Local Area Plan will be prepared for the following areas:

- Lissenhall (See Map Sheet 8: LAP 8.A)



Masterplans will be prepared for the following areas:

- Estuary West (see Map Sheet 8: MP 8.A)
- Estuary Central (See Map Sheet 8: MP 8.B)
- Estuary East (See Map Sheet 8: MP 8.C)
- Watery Lane (See Map Sheet 8: MP 8.D)
- Seatown North (See Map Sheet 8: MP 8.E)
- Seatown South (See Map Sheet 8: MP 8.F)
- Northwood (See Map Sheet 11: MP 11.E)

#### Objective ED98

Prepare Local Area Plans and Masterplans within the lifetime of the Development Plan for strategically important Metro Economic zoned lands in collaboration with key stakeholders, relevant agencies and sectoral representatives.

#### Objective ED99

Protect the integrity of the Metro Economic corridor from inappropriate forms of development and optimise development potential in a sustainable and phased manner.

#### Objective ED100

Ensure high quality urban design proposals within the Metro Economic zoning, incorporating exemplary public spaces, contemporary architecture and sustainable places within a green landscape setting.

### Warehousing and Distribution WD

The purpose of the Warehouse and Distribution (WD) zoning is to facilitate enterprise opportunities associated with distribution, warehouse, storage and logistics activities.

#### Objective ED101

Prepare a Masterplan within the lifetime of the Development Plan for Warehouse and Distribution zoned lands in collaboration with key stakeholders, relevant agencies and sectoral representatives.

#### Objective ED102

Encourage large-scale distribution activities to locate within areas zoned WD.

#### Objective ED103

Ensure that sufficient land is reserved around site boundaries, in both individual sites and industrial parks to accommodate landscaping which will soften the visual impact and reduce the biodiversity loss of the development and improve the quality of the environment.

### Retail Warehouse RW

The purpose of the Retail Warehouse (RW) zoning is to facilitate enterprise opportunities associated with the sale of bulky comparison goods in high quality and easily accessible locations. Within the Development Plan, there are over 30 ha of lands zoned for RW purposes, located in Swords and Ballymun. Policy relating to the location of new retail warehousing is outlined in greater detail in Section 6.8 Retail Sector above.





## Rural Business RB

The purpose of the Rural Business (RB) zoning is to facilitate enterprise opportunities associated with rural-related businesses requiring a rural location. Within the Development Plan, there are over 92 ha of lands zoned for RB purposes located in locations such as Lusk, Rush, Ward Lower, and Blake’s Cross. Policy relating to the location of rural business enterprises is outlined in greater detail in Chapter 5 Rural Fingal.

## Food Park FP

The purpose of the Food Park (FP) zoning is to facilitate enterprise opportunities associated with preparation, processing, packaging, storage and distribution of mainly horticultural products. Within the Development Plan, there are over 192 ha of lands zoned for FP purposes, primarily located to the north and northwest of Dublin Airport. Within the lifetime of the Development Plan, it is intended to prepare Masterplans for FP zoned lands at Coolatrath and Barberstown.

Masterplans will be prepared for the following areas:

- Coolatrath (see Map Sheet 3: MP 3.B)
- Barberstown(See Map Sheet 3: MP 3.C)

### Objective ED104

Prepare Masterplans within the lifetime of the Development Plan for Food Park zoned lands in collaboration with key stakeholders, relevant agencies and sectoral representatives. The Masterplan for lands at Coolatrath will include a detailed flood risk assessment.

## Sectoral Building Requirements

The economic sectors outlined above have varying building requirements that the Development Plan needs to be able to anticipate and respond to.

### Office Accommodation

A demand for office accommodation is required by a number of economic sectors including the traditional business sector with professional services, financial services, Information Communications Technology, design and research elements of manufacturing, Research Development & Innovation, and different aspects of the aviation sector. Depending on the size of the enterprise, office accommodation in a wide range of formats, sizes, arrangements and locations can be required.

The vision for larger schemes of office accommodation, including those clustering to form business parks, is to provide high quality physical environments for business, improve the attractiveness of workplaces in Fingal and thereby increase the County’s competitiveness. Proposals for office accommodation should refer to the development standards outlined in Chapter 12. The development standards seek to achieve high quality design, visual continuity and pedestrian and cycle friendly environments whilst ensuring the efficient functioning of such business locations.



**Objective ED105**

Ensure that a broad range of office accommodation, in terms of size, scale, format and arrangements, is provided for to adequately respond to enterprise requirements in different economic sectors.

**Objective ED106**

Ensure that proposals for office development demonstrate regard to the relevant development standards.

**Incubation Units, Workshops, Starter Units and Home Working**

The provision of adequate economic development infrastructure is important in creating the conditions conducive to enterprise generation and employment creation. In addition to typical office accommodation, specialised buildings such as incubation units, workshops and business starter units can provide SME and business start-ups with an appropriate base to engage in the production, research and enterprise activities in sectors such as manufacturing, research and development, the green economy and clean technology.

Co-working is a style of work that involves a shared working environment, often an office, and independent activity. Unlike in a typical office environment, those co-working are usually not employed by the same organisation. The concept of co-working is suitable for start-ups, entrepreneurs and freelancers. Opportunities exist where vacant/underused properties are available and can be used for co-working. The Council will support the concept of co-working, where appropriate.

Additionally, small scale home based economic activity can be appropriate for self-employed persons or a business with a small number of employees. Once these enterprises do not have a negative impact on the amenities of an area, the Council will support their provision as part of the building formats available to meet the needs of different types of enterprises. Proposals for these building formats should refer to the development standards outlined in Chapter 12.

**Objective ED107**

Promote the provision of workspace units, including co-working suitable for SMEs and start-up companies and freelancers in general and with particular emphasis on ensuring their provision within large schemes to offer opportunities associated with clustering and networking.

**Objective ED108**

Support the provision of home based economic activity that is subordinate to the main residential use of a dwelling and that does not cause injury to the amenities of the area.

**Industrial and/ or Manufacturing Units**

A demand for industrial and/ or manufacturing units is required by a number of economic sectors including the manufacturing sector, including healthcare and pharmaceutical related activities. Depending on the size of the enterprise, industrial and manufacturing accommodation in a range of formats, sizes, arrangements and locations can be required. Indeed, over the current Development Plan period demand is likely to emanate from the data centre, bio-pharmaceutical, food production and logistics activities that require specific facilities to meet their exacting requirements.



In similarity with the vision for business parks referred to above, the Council's intention is to provide high quality physical environments for industry, improve the attractiveness of workplaces in Fingal and thereby increase the County's competitiveness. Proposals for industrial and/ or manufacturing accommodation should refer to the development standards outlined in Chapter 12.

#### Objective ED109

Ensure that a range of industrial and/ or manufacturing units, in terms of size, scale, format and arrangements, is provided for to adequately respond to enterprise requirements in different economic sectors.

#### Objective ED110

Proactively respond to the needs of enterprises undertaking pharmaceutical, data centre, food production and logistics activities that require bespoke building facilities to meet their specific manufacturing requirements.

#### Objective ED111

Ensure that proposals for industrial and/ or manufacturing buildings demonstrate regard to the relevant development standards.

#### Objective ED112

Encourage better integration of industrial areas into the urban fabric of the County, resolving tensions between uses and enhancing the security and permeability of industrial areas for pedestrians and cyclists as well as businesses.

### Distribution and/ or Logistics Units

A demand for distribution and/ or logistics units is required by economic sectors including the manufacturing sector, elements of the aviation sector, and elements of the retail sector. Depending on the size of the enterprise, distribution and/ or logistics units in a range of formats, sizes, arrangements and locations can be required.

In similarity with the vision for industrial parks, the Council's intention is to provide high quality physical environments associated with the distribution and logistical activities. Proposals for distribution and/ or logistics accommodation should refer to the development standards outlined in Chapter 12.

#### Objective ED113

Encourage developments which are likely to generate significant levels of freight traffic to locate close to the existing County or national road network having regard to the DOECLG's *Spatial Planning and National Roads Guidelines for Planning Authorities* (2012).

### Local Support Facilities

It is appropriate for small scale support facilities to be located within employment areas. These are aimed at providing accessible services and facilities for employees within the immediate area and would be restricted to the size necessary to serve the local employees. Uses such as restaurants, cafes, childcare facilities, convenience retail units are considered to be suitable. It is important that such facilities are not of an excessive scale or range that would impact on the viability of existing local centres.



**Objective ED114**

Facilitate Local Support Facilities at identified locations providing a small range of uses to serve the needs of employees.

**Objective ED115**

Encourage the provision of Local Support Facilities to serve the needs of the employees within major employment areas.





# Movement and Infrastructure

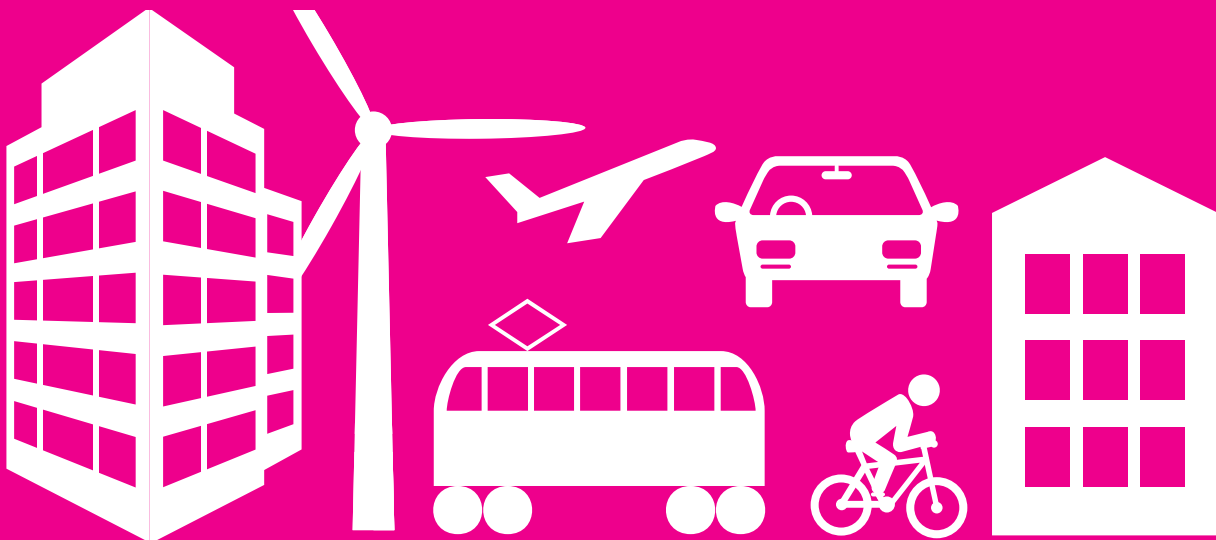
## Chapter 7

## CHAPTER 7

# MOVEMENT AND INFRASTRUCTURE

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## CHAPTER 7

# MOVEMENT AND INFRASTRUCTURE

## 7.1 Transportation

### Background – The Need to Travel

It is the function of the transport system to cater for the travel needs of people and businesses, consistent with the broader policies of the Plan. A safe, efficient, effective and sustainable transportation system is essential to the future economic, social and physical development of Fingal. While it is clear that walking, cycling and public transport are the most sustainable modes of transport, it is also clear that some essential travel will continue to be made by cars and goods vehicles.

### Statement of Policy

- Promote and facilitate movement to, from, and within the County of Fingal, by integrating land use with a high quality, sustainable transport system that prioritises walking, cycling and public transport.
- Provide an appropriate level of safe road infrastructure and traffic management, in particular to support commercial and industrial activity and new development.
- Work with all relevant stakeholders to seek a reduction in greenhouse gas emissions from transport.

### Policy Context

There are a number of National and Regional Policies and Plans which provide a context for the Council's transportation strategy and policies as follows:

- *Building on Recovery: Infrastructure and Capital Investment 2016-2021,*
- *The National Spatial Strategy 2002-2020,*
- *The Regional Planning Guidelines for the Greater Dublin Area 2010-2022,*
- *Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020.*

### Building on Recovery: Infrastructure and Capital Investment 2016-2021

The recently published Government Capital Programme includes a number of transport investments that are of critical importance to Fingal. In particular, the programme includes a proposed new Metro North which will start construction in 2021 and will be in operation by 2026/2027. It also includes the first phase of the DART Expansion Programme with the extension of DART to Balbriggan and with design and planning to progress for expansion of DART services to Maynooth. The DART underground project, which remains a key element of integrated transport for the Greater Dublin Area, will be redesigned to provide a lower cost technical solution, whilst retaining the required rail connectivity. There will be funding for further upgrading of Quality Bus Corridors and completion of the Dublin City Centre Resignalling Programme.

### Fingal North Dublin Transportation Study

The National Transport Authority (NTA) commissioned consultants to conduct the *Fingal / North Dublin Transportation Study* which examined the medium-long term needs of the Dublin City –



Dublin Airport – Swords corridor. The results of this informed the Transport Strategy for the Greater Dublin Area which the NTA has submitted to the Minister for Transport.

### **Transport Strategy for the Greater Dublin Area 2016-2035**

This Strategy provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area up to 2035. The Strategy presents the transport requirements for the GDA based on principles of effective, efficient and sustainable travel.

### **Smarter Travel – A Sustainable Transport Future 2009-2020**

This document aims to deliver a sustainable transport system as an important dimension of the climate change agenda. The Government reaffirms its vision for sustainability in transport and sets out five key goals: (i) to reduce overall travel demand, (ii) to maximise the efficiency of the transport network, (iii) to reduce reliance on fossil fuels, (iv) to reduce transport emissions and (v) to improve accessibility to transport and improve our quality of life.

### **National Cycle Policy Framework 2009-2020**

This document sets out actions to deliver a new culture of cycling in Ireland by 2020, with 10% of all trips to work being made by bicycle within the next twelve years. It has 19 clear objectives based on interventions in planning, infrastructure, communication, and education.

### **NTA Greater Dublin Area Cycle Network Plan**

This plan sets out a ten year cycling strategy for Dublin, Kildare, Meath and Wicklow and was published by the NTA in 2013. The plan is to increase the region's cycle network fivefold in length to 2,840 kilometres. It includes a trebling of the existing network in urban areas from 500 kilometres to 1485 kilometres in length and over 1300 kilometres of new connections between towns in rural areas. The routes will include greenways, cycle paths, cycle lanes and roads with low levels of traffic and will inform the next decade of investment in cycling.

### **Design Manual for Urban Roads and Streets**

The *Design Manual for Urban Roads and Streets (DMURS)* sets out design standards for urban roads and streets which balance the “place function” (i.e. the needs of residents and visitors) with the “transport function” (i.e. the needs of pedestrians, cyclists, public transport, cars and goods vehicles). The manual gives guidance on the layout of new developments (with a view to maximising permeability for sustainable modes), and on the design of individual roads and streets taking into account streetscape, and urban design as well as engineering. The focus is on providing streets that are good places to live, work and play in, while providing appropriate capacity for pedestrians, cyclists, public transport and cars. The use of the Manual is mandatory for all Local Authorities.

### **Spatial Planning and National Roads Guidelines for Planning Authorities**

These Guidelines set out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 kmph speed limit zones for cities, towns and villages. These guidelines have been developed following a number of key principles and aim to facilitate a consistent approach that affords maximum support for the goals of achieving and maintaining a safe and efficient network of national roads, thereby facilitating continued economic growth and development.





**Objective MT01**

Support National and Regional transport policies as they apply to Fingal. In particular, the Council supports the Government's commitment to the proposed new Metro North and DART expansion included in *Building on Recovery: Infrastructure and Capital Investment 2016-2021*. The Council also supports the implementation of sustainable transport solutions.

**Objective MT02**

Support the recommendations of the National Transport Authority's Transport Strategy for the Greater Dublin Area 2016-2035 to facilitate the future sustainable growth of Fingal.

**Objective MT03**

Implement *Smarter Travel – A Sustainable Travel Future* policy and work to achieve the Key Goals set out in this policy.

**Objective MT04**

At locations where higher density development is being provided, encourage the development of car-free neighbourhoods, where non-motorised transport is allowed and motorised vehicles have access only for deliveries but must park outside the neighbourhood, creating a much better quality public realm with green infrastructure, public health, economic and community benefits.

## Integrated Land Use and Transportation

The integration of land-use and transport involves locating trip intensive land uses (such as high-density housing, offices, and comparison retail) near high capacity public transport (such as DART, Metro, Luas, and Bus Rapid Transit). It benefits the land uses by providing high quality public transport for the greatest number of residents and employees. It benefits public transport by providing sufficient numbers of customers within its catchment to sustain the high cost of public transport infrastructure and services.

It also ensures that the places where people live are either close to, or are connected by public transport to, their places of work or education, thereby allowing people to use the most sustainable modes of transport, namely walking, cycling, and public transport. The private car is an inefficient use of scarce and valuable road space, especially single occupancy cars during congested peak periods in urban areas. Allowing higher density development to occur along public transport corridors increases the number of people within the walking catchment of the public transport service, which in turn increases the patronage of the service, and leads to an increase in its financial and economic viability and positive environmental impact. The provision of an integrated approach with a well designed public realm will help secure the modal shift to more sustainable modes of transport, i.e. walking and cycling.

In developing an integrated land use and transportation policy it should be noted that land uses that generate large numbers of cars and/or heavy goods vehicles (HGVs) (e.g. retail warehousing, industry and distribution centres) should be situated adjacent to good road networks and not where traffic would need to travel through town centres or residential areas.

**Objective MT05**

Integrate land use with transportation by allowing higher density development along higher capacity public transport corridors.

**Objective MT06**

Integrate the County's transport and tourism strategies to promote increasingly sustainable travel patterns and improved linkages between the City Centre, Villages and the Coast among visitors to the County.

**Objective MT07**

Carry out a comprehensive feasibility study of the South Fingal area to produce a strategic 'vision' and overall strategy for the proper planning and sustainable development of the study area, based on a sustainable transport and smarter travel approach, planning for all transport modes and needs, whilst also being reflective of road network capacity and modal split assumptions. This will be carried out within two years of adoption of the Development Plan and will be used to inform the preparation of statutory Local Area Plans and Masterplans in the area. The preparation of the study will include implementation recommendations and will involve: Consultation with key statutory stakeholders including TII and the NTA, public consultation and engagement with relevant statutory bodies.

**Demand Management**

The transportation system comprises a supply side (road and public transport networks and services) and a demand side (the need or want of people and goods to travel). In an urban area, it is inevitable that unmanaged demand will outstrip supply, leading to congestion, which is economically inefficient and environmentally damaging. It is essential, therefore, to manage the demand for transport so that congestion is minimised. There are a number of methods of managing demand.

**Parking Control**

No-one will travel by car if they know that there are no car parking spaces available at their destination. In particular, commuters will use more sustainable modes of transport if they do not have car parking at their place of work or education, and this is the most effective and most widely used form of demand management. The Development Plans for each of the four Dublin Local Authorities currently include standards which limit the amount of car parking at new developments, especially places of work and education. Employment-based developments that are close to public transport need fewer car parking spaces. Consequently, the car parking standards are split into Zone 1 which allows fewer car parking spaces and Zone 2 which allows a higher number of car parking spaces.

Zone 1 applies to areas which are:

- within 1600m of DART, Metro, Luas or BRT, (existing or proposed),
- within 800m of a Quality Bus Corridor,
- zoned MC Major Town Centre,
- subject to a Section 49 Scheme.

Zone 2 applies to all other areas.

In the case of retail developments, demand can be managed by pricing. The pricing regime should favour shoppers, who generally stay for shorter times, over employees, who generally stay for longer times. The viability of commercial centres depends on having sufficient car parking spaces to facilitate both customers, who are predominantly short-stay parkers and employees, who are predominantly long-stay parkers. To achieve this, long-stay parking will



be provided within a reasonable walking distance of the commercial centres and short-stay parking (up to three hours) will be provided at the commercial centres.

#### Objective MT08

Control on-street parking in the interests of the viability, vitality and amenity of commercial centres by maximising the supply of short stay parking for shoppers, while providing appropriate levels of long-term parking within a reasonable distance for employees.

In town and village centres where plot sizes are small, it is often challenging to provide car parking for new developments. When considering applications for developments in towns and village centres, the availability of car parking space should be considered. Where appropriate, proposed residential units should have a car parking space per unit. Where Pay and Display systems are in operation, the parking demand can be accommodated on-street. As the use of on-street parking, especially permit-parking, saves developers the cost of providing their own car parking spaces and reduces Council revenue from Pay and Display, a contribution in lieu of parking is appropriate.

#### Objective MT09

Consider the implementation of Parking Demand Management Strategies in housing estates in close proximity to public transport facilities experiencing parking and congestion issues, where deemed appropriate and practicable.

### Electric Vehicles

Electric Vehicles (EV) refer to both Battery Electric Vehicles (BEV) and Plug-in Hybrid Electric Vehicles (PHEV). Ireland's target is to achieve 10% electric vehicle usage by 2020. There are a number of charging points around the County and this Plan promotes the further installation and expansion of charging points for these vehicles.

#### Objective MT10

Facilitate the provision of electricity charging infrastructure for electric vehicles both on street and in new developments in accordance with car parking standards.

#### Objective MT11

Support the growth of Electric Vehicles and EBikes, with support facilities, through a roll-out of additional electric charging points in collaboration with relevant agencies at appropriate locations.

### M50 Demand Management Study

The NRA, in conjunction with the four Dublin Local Authorities, recently completed a study of demand management measures for the M50. The study identified an indicative scheme of demand management measures including:

- Fiscal measures such as distance-based tolling,
- Intelligent transport systems such as variable speed limits and incident detection,
- Information by variable message signs, web-pages and radio,
- Smarter Travel such as area-based Mobility Management Plans,
- Network Control from a national motorway control centre.

**Objective MT12**

Facilitate the implementation of the demand management measures in the M50 Demand Management Study, as required.

**Mobility Management Plans**

Mobility Management Plans set out measures which promote sustainable transport for particular places of work or education. The measures normally include:

- The appointment of a Mobility Manager at senior level within the organisation who is responsible for implementing the Plan.
- Conducting a survey of travel patterns of workers and/or students.
- Setting targets for the share of trips made by sustainable modes.
- Making available showers and locker rooms for cyclists and walkers.
- Provide adequate bicycle parking.
- Enabling staff to avail of Government tax-saver schemes for the purchase of bicycles and public transport tickets.
- Providing information on walking routes, cycle routes and public transport services.
- Flexible working hours.
- Promotion of car sharing (e.g. by assigning priority car parking spaces).
- Promotion of cycle trains and walking buses, especially for schools.

**Sustainable Transport****Walking and Cycling**

Walking and cycling are the most efficient modes of travel in terms of use of road-space, and the most sustainable in terms of environmental impacts. They also contribute to national health policies by promoting day-to-day physical activity. To promote the development of cycling in the County, a comprehensive network of cycle routes will be established throughout the County with the emphasis on promoting direct, comfortable, convenient, and safe routes. The NTA has published a *Greater Dublin Area Cycle Network Plan* which identified:

- The Urban Cycle Network (including primary, secondary and feeder routes).
- The Inter-urban Cycle Network.
- The Green Route Network.

The NTA Network has been prepared at a strategic level. Implementation of the network will require more detailed engineering design on a route by route basis.



**Objective MT13**

Promote walking and cycling as efficient, healthy, and environmentally-friendly modes of transport by securing the development of a network of direct, comfortable, convenient and safe cycle routes and footpaths, particularly in urban areas.

**Objective MT14**

The Council will work in cooperation with the NTA and adjoining Local Authorities to implement the *Greater Dublin Area Cycle Network Plan* subject to detailed engineering design and the mitigation measures presented in the SEA and Natura Impact Statement accompanying the NTA Plan.

**Objective MT15**

Investigate and avail of the opportunities provided by new Metro North and any other public transport infrastructure to provide new cycle and pedestrian links including crossings of the M50 which currently represents a major barrier to active transport modes.

The promotion of cycling as a sustainable mode of transport depends on providing sufficient parking at places of employment and education. Bicycle parking standards, which are norms, are set out in Chapter 12 Development Management Standards. In promoting a cycling culture and better public health, there should be a focus on making the trip to school and college safe and attractive for cyclists. School grounds themselves should be cycling-friendly environments with well located, safe and sheltered bicycle parking facilities.

**Objective MT16**

Promote the provision of adequate, secure and dry bicycle parking facilities and a bike rental scheme at appropriate locations, including stations and other public transport interchanges.

**Objective MT17**

Improve pedestrian and cycle connectivity to schools and third level colleges and identify and minimise barriers to children walking and cycling to primary and secondary schools.

**Objective MT18**

Review existing cycle infrastructure which was not designed in line with the Principles of Sustainable Safety in a manner consistent with the National Cycle Manual and the Design Manual for Urban Roads and Streets and undertake appropriate remedial works.

**Objective MT19**

Design roads and promote the design of roads, including cycle infrastructure, in line with the Principles of Sustainable Safety in a manner consistent with the National Cycle Manual and the Design Manual for Urban Roads and Streets.

**Objective MT20**

Investigate the use of demand management measures to improve the attractiveness of urban centres for cyclists (and public transport users).

**Objective MT21**

Ensure that as soon as possible, but by the end of the lifetime of the Development Plan the environment in the immediate vicinity of schools is a safe and attractive low speed (30kph) environment, and drop-off by car within a given distance restricted.

**Objective MT22**

Improve pedestrian and cycle connectivity to stations and other public transport interchanges.



**Objective MT23**

Carry out a feasibility study for the provision of the following cycle / pedestrian routes, subject to the necessary environmental appraisals:

- Abbeville to Kettle's Lane.
- Balgriffin to Teagasc Kinsaley.
- Balgriffin to Kinsaley.
- Old Portmarnock to Teagasc Kinsaley.

**Public Transport**

For high volumes of travellers and for medium-to-long distance trips, the various modes of public transport are the most efficient modes of travel in terms of use of road-space, and the most sustainable in terms of environmental impacts. The National Transport Authority (NTA) and Transport Infrastructure Ireland (TII), are primarily responsible for the funding, planning and implementation of public transport infrastructure in the Greater Dublin Area. However, the Council has an important role to play in promoting and facilitating public transport. In particular, the Council advises the NTA and TII on the locations of public transport routes and stops, reserves planned routes free from development, and allows high-density development along existing and planned public transport corridors. The NTA and TII have strategic responsibilities, for the Greater Dublin Area and nationally. The Council shall ensure that the policies, objectives and requirements of the County are fully understood and appreciated by NTA and TII. The Council shall continue to promote public transport connectivity between key urban settlements within the County.

**Objective MT24**

Support and advise the NTA and TII on the planning and implementation of public transport infrastructure, in particular by providing an understanding of Fingal's policies, objectives and requirements, including environmental sensitivities.

**Proposed New Metro North**

A proposed new Metro North has been included in the Government's Capital Programme. It will link Swords via the Airport, to Dublin City Centre with a journey time of approximately 25 minutes. The revised scheme will require a new permission from An Bord Pleanála.

The provision of the proposed new Metro North is critical to the continued, sustainable growth of the County Town, Swords. It is essential that the metro stops are easily accessible to trip-intensive developments.

**Objective MT25**

Support TII and the NTA in developing a revised design of the proposed new Metro North that addresses the needs of the Swords-Airport-City Centre corridor, environmental sensitivities and securing permission from An Bord Pleanála.

**Objective MT26**

Support TII and the NTA in a possible future extension of the proposed new Metro North finishing point to connect with the Northern Line in Donabate, with a view to securing permission from An Bord Pleanála.



### Light Rail Corridor (formerly known as Metro West)

While a light rail corridor has not been included in the *Government's Capital Programme 2016-2021*, a significant amount of preliminary design work has already been carried out. This 25km route has been designed to operate from Tallaght through Clondalkin, Liffey Valley and Blanchardstown linking with the proposed new Metro North at Dardistown, south of Dublin Airport. Although the exact route has not been approved, it is prudent to maintain a corridor free from development to allow a light rail corridor to be built in the future.

#### Objective MT27

Support TII in progressing the design of a Light Rail Corridor that addresses the needs of Fingal, in particular the Blanchardstown area, with a view to securing permission from An Bord Pleanála.

### Public Transport Interchanges

It is not feasible to provide public transport services that provide direct routes from all origins to all destinations. Consequently, there are instances where passengers must change from one service to another to reach their final destinations. An interchange is where the change occurs. Such interchanges should be clear, safe, direct, convenient and comfortable.

The Council will facilitate measures and schemes to ensure ease when interchanging through the promotion and development of several initiatives such as the building of infrastructure and the provision of better travel/passenger information. Facilities shall include adequate shelter, seating, accurate information on all local bus and train/Metro/DART services, bin provision, and facilities to cater for persons with special need requirements e.g. provision of large print, braille or audio versions of all timetables.

#### Objective MT28

Facilitate, encourage and promote high quality interchange facilities at public transport nodes throughout the County.

### Public Transport in Rural Areas

The provision of conventional public transport (e.g. buses) is not always financially viable in rural areas. However, there remains a need to provide public transport in rural areas for people who do not own cars, especially older people, school children, and people with disabilities. The availability of rural public transport plays a major role in combating rural isolation. North Fingal Rural Transport Ltd provides a valuable bus service to rural areas within Fingal.

#### Objective MT29

Promote rural public transport which provides improved access to economic, educational and social activity by promoting frequent, accessible, reliable and a safe rural public transport system.

### Rail

Heavy rail provides high-quality, high-capacity, and environmentally-friendly public transport services. However, it is high-cost both in terms of capital cost and operating costs. It therefore requires high-density development within the catchment of its stations in order to obtain the



high passenger numbers required to make it viable and sustainable. Sections of the County are serviced by a heavy rail service, namely, those areas along the Northern Rail line (including the spur to Howth), and those along the Maynooth Rail line.

Iarnród Éireann has permission to construct the DART Underground, from north of Connolly Station, via Spencer Dock, Pearse Station, St Stephen's Green, and Christchurch to Heuston Station. It will dramatically increase the frequency of train services on the Northern and Maynooth lines. Construction of DART Underground has not been included in the *Government's Capital Programme 2016-2021*. The project, which remains a key element of integrated transport for the Greater Dublin Area, will be redesigned to provide a lower cost technical solution, whilst retaining the required rail connectivity.



The first phase of a multi-phase DART expansion programme will begin before 2021, with the extension of the DART line to Balbriggan and with the design and planning to progress for expansion of DART services to Maynooth. Also, the current City Centre Resignalling Programme will be completed. This will allow for a significant increase in the number of trains serving Howth-Malahide and/or the Maynooth Line. Increasing the frequency of trains on the Maynooth line will result in more frequent closures of the existing level crossings which in turn will cause an increase in traffic congestion on the local road network. The Council will design and implement measures to mitigate against this congestion.

#### Objective MT30

Support Iarnród Éireann and the NTA in implementing the DART Expansion Programme, including the extension of the DART line to Balbriggan, the design and planning for the expansion of DART services to Maynooth, and the redesign of the DART Underground.

#### Objective MT31

Design and implement measures, having regard to potential environmental impacts, to mitigate the increased congestion on the local road network caused by more frequent closures of the existing level crossings on the Maynooth Line. Ensure that well in advance of any such measures being taken, extensive direct consultation is undertaken with local communities and residents who would be directly impacted by any such measures.



**Objective MT32**

Promote the provision of platform shelters and the covering of platforms at railway stations where there is currently no cover for commuters, in order to encourage more commuters to use the train to travel to work.

**Bus, Quality Bus Corridors (QBC) and Bus Rapid Transit (BRT)**

The bus is the most flexible form of public transport and currently has the highest modal share. Two Quality Bus Corridors have been constructed in the County, namely Swords and Blanchardstown. The National Transport Authority, in conjunction with the relevant Dublin Local Authorities is progressing the design of three Bus Rapid Transit (BRT) routes. Two BRT routes run through Fingal, namely Blanchardstown to Belfield and Swords to Merrion Square. As part of the NTA's *Transport Strategy for the Greater Dublin Area*, it is intended to develop a number of BRT schemes with two cross city BRT schemes being proposed, Blanchardstown to UCD and Clongriffin to Tallaght.

In relation to the Swords/Airport to City Centre corridor, it will be necessary to provide a higher level of public transport than the existing provision in advance of the proposed new Metro North's delivery. This additional capacity will take the form of a BRT service or a BRT type service or a conventional bus corridor upgrade along this route. It will be designed to be complementary to the proposed indicative route for the new Metro North proposal. As such a BRT scheme is included in the Transport Strategy for the Swords/Airport City Centre route but its scale may be reduced or modified in conjunction with the proposed indicative route for the new Metro North.

**Objective MT33**

Facilitate and promote the enhancement of bus services through bus priority measures including bus lanes and bus gates. Support the NTA in the implementation of Bus Rapid Transit from Blanchardstown to Belfield and from Swords to Merrion Square, subject to detailed design.

**Objective MT34**

Work with public transport providers and State agencies to create bus connectivity between Dublin 15 and Dublin Airport/Swords.

**Park and Ride**

The purpose of a 'Park and Ride' facility is to encourage car commuters to transfer to public transport, thereby reducing congestion and promoting public transport. However, Park and Ride sites often use valuable land adjacent to high-capacity public transport stations/stops which might be better used to provide trip intensive development.

**Objective MT35**

Promote and support the provision of Park and Ride facilities at suitable locations near high-capacity public transport stations/stops.

**Taxi and Hackney Services**

Accessible taxi and hackney services are an important element in the public transport mix providing a demand-responsive 24 hour door-to-door service. Accessible taxis are often the only means of public transport available for people who use wheelchairs or those with mobility impairment. An accessible integrated public transport service is an essential prerequisite to



enable people with disabilities to participate in the normal activities of daily living i.e. work, education, leisure and social activities. An accessible and affordable taxi and hackney service is often the most efficient and economic means of meeting this need.

## Roads

Fingal is well served by the national road network with the M1 Dublin to Belfast, the N2/M2 Dublin to Derry, the N3/M3 Dublin to Ballyshannon, and the M50 all traversing the County. Virtually all the national road network in the County is either motorway or high-grade dual carriageway. The development of the national road network is primarily for national inter-urban traffic, i.e. to provide access between the State's largest cities and towns. It is the policy of TII not to allow direct access onto motorways or high grade dual carriageways. Fingal is also serviced by a number of regional routes and local roads. These serve an important economic role and also have valuable social and community functions, often being the sole means of access for local economic activity. The County is very reliant on its road infrastructure for intra- and inter-county movement and access.

For new developments, access onto the road network is a key issue, particularly in rural areas. The intensification of use of an existing access is normally preferable to the creation of a new access onto a rural road. New access arrangements should not remove on-street car parking.

Where new entrances are necessary, the relevant road design standards will be applied (DMRB in rural situations i.e. the *NRA Design Manual for Roads and Bridges* - and DMURS in urban situations - *Design Manual for Urban Roads and Streets*). Such road standards are required to guarantee the safety of the general public in the County and protect the carrying capacity of the road network.

Large new developments, especially commercial developments, generate additional car and HGV traffic. It is important to ensure that development does not cause significant additional congestion on the County's road network.

### Objective MT36

Maintain and protect the safety, capacity and efficiency of National roads and associated junctions in accordance with the *Spatial Planning and National Roads Guidelines for Planning Authorities*, DECLG, (2012), the *Trans-European Networks (TEN-T) Regulations* and with regard to other policy documents, as required.

## Road Safety

In the design and/or improvement of roads and in the assessment of planning applications for new development, the safety of all road users, including public transport, pedestrians, cyclists and motorists will be a primary consideration. Particular consideration will be given along school routes.

## Traffic Calming

New residential developments should be designed to create low-speed environments by the use of engineering design and urban design in accordance with DMURS. In existing residential developments, motorised traffic often travels at inappropriately high speeds, causing an increased risk of collisions and intimidating pedestrians and residents.



**Objective MT37**

Implement traffic calming on particular roads and in appropriate areas of the County, especially residential areas, to reduce vehicle speeds in the interests of road safety and residential amenity. Ensure that where appropriate, traffic calming is included as a pre-condition as part of the development of all new estates or extensions to existing estates.

**Traffic Management**

In urban areas, congestion is primarily caused by junctions being over-capacity. There are a number of traffic management measures which can increase junction capacities and reduce congestion with no significant negative environmental impact. The measures include signalisation, signal linking, and kerb realignments.

**Objective MT38**

Maximise capacities of junctions by using traffic management measures thereby reducing congestion.

**Objective MT39**

Review the results of the 30km/h Residential Speed Limit Pilot Study, with a view to rolling out a 30km/h speed limit in all residential estates.

**Road Construction and Improvement Measures**

Whilst Fingal is committed to the promotion of sustainable means of travel, and the encouragement of modal change from the private car, it is recognised that the roads infrastructure maintains a central position in the overall transportation network, catering for the movement of buses, goods vehicles, pedestrians, cyclists, as well as the private car. In undertaking transport policies, the Council will strive to provide an adequate road infrastructure to ensure the sustainable, economic development of the County.

A number of key road improvements are required to facilitate the movement of goods and people throughout the County and to ensure ease of access, especially for major areas of new development.

Any works undertaken will include as an aim, enhanced provision for public transportation, cyclists and pedestrians, as appropriate, and will be subject to environmental considerations.

**Objective MT40**

Implement a programme of road construction and improvement works closely integrated with existing and planned land uses, taking into account both car and non-car modes of transport whilst promoting road safety as a high priority. Major road construction and improvement works will include an appraisal of environmental impacts.

**Objective MT41**

Seek to implement the Road Improvement Schemes indicated in Table 7.1 within the Plan period, subject to assessment against the criteria set out in Section 5.8.3 of the NTA Transport Strategy for the GDA, where appropriate and where resources permit. Reserve the corridors of the proposed road improvements free of development.

**Objective MT42**

Protect the strategic transport function of national roads, including motorways through the implementation of the DoECLG *'Spatial Planning and National Roads – Guidelines for Planning Authorities'*.

**Table 7.1 Road Schemes**

Balbriggan Ring Road R122 to R132 via Flemington  
 R122 Naul Road Upgrade  
 Stephenstown Link Road  
 Castlelands Link to R127  
 R127 Upgrade at Barnageeragh  
 Barnageeragh Link  
 Skerries Southern Relief Road  
 Rush Relief Road  
 R128 Rush Lusk Upgrade  
 Ministers Road Upgrade  
 R126 Donabate Relief Road: R132 to Portrane Demesne  
 R125 Rathbeale Road Improvements  
 Swords Western Relief Road  
 Swords Western Distributor Road  
 Swords Industrial Estate Link  
 Swords-Brackenstown Link  
 Completion of Airside to Feltrim Road Link  
 Forest Road  
 Fosterstown Link  
 R106 Malahide-Swords Road Upgrade  
 R123 Moyne Road realignment  
 R105 Sutton Cross Improvements  
 R107 Malahide Road Realignment, Balgriffin Bypass  
 Station Road, Portmarnock and Drumnigh Road Junction  
 East-West Distributor Road: Malahide Road to Stockhole Lane  
 East West Distributor Road: Stockhole Lane to Cherryhound  
 North Parallel Road  
 St Margaret's Bypass to Northern Parallel Road  
 Sillogue Bridge Link  
 Cappagh Road – North Road Link  
 Cappagh Road – River Road Link  
 N3 Upgrade Littlepace to M50  
 N3 Snugborough Interchange Upgrade  
 N3 Castaheany Interchange Upgrade  
 Kellystown Road  
 N3-N4 Link Ongar to Barnhill  
 N3-N4 Barnhill to Leixlip Interchange

**Objective MT43**

Support and facilitate the TII, Meath County Council and Kildare County Council in the planning and delivery of the N2 Upgrade north of Ashbourne and a possible link between the M3 and M4.



## Section 48 and 49 Levies

Financial contributions will be sought as part of the development management process for certain development under the provisions of Section 48 and Section 49 of the *Planning and Development Act, 2000 (as amended)*. Section 48 (general) schemes relate to proposed provision of public infrastructure and facilities which benefit development within the area of the Planning Authority, and are applied as a general levy on development. A ‘special’ contribution under Section 48(2) (c) may be required where specific exceptional costs not covered by the general scheme are incurred by a Local Authority due to a specific development.

Section 49 (supplementary) schemes relate to the separately specified infrastructural service or projects – such as Metro North, Luas extensions, rail or roads infrastructure, which benefit a specific area (normally a corridor). Where schemes overlap with another Local Authority, the Section 49 Scheme will be developed in conjunction with that Local Authority.

### Objective MT44

Utilise, where appropriate, the provisions of Section 48 and 49 of the *Planning and Development Act, 2000 (as amended)* to generate financial contributions towards the capital costs of providing local and strategic transport infrastructure, services or projects in the County. This will be done in conjunction with adjoining Local Authorities where appropriate.

## Dublin Airport

Dublin Airport is the principal gateway to Ireland and the most significant economic entity and largest provider of employment in the County and the region. It is of major national, regional and local importance because of its employment base, passenger throughput and airfreight services. In 2015 it accommodated some 25 million passengers, which was an increase of 15% on 2014. The Dublin Airport Authority (DAA) currently has approximately 24,320 car parking spaces at the airport (See also *Chapter 6 Economic Development - Section 6.7 Dublin Airport*).

### Objective DA01

Facilitate the operation and future development of Dublin Airport, in line with Government policy, recognising its role in the provision of air transport, both passenger and freight.

The new Dublin Airport Local Area Plan when prepared and adopted will provide the principal development management tool for the airport area and will specify the long-term disposition and mix of uses within the designated area together with infrastructural development necessary to support these uses.

### Objective DA02

Prepare and implement a new Local Area Plan for Dublin Airport which will accommodate the future sustainable growth and development of the airport lands while also facilitating the efficient and effective operation of Dublin Airport in accordance with the requirements of the Local Area Plan and proper planning and sustainable development.

### Objective DA03

Safeguard the current and future operational, safety, technical and developmental requirements of Dublin Airport and provide for its ongoing development within a sustainable development framework, having regard to both the environmental impact on local communities and the economic impact on businesses within the area.



**Objective DA04**

Facilitate the on-going augmentation and improvement of terminal facilities at Dublin Airport.

**Objective DA05**

Facilitate the development of a second major east-west runway at Dublin Airport and the extension of the existing east-west runway 10/28.

**Objective DA06**

Continue to participate in the Dublin Airport Stakeholders Forum, St Margaret's Community Liaison Group and other public stakeholder forums involving representatives from Local Authorities, airport operators, community and other stakeholders, providing a forum for discussion of environmental, community and other issues.

**Noise**

There is a need to minimise the adverse impact of noise without placing unreasonable restrictions on development and to avoid future conflicts between the community and the operation of the airport. Two noise zones are shown in the Development Plan maps, an Outer Zone within which the Council will continue to restrict inappropriate development, and an Inner Zone within which new provisions for residential development and other noise sensitive uses will be actively resisted.

**Objective DA07**

Strictly control inappropriate development and require noise insulation where appropriate within the Outer Noise Zone, and actively resist new provision for residential development and other noise sensitive uses within the Inner Noise Zone, as shown on the Development Plan maps, while recognising the housing needs of established families farming in the zone. To accept that time based operational restrictions on usage of a second runway are not unreasonable to minimize the adverse impact of noise on existing housing within the inner and outer noise zone.

**Objective DA08**

Notwithstanding Objective DA07, apply the provisions with regard to New Housing for Farming Families only, as set out in Chapter 5 Rural Fingal, within the Inner Noise Zone subject to the following restrictions:

- Under no circumstances shall any dwelling be permitted within the predicted 69 dB LAeq 16 hours noise contour,
- Comprehensive noise insulation shall be required for any house permitted under this objective,
- Any planning application shall be accompanied by a noise assessment report produced by a specialist in noise assessment which shall specify all proposed noise mitigation measures together with a declaration of acceptance of the applicant with regard to the result of the noise assessment report.

**Objective DA09**

Ensure that aircraft-related development and operation procedures proposed and existing at the Airport consider all measures necessary to mitigate against the potential negative impact of noise from aircraft operations (such as engine testing, taxiing, taking off and landing), on existing established residential communities, while not placing unreasonable, but allowing reasonable restrictions on airport development to prevent detrimental effects on local communities, taking into account EU Regulation 598/2014 (or any future superseding



**Objective DA9 contd.**

EU regulation applicable) having regard to the 'Balanced Approach' and the involvement of communities in ensuring a collaborative approach to mitigating against noise pollution.

**Objective DA10**

Restrict development which would give rise to conflicts with aircraft movements on environmental or safety grounds on lands in the vicinity of the Airport and on the main flight paths serving the Airport, and in particular restrict residential development in areas likely to be affected by levels of noise inappropriate to residential use.

**Objective DA11**

Review the operation of the Noise Zones on an ongoing basis in line with the most up to date legislative frameworks in the area, the ongoing programme of noise monitoring in the vicinity of the Airport flight paths, and the availability of improved noise forecasts.

**Objective DA12**

Restrict the Crosswind Runway to essential occasional use on completion of the second east-west runway.

**Safety**

The Council will continue to follow the advice of the Irish Aviation Authority regarding the effects of proposed development on the safety of aircraft and the safe and efficient navigation thereof.

**Objective DA13**

Promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements.

**Objective DA14**

Review Public Safety Zones associated with Dublin Airport and implement the policies to be determined by the Government in relation to these Public Safety Zones.

**Objective DA15**

Take into account relevant publications issued by the Irish Aviation Authority in respect of the operations of and development in and around Dublin Airport.

**Objective DA16**

Continue to take account of the advice of the Irish Aviation Authority with regard to the effects of any development proposals on the safety of aircraft or the safe and efficient navigation thereof.

**Objective DA17**

Have regard to the safety and environmental impacts of aircraft movements associated with Weston Aerodrome in the assessment of any relevant development proposal.

**Air and Water Quality Management**

Long term monitoring of air quality at the Airport and along major roads should continue through the Dublin Regional Air Quality Management Unit. As the Airport expands, the objectives of the *Dublin Regional Air Quality Management Plan (DRAQMP)* and its monitoring network should be revised to ensure appropriate coverage. The DAA carries out ambient air monitoring at Dublin Airport and operate an air monitoring station on site. The results of this monitoring is published on their website, [www.daa.ie](http://www.daa.ie).

**Objective DA18**

Ensure that every development proposal in the environs of the Airport takes account of the current and predicted changes in air quality, greenhouse emissions and local environmental conditions.

**Objective DA19**

Ensure that every development proposal in the environs of the Airport takes into account the impact on water quality, water based-habitats and flooding of local streams and rivers and to provide mitigation of any negative impacts through avoidance or design and ensure compliance with the Eastern River Basin District Management Plan.

**Objective DA20**

Take account of the global and local impacts of aviation as well as the likelihood of international action to limit greenhouse gas emissions from aviation through action at the International Civil Aviation Organisation ICAO as mandated in the Kyoto Protocol when evaluating any proposals to significantly increase the use of Dublin Airport.

**Design Quality**

Dublin Airport is a National Gateway and should provide through exemplar design a visual coherence to deliver an attractive high quality environment which enriches visitor experiences.

**Objective DA21**

Ensure that all development within the Dublin Airport Local Area Plan lands will be of a high standard of design, to reflect the prestigious nature of an international gateway airport, and its location adjacent to Dublin City.

**Accessibility**

It is important that accessibility to and from the Airport is protected and enhanced. The delivery of the proposed new Metro North will further improve transportation links between the Airport, Swords and Dublin City enhancing the role of the Airport within Fingal.

**Objective DA22**

Control the supply of car parking at the Airport so as to maximize as far as is practical the use of public transport by workers and passengers and to secure the efficient use of land.

**Objective DA23**

Encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport.

**Objective DA24**

Protect and enhance the transportation capacity required to provide for the surface access needs of the Airport.

**Objective DA25**

Maintain and protect accessibility to the Airport as a priority.





## Surrounding Land Uses

### St. Margaret's and Other Residential Communities

Change is inevitable for existing residential communities around the Airport. Thus it is necessary to work together with residents to achieve significant incremental change, an approach which could ultimately completely alter the settlement's character.

#### Objective DA26

Restrict housing development in order to minimize the potential for future conflict between Airport operations and the environmental conditions for residents.

#### Objective DA27

Permit improvement and extensions to existing properties in the area where it can be demonstrated that such works do not represent significant intensification of development, and that appropriate consideration of potential noise impacts are incorporated within the proposals.

#### Objective DA28

Prepare a strategy for 'St. Margaret's Special Policy Area' involving consultation between the existing community, Fingal County Council and the Dublin Airport Authority.

## 7.2 Water Services

### Background

The sustainable growth of the County is dependent on the provision of services and infrastructure. A Plan led approach, in accordance with the County's Core Strategy and Settlement Strategy is required for the delivery of such services in order to ensure there is adequate capacity to support the future development of the County.

There have been significant changes in responsibilities for water supply and waste water treatment. Irish Water was formed in July 2013 as a semi-state company under the *Water Services Act 2013*. As of January 2014 Irish Water replaced local authorities as a single provider of water and wastewater services. It is responsible for the operation of public water and waste water services including management of national water assets, maintenance of the system, investment and planning, and managing capital projects. Irish Water is regulated by the Environmental Protection Agency (EPA) as the environmental regulator and the Commission for Energy Regulation (CER) as the economic regulator.

Fingal will work closely with Irish Water to inform and influence the timely provision of infrastructure within the County in line with Fingal's Settlement Strategy. The Council remains the designated Water Authority for the assessment and approval of on-site waste water treatment systems in the County and is responsible for surface water drainage, flooding, monitoring of water pollution and is an agent of Irish Water for operations.

Potential challenges of climate change include impacts related to flooding, drinking water, water quality, foul drainage and wastewater. Studies conclude that the expected change in rainfall and sea levels would have a significant impact on future flood risk. Current thinking is that the average

annual rainfall quantity and intensity will increase, with predicted drier summers and wetter winters. This would see a decrease in river base flows and a rise in flood flows. Sea levels are expected to rise gradually due to global warming, which will have an impact on low lying coastal areas.

Sustainable resource management of our land and water resources is critical in the consideration of all development. The Green Infrastructure approach taken in this Development Plan allows for a co-ordinated, sustainable and strategic approach to development and is an important element of policy consideration and the formulation of objectives for water services.

## Statement of Policy

- Liaise and cooperate with Irish Water to ensure the delivery of the proposed *Capital Investment Plan 2014-2016* (or any updated plan) or any other relevant investment works programme of Irish Water that will provide infrastructure to increase capacity to service settlements and to jointly investigate proposals for future upgrades of treatment plants and participate in the provision of a long term solution for waste water treatment for the Greater Dublin Area.
- Liaise and cooperate with Irish Water to ensure that an adequate supply of water fit for human consumption is provided.
- Control and manage surface water, mitigate against flooding and to protect and improve water quality in the County while allowing for sustainable development and improve water quality in line with the *Water Framework Directive and Eastern River Basin Management Plan*.
- Facilitate industrial and other forms of development, including residential by ensuring that optimum use is made of existing drainage and wastewater treatment infrastructure in the first instance and that further strengthening of infrastructure is focused on priority locations as identified in the urban settlement hierarchy in accordance with Irish Water, the Regional Planning Guidelines and the Development Plan.

## Water Services Strategic Plan – A Plan for the Future of Water Services

Irish Water have prepared the *Water Services Strategic Plan, A Plan for the Future of Water Services* and it provides for the first time at national level an opportunity to consider the way water services are delivered in Ireland. The WSSP sets out strategic objectives for the delivery of water services over the next 25 years up to 2040. It details current and future challenges affecting the provision of water services and identifies priorities to be dealt with over the short to medium term. The Plan is to be reviewed on a five year basis.

## Irish Water Proposed Capital Investment Plan 2014-2016

The Capital Investment Programme (CIP) of Irish Water outlines the indicative priorities and investments in water services infrastructure over the next three years. This CIP aims to deliver improvements in drinking water quality, leakage, wastewater compliance, business efficiencies and customer service.

## Drinking Water Supply

Irish Water is now responsible for managing the provision and supply of water.

The Liffey is the source for the major public water supply abstraction point at Leixlip. This source supplies most of the water to Fingal and to substantial proportions of Dublin City and parts of



South Dublin, Kildare and Meath. Following the expansion of the Leixlip Water Treatment Plant production of water increased to 215ML per day which is approximately 30% of the Dublin Region's drinking water requirements. A second treatment plant at Bog of the Ring produces on average 3.15 mega litres a day. This plant extracts groundwater from wells and supplements the water supply of the northern part of the County. Information from the 2011 Census indicates that the majority of private households (84,972) within the County are served by public mains.

There are a number of regional studies which outline the current and future situation regarding water supply and security of supply. The *Greater Dublin Water Supply Strategic Study*, commissioned by the Department of the Environment in 1996, was reviewed in 2001 and updated in 2006. This estimated that a new source of water will be required by 2016 to meet increased demand. Irish Water has also taken over the management of the Water Supply Project Eastern and Midlands Region (WSP) from Dublin City Council and the Department of Communications, Climate Action and Environment.

Irish Water published the *Project Need Report* in early March 2015 which sets out the pressing need for a new water supply source for the Eastern and Midlands Region of the country. This identified a total requirement of 330 million litres per day (Mld) by 2050; 215Mld for the Dublin Water Supply Area.

The requirement for water in the region will ultimately constrain development within Fingal. Finding a sustainable new source of drinking water to cater for population and economic growth in this region is a key priority that will ensure security of supply making Ireland viable for water intensive industries such as ICT and Bio-Pharma.

**Private Wells**

The use of private wells to provide water to single houses remains the responsibility of the householder. Private wells are not regulated under the *European Communities (Drinking Water) Regulations 2014* and Irish Water has no role in relation to private water supplies. The Local Authority is responsible for providing advice and guidance in relation to the protection of the supply.

**Objective DW01**

Liaise with and work in conjunction with Irish Water during the lifetime of the Plan to develop and identify an additional sustainable water source serving the Eastern and Midlands Region and the existing population of Fingal while also facilitating the sustainable development of the County, in accordance with the requirements of the Settlement Strategy and associated Core Strategy.

**Objective DW02**

Liaise with Irish Water to ensure that an adequate supply of drinking water for domestic, commercial, industrial and other uses is available for the sustainable development of the County.

**Objective DW03**

Protect both ground and surface water resources and work with Irish Water to develop and implement Water Safety Plans to protect sources of public water supply and their contributing catchment.



**Objective DW04**

Support the development of a new sustainable Water Source for the Greater Dublin Area.

**Objective DW05**

Provide guidance and advice regarding the protection of water supply to private wells with the overall responsibility remaining with the householder.

**Objective DW06**

Promote the sustainable use of water and water conservation in existing and new development within the County and encourage demand management measures among all water users.

## Foul Drainage and Wastewater Treatment

The provision of well maintained quality waste water treatment infrastructure is essential to facilitate sustainable development of the County in line with the Settlement and Core Strategy while also protecting the environment and public health. Irish Water is now responsible for the treatment and disposal of waste water where public waste water facilities exist in towns and villages.

In unserviced areas and outside the main towns and villages, the main method of sewage disposal is by means of individual septic tanks and proprietary systems. The requirements are set out in the EPA *Code of Practice for Wastewater Treatment Systems and Disposal Systems Serving Single Houses (2010)* or for larger developments, the EPA *Wastewater Treatment Manuals – Treatment Systems for Small Communities, Business, Leisure Centres and Hotels (1999)*.

Further details on the requirements for new individual systems are to be found in Chapter 12 - Development Management Standards.

In Fingal, the majority of the sewer network is a separate system. This means that there are two separate networks, one for surface water and the other for foul effluent. Surface water consists mainly of runoff from roads, roofs, hard standing areas, driveways and gardens. These sewers normally outfall to the sea, the nearest river or ditch. Foul water typically consists of flows from baths, toilets, dishwashers and trade effluent. These drain to the nearest treatment plant and then discharge to a watercourse or directly to the sea.

Wastewater from the south of the County including Howth, Baldoyle, Sutton, Portmarnock, Santry, Meakstown and Blanchardstown discharges to the Regional Waste Water Treatment Plant at Ringsend operated by Dublin City Council. Ringsend was designed for a capacity of 1.64 million population equivalent (PE) but is now operating slightly above this. It is necessary to upgrade and expand the treatment plant to its maximum capacity which is estimated to be 2.1 million PE (subject to obtaining relevant permits).

The *Greater Dublin Strategic Drainage Study (GDSDS)* involving the seven local authorities of the GDA was completed in 2005 and has an associated Strategic Environmental Assessment (SEA).

The Study carried out an in depth assessment of Dublin's drainage system. Key recommendations of the GDSDS Final Strategy, was the expansion of Ringsend Wastewater Treatment Plant to its ultimate capacity and the development of a new Regional Wastewater Treatment Plant, Orbital Drainage Network and Marine Outfall in the northern part of the GDA, are being pursued.



Irish Water is developing the Greater Dublin Drainage (GDD) Project (previously led by Fingal County Council). The GDD is a regional wastewater project designed to serve the Greater Dublin Area by augmenting the Ringsend Wastewater Treatment Plant. It implements the recommendations of the GSDS Final Strategy and the SEA of the GSDS.

The project includes:

- A planned treatment plant at Clonsaugh in Fingal,
- A marine outfall discharging approximately 1km north east of Irelands Eye, and
- An orbital sewer with two pumping stations – at Abbotstown, Blanchardstown and Grange, Baldoyle – which will divert wastewater from the southern areas of Fingal and the north of Dublin City to the new treatment plant.

The use of constructed wetlands to deal with a range of effluent types – farmyard runoff, industrial waste and sewage as well as urban pollution have been used. Categorized as surface-flow type wetlands they are similar to natural free surface water wetlands. The concept is based upon the free surface-flow of water through a series of sequentially linked shallow ponds vegetated with a range of emergent plant species. The first Irish municipal application of a hybrid reed bed treatment system was designed and constructed at Colecot in Fingal and was commissioned in 1998. This system has effectively reduced flow into the adjacent watercourse while treating the effluent to a suitable standard. The use of these systems will be encouraged within the County.

**Objective WT01**

Liaise with and work in conjunction with Irish Water during the lifetime of the plan for the provision, extension and upgrading of waste water collection and treatment systems in all towns and villages of the County to serve existing populations and facilitate sustainable development of the County, in accordance with the requirements of the Settlement Strategy and associated Core Strategy.

**Objective WT02**

Liaise with Irish Water to ensure the provision of wastewater treatment systems in order to ensure compliance with existing licences, *EU Water Framework Directive, River Basin Management Plans, the Urban Waste Water Directive and the EU Habitats Directive.*

**Objective WT03**

Facilitate the provision of appropriately sized and located waste water treatment plants and networks including a new Regional Wastewater Treatment Plant and the implementation of other recommendations of the Greater Dublin Strategic Drainage Study, in conjunction with relevant stakeholders and services providers, to facilitate development in the County and Region and to protect the water quality of Fingal's coastal and inland waters through the provision of adequate treatment of wastewater.

**Objective WT04**

Investigate the potential for the provision of temporary wastewater treatment facilities for new developments where a permanent solution has been identified and agreed with Irish Water but not yet implemented and where the provision of such a facility is environmentally sustainable, meets the requirements of the Habitats Directive, and is in accordance with the recommendations of the EPA and where adequate provision has been made for its maintenance.



**Objective WT05**

Seek the best available technology in all waste water treatment plants proposed for the County.

**Objective WT06**

Facilitate development in unserviced areas only where it is demonstrated to the satisfaction of the Planning Authority that the proposed waste water treatment system is in accordance with the relevant EPA Codes of Practice.

**Objective WT07**

Require all new developments to provide separate foul and surface water drainage systems and to incorporate sustainable urban drainage systems.

**Objective WT08**

Prohibit the discharge of additional surface water to combined (foul and surface water) sewers in order to maximise the capacity of existing collection systems.

**Objective WT09**

Promote the appropriate development and use of Integrated Constructed Wetlands within the County.

**Objective WT10**

Protect natural resources which are a basis for growth and competitive advantage in the tourism, food and aquaculture sectors.

**Objective WT11**

Establish a buffer zone around all wastewater treatment plants suitable to the size and operation of each plant. The buffer zone should not be less than 100m from the odour producing units.

**Objective WT12**

Establish an appropriate buffer zone around all pumping stations suitable to the size and operation of each station. The buffer zone should be a minimum 35 metres – 50 metres from the noise/odour producing part of the pumping station to avoid nuisance from odour and noise.

## Surface Water and Flood Risk Management

### Surface Water

The *Greater Dublin Strategic Drainage Study* (GSDSDS) produced five policy documents including an Environmental Policy, Drainage of New Developments and Climate Change Policy. These three documents focused on the design approach and criteria for new drainage with the objective of ensuring that any future development did not continue the trend towards increasing flooding in the city and the pollution of rivers.

This approach using Sustainable Drainage Systems (SuDS) can best be summarised as offering a “total” solution to rainwater management and is applicable in both urban and rural situations. By using SuDS techniques, water is either infiltrated or conveyed more slowly to the drainage system and ultimately to water courses via permeable paving, swales, green roofs, rain water harvesting, detention basins, ponds and wetlands. These facilities are designed to prevent pollution of streams and rivers and to slow down runoff from sites, therefore helping to prevent



downstream flooding and improve water quality. This closely mimics natural catchment behaviour where rainfall either infiltrates through the soil or runs off slowly over the ground surface to the nearest watercourse. This is known as the ‘Treatment Train’ approach. SuDS devices should be placed at source, site and regional levels. SuDS can also provide amenity benefits to local communities and benefits for biodiversity simultaneously. In this way SuDS features are not just part of the County’s drainage infrastructure but a vital part of the County’s Green Infrastructure (See Chapter 8).

### Flood Risk Management

See also Chapter 9, *Natural Heritage, The Coast*

Over the past number of years there have been instances where flooding has occurred in areas of the County causing damage to homes and businesses. Relative to other counties in the region the extent of flooding in Fingal is low. However, there are areas which are at risk of coastal, river or pluvial flooding. As a result of climate change, there is a likelihood of increased rainfall and rising sea levels. This, in combination with the ongoing urbanisation of catchments, means that the flood risk to property is likely to increase in the future. In order to minimise the impact of an increased future flood risk, there are various steps that Local Authorities can take. These include flood protection works, stormwater attenuation and more significantly, avoidance of development in floodplains and coastal areas subject to flooding except in very limited circumstances.

A major function performed by floodplains, wetlands and coastal areas subject to flooding is to hold excess water until it can be released slowly back into a river system or the sea, or seep into the ground as a storm or tidal surge subsides. Floodplains, wetlands and coastal areas subject to flooding should, therefore, be recognised and preserved to the maximum extent possible, in both urban and rural areas, as Green Infrastructure which provides a natural defence against flood risk.

The EU Floods Directive was introduced in 2007 and sets out how member states must have a plan for the management of flood risk. The aims of the Directive will be achieved through a series of requirements which will be carried out at river catchment level and also in coastal zones.

In response to the Floods Directive, Fingal County Council, along with Meath County Council and the Office of Public Works (OPW) completed a catchment based flood risk assessment and management study of 19 rivers and streams in the Fingal East Meath area, the *Fingal East Meath Flood Risk Assessment and Management Study* (FEM-FRAMS). The core objectives of the Study include:

- The development of maps for the existing and potential flood hazard and risk areas within the study catchment.
- The development of an economically, socially and environmentally appropriate long-term strategy (a Flood Risk Management Plan) for the Fingal and East Meath study area and associated SEA.

FEM-FRAMS covered most of the County with the exception of the southern area around the Santry River, Tolka Valley and the Liffey. The Office of Public Works began a national programme of river catchment based Flood Risk Assessment and Management with the *Eastern Catchment*

*Flood Risk Assessment and Management (ECFRAM) Study* which commenced in June 2011. This study includes a review of the FEMFRAMS Study and Tolka Flood Study and will include the Liffey and Santry Rivers and review of Turvey and Ballyboghil Rivers. This Study will provide flood maps and flood risk management plans for the eastern region.

### **The Planning System and Flood Risk Management Guidelines**

The Department of the Environment, Community and Local Government (now Department of Housing, Planning, Community and Local Government) and the OPW have jointly published a comprehensive guidance document for the management of flood risk entitled "*The Planning System and Flood Risk Management Guidelines*" (November 2009) which is aimed at ensuring a consistent, rigorous and systematic approach to fully incorporate flood risk assessment and management into the planning system. The Guidelines require the incorporation of flood risk management in the plan-making and development management processes. The Planning Authority must have regard to the planning and development principles outlined in the national flood risk management guidelines when considering development proposals.

### **Strategic Flood Risk Assessment**

In accordance with the above guidelines, a Strategic Flood Risk Assessment (SFRA) was commissioned by the Planning Authority as part of this plan to assess flood risk within the plan area (See the Strategic Flood Risk Assessment appended to this plan).

In achieving the aims and objectives of the Guidelines, Planning Authorities must:

- Adopt a sequential approach to flood risk management which aims to avoid flood risk, where possible, substitute less vulnerable uses where avoidance is not possible, and mitigate and manage the risk where avoidance and substitution are not possible.
- A justification test will be required for development in flood risk areas. Lands identified in the SFRA where a Detailed Flood Risk Assessment is required are located in the following areas: Courtlough; Ballymadun; Rowlestown; Ballyboghil; Coolatrath; Milverton, Skerries; Channel Road, Rush; Blakescross; Lanestown/Turvey; Lissenhall, Swords; Balheary, Swords; Village/Marina Area, Malahide; Streamstown, Malahide; Balgriffin; Damastown, Macetown and Clonee, Blanchardstown; and Mulhuddart, Blanchardstown; Portrane, Sutton and Howth.

A precautionary approach should also be applied to flood risk management to reflect uncertainties in flooding datasets and risk assessment techniques and the ability to predict the future climate, the performance of existing flood defences and the extent of future coastal erosion.

### **Pluvial Flooding**

Pluvial flooding occurs as a result of high intensity rainfall where the volume of run off exceeds the capacity of the existing surface water network. It is usually associated with high intensity extreme rainfall events (typically >30mm/h) resulting in overland flow and ponding in depressions in the topography. In urban situations surface water drainage systems and surface watercourses may be completely overwhelmed.

Sustainable urban Drainage Systems (SuDS) can alleviate and mitigate against such flooding. An example of such a system is a constructed swale. A swale is a depressed land form, a gradual depression typically located in open spaces. The use of a swale is to carry or hold flood waters. Swales can allow infiltration of water and nutrients down slope into the ground. A swale is characterised by gentle slopes to enable its use as a public amenity.





### Coastal Flooding

The *Irish Coastal Protection Strategy Study* (ICPSS) identifies locations along the east coast at risk of coastal flooding and coastal erosion. In addition the ICPSS provides a strategic assessment of coastal erosion around the Irish coastline using aerial photographic records of the coastline from 1973-75, 2000 and 2006 as the primary basis for the erosion assessment. This Study was completed in 2013 and provides strategic current scenario and future scenario (up to 2100) coastal flood hazard maps and strategic coastal erosion maps for the national coastline. This Study provides information required to inform policy in this area especially for Local Authorities in relation to the proper planning and sustainable development of coastal areas.

Coastal flooding and erosion is dealt with within Chapter 9 Natural Heritage. Coastal erosion is intrinsically linked with coastal flooding as the loss of natural coastal defences such as sand dunes due to erosion can increase the risk of flooding in coastal areas. Flood Risk areas for both fluvial and coastal flooding are shown on the Green Infrastructure Maps.

#### Objective SW01

Protect and enhance the County's floodplains, wetlands and coastal areas subject to flooding as vital green infrastructure which provides space for storage and conveyance of floodwater, enabling flood risk to be more effectively managed and reducing the need to provide flood defences in the future and ensure that development does not impact on important wetland sites within river / stream catchments.

#### Objective SW02

Allow no new development within floodplains other than development which satisfies the justification test, as outlined in the *Planning System and Flood Risk Management Guidelines 2009* for Planning Authorities (or any updated guidelines).

#### Objective SW03

Identify existing surface water drainage systems vulnerable to flooding and develop proposals to alleviate flooding in the areas served by these systems.

#### Objective SW04

Require the use of sustainable drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques where appropriate, for new development or for extensions to existing developments, in order to reduce the potential impact of existing and predicted flooding risks.

#### Objective SW05

Discourage the use of hard non-porous surfacing and pavements within the boundaries of rural housing sites.

#### Objective SW06

Encourage the use of Green Roofs particularly on apartment, commercial, leisure and educational buildings.

#### Objective SW07

Implement the *Planning System and Flood Risk Management-Guidelines for Planning Authorities (DoEHLG/OPW 2009)* or any updated version of these guidelines. A site-specific Flood Risk Assessment to an appropriate level of detail, addressing all potential sources of flood risk, is required for lands identified in the SFRA, located in the following areas: Courtlough; Ballymadun; Rowlestown; Ballyboghil; Coolatrath; Milverton, Skerries; Channell Road, Rush;

**Objective SW07 contd.**

Blakescross; Lanestown/Turvey; Lissenhall, Swords; Balheary, Swords; Village/Marina Area, Malahide; Streamstown, Malahide; Balgriffin; Damastown, Macetown and Clonee, Blanchardstown; Mulhuddart, Blanchardstown; Portrane; Sutton; and Howth, demonstrating compliance with the aforementioned Guidelines or any updated version of these guidelines, paying particular attention to residual flood risks and any proposed site specific flood management measures.

**Objective SW08**

Implement the recommendations of the *Fingal East Meath Flood Risk Assessment and Management Study* (FEMFRAMS).

**Objective SW09**

Assess and implement the recommendations of the Eastern CFRAMS when complete.

**Objective SW10**

Require the provision of regional stormwater control facilities for all Local Area Plan lands and Strategic Development Zones with a view to also incorporating these control facilities in currently developed catchments prone to flooding.

**Objective SW11**

Ensure that where flood protection or alleviation works take place that the natural and cultural heritage of rivers, streams and watercourses are protected and enhanced to the greatest extent possible.

**Objective SW12**

Require an environmental assessment of all proposed flood protection or alleviation works.

**Objective SW13**

Provide for the schemes listed in Table SW01:

**TABLE SW01: SURFACE WATER SCHEMES**

- |  |
|--|
| 1. Implementation of Fingal East Meath Flood Risk Assessment and Management Study (FEM-FRAMS), Measures – Flood Mitigation |
| 2. Implementation of CFRAMS : Eastern CFRAMS Measures  |
| 3. Early Flood Warning System  |
| 4. Donabate Surface Water System   |
| 5. Garristown Surface Water System   |

**Water Quality**

Fingal is fortunate to have an extensive network of rivers and streams. The most important rivers are the Delvin, Matt, Corduff, Ballyboghil, Broadmeadow, Ward, Tolka, Liffey, Santry, Sluice and the Mayne River. Many of these rivers hold Brown Trout while some act as spawning sites for Atlantic Salmon. The Council is responsible for maintaining, improving and enhancing the environmental and ecological quality of our waters by implementing pollution control measures, licensing of effluent discharges, implementing and monitoring compliance with environmental legislation and drawing up pollution contingency measures on a local and regional level. This is going to become even more critical as the changes in water availability predicted on the basis of climate change will pose a potential problem for the dilution of water-borne effluent. Greater consideration of groundwater protection is also recommended, as aquifers assume increasing importance as sources of water supply due to increased competition for reduced surface water.



The *Water Framework Directive (WFD)*, ‘establishing a framework for community action in the field of water policy’, became effective in 2000. The overall objective of the Directive is to prevent deterioration in the status of any waters and achieve at least ‘good status’ by 2015. Further information is available at [www.wfdireland.ie](http://www.wfdireland.ie).

The WFD requires that all Member States adopt a comprehensive integrated river-basin based approach to water management. Its aims include expanding the scope of protection to include surface waters, ground waters, transitional and coastal waters, achieving ‘good status’ for all waters by 2015, basing water management on river-basin districts and getting the public involved in water management. Implementation of the WFD is achieved through the adoption of river basin management plans.

During the first Cycle, the *Eastern River Basin District Management Plan 2009-2015* outlined a programme of measures to facilitate the delivery of surface and groundwater quality targets in the County.

Following a review of governance arrangements at national level a new three tier governance structure has been established under the *European Union (Water Policy) Regulations 2014* reassigning functional responsibility for the WFD as follows:

- **Tier 1 (National & Management Oversight):** Key national actors, led by the Minister will deal with policy and resource matters and will adopt river basin management plans.
- **Tier 2 (National Technical Implementation and Reporting):** The EPA will lead on the underpinning science carrying out monitoring, assessment and reporting and will provide the template for river basin management plans.
- **Tier 3 (Regional Implementation via Water Networks):** This will be led by the lead coordinating Local Authority. Each individual Local Authority will monitor, licence and enforce actions and will prepare detailed river basin management plans for their area. Each Local Authority will also be responsible for the implementation of Programmes of Measures in conjunction with relevant public bodies, tracking and reporting in consultation with the EPA.

The second Cycle of River Basin Management Plans are scheduled for adoption in 2017 and will run until 2021. There will be a single national approach for the development of river basin management plans and the Eastern, South Eastern, South Western, Western and Shannon River Basin Districts will be merged to form one National River Basin District.

### Surface Water

Since the early 1970’s the extent of water pollution in rivers and lakes has been assessed on a continuing basis by the Environmental Research Unit and the EPA. The status of the County’s surface waters as of 2013 are indicated on the Green Infrastructure maps.

The greatest risk to water quality in Fingal comes from:

- The quality of river water entering Fingal from outside catchments.
- Agricultural runoff.
- Outfalls from municipal wastewater treatment works.
- On-site treatment systems (including septic tanks).



- Urban storm water overflows.
- Urban storm water runoff.
- Misconnections to surface water sewers in urban areas.
- Licensed discharges.
- Unlicensed discharges.

The *Local Government (Water Pollution) Acts 1977 – 1990* provides the principal legal framework in relation to water pollution.

### Groundwater

Geological Survey of Ireland (GSI) indicates that groundwater is a major natural resource in Ireland providing between 20%-25% of drinking water supplies. In rural areas that are not served by public or group water schemes, ground water is usually the only source of supply. For these reasons, it is essential that this natural resource be protected.

In conjunction with the Geological Survey of Ireland (GSI) a Groundwater Protection Scheme has been prepared for Fingal. This provides guidelines for the planning and licensing authorities in carrying out their functions, and a framework to assist in decision-making on the location, nature and control of developments and activities in order to protect groundwater. Use of the scheme will help to ensure that within the planning and licensing processes due regard is taken of the need to maintain the beneficial use of groundwater. The Scheme aims to maintain the quantity and quality of groundwater and in some cases improve it, by applying a risk assessment based approach to groundwater protection and sustainable development. This information will inform decisions on planning applications and zoning of certain lands.

Groundwater protection responses for the different areas have been developed for potential hazards such as landfills, on-site wastewater treatment systems and septic tanks for single houses. The Groundwater Protection Scheme is available at [www.gsi.ie](http://www.gsi.ie).

A Register of Abstractions of groundwater, as required under Irish legislation, is kept by the Council.

#### Objective WQ01

Strive to achieve 'good status' in all waterbodies in compliance with the *Water Framework Directive, the Eastern River Basin District Management Plan 2009-2015* and the associated Programme of Measures (first cycle) and to cooperate with the development and implementation of the second cycle national *River Basin Management Plan 2017-2021*.

#### Objective WQ02

Protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and control development in a manner consistent with the proper management of these resources in conformity with the *Eastern River Basin Management Plan 2009-2015* and the second cycle national *River Basin Management Plan 2017-2021* and any subsequent plan and the Groundwater Protection Scheme.

#### Objective WQ03

Implement the recommendations of the Groundwater Protection Scheme.



**Objective WQ04**

Protect existing riverine wetland and coastal habitats and where possible create new habitats to maintain naturally functioning ecosystems whilst ensuring they do not impact negatively on the conservation objectives of any European Sites.

**Objective WQ05**

Establish riparian corridors free from new development along all significant watercourses and streams in the County. Ensure a 10 to 15 metre wide riparian buffer strip measured from the top of the bank either side of all watercourses, except in respect of the Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Corduff, Matt and Delvin where a 30m wide riparian buffer strip from top of bank to either side of all watercourses outside urban centres is required as a minimum.

**Objective WQ06**

Minimise the impact on surface water of discharges from septic tanks, proprietary effluent treatment systems and percolation areas by ensuring that they are located and constructed in accordance with the recommendations and guidelines of the EPA and Fingal County Council.

## Climate Change

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In December 2015 the *Climate Action and Low Carbon Development Act 2015* was enacted. The Act establishes the national objective of transitioning to a low carbon, climate resilient and environmentally sustainable economy in the period up to and including the year 2050.

Ireland is taking measures to mitigate the causes of climate change, the County will however, inevitably experience the changed conditions being forecast for increasing global temperatures and possible significant changes in rainfall over the next 100 years. The forecast for Ireland is for drier summers, wetter winters and warmer average temperatures throughout the year. These changes require consideration by all involved in development and its management and appropriate actions must be taken now to ensure satisfactory management of water supply and drainage systems in the future. Addressing the risks posed by climate change will require both adaptation and mitigation. Adaptation describes actions that are designed to cope with the consequences of climate change including warmer temperatures, more extreme precipitation events and sea level rise. Mitigation measures are designed to offset or stop the human caused drivers of climate change, namely emissions of greenhouse gas and land-use change. Urban areas in particular need to consider both adaptation and mitigation measures in tandem particularly because many settlements are located in low lying areas in proximity to rivers and coasts.

The *Greater Dublin Strategic Drainage Study (GSDSDS)* developed a Climate Change Policy to assist in the future provision and management of drainage services in the region. This is to facilitate a uniform and consistent approach to urban drainage infrastructure planning, design, construction and operation.

**Objective CC01**

Comply with the recommendations of the GSDSDS Climate Change Policy with regard to the provision and management of drainage services in the County and recognise that climate mitigation and adaption measures are evolving and comply with new national measures as presented in National Plans and Frameworks.

**Objective CC02**

Implement the specific recommendations of Table CC1 of the GDSDS Regional Policy Volume 5 Climate Change Policy for all housing, commercial and industrial developments within the County.

**Objective CC03**

Continue to reduce energy and chemical consumption within the Council’s treatment plants and pumping stations.

**Objective CC04**

Mitigate the causes of climate change as per COP21 also known as the *2015 Paris Climate Conference*.

## 7.3 Energy and Climate Change

### Background

Modern societies consume huge amounts of energy to heat homes and cool homes and offices, fuel transport systems, power industry and generate electricity. Ireland’s island location on the edge of Europe accentuates the need for secure and continuous energy supplies. Despite a reduction in energy consumption in recent times, Ireland still spends a significant amount of money on energy imports. International, EU and national policies all work for a rapid transition to a much more energy-efficient society relying on sustainable renewable energy sources. This transition also leads to increased use of and demand for indigenous resources and increased security of supply. Therefore, consideration and commitment to policies which create energy efficiencies and further the development of indigenous resources is crucial over the lifetime of the Plan.

The Plan has an important role to play in progressing a sustainable energy policy in the County, recognising the role of land use planning in helping Ireland realise its potential to be a low carbon society and mitigating the impacts of climate change.

### Statement of Policy

- Ensure adequate power capacity for the future needs of the County by co-operating and liaising with statutory and other energy providers, facilitating the development of enhanced sustainable energy supplies, encouraging in particular renewable energy sources and energy efficiency.

### Energy Efficiency

The challenge of global climate change and its consequences are now widely acknowledged. A reduction in greenhouse gas emissions is seen as a global priority that requires committed action and co-operation.



Fingal will support the Government Programme for the development of Energy Policy and Legislation through the implementation of supporting policies in the Plan. Ireland is committed to a range of renewable energy and efficiency targets. At European Level the '20/20/20' commitments agreed under the EU 'Climate Change and Energy Package' set three targets for 2020:

- A minimum 20% reduction in greenhouse gas emissions based on 1990 levels.
- 20% reduction in primary energy use compared with projected levels, to be achieved by improving energy efficiency.
- 20% of final energy consumption to be produced by renewable energy resources.

The *Europe 2020 Strategy* was adopted in 2010 and aims to enable Europe to emerge from the economic crisis in a stronger position, setting out five headline targets one of which includes climate change.

Ireland's National Targets are:

- Reduce emissions in the non-traded sector by 20% compared to 2005 levels.
- Increase the share of renewables in final energy consumption to 16% and to move towards a 20% increase in energy efficiency.

In addition EU countries have agreed on a new 2030 Framework for climate and energy as outlined by the European Commission. The targets aim to help the EU achieve a more competitive, secure and sustainable energy system. The targets include:

- 40% cut in greenhouse gas emissions compared to 1990 levels.
- At least 27% share of renewable energy consumption.
- At least 27% energy savings compared with the business as usual scenario.

Ireland's third *National Energy Efficiency Action Plan (NEEAP)* which was published in 2014 reaffirms the country's commitment to delivering a 20% reduction in energy demand across the economy by 2020 along with a 33% reduction in public sector energy use. The NEEAP outlines energy efficient measures that will be implemented to reach the national energy saving targets.

### Energy Efficient Design

Two Directives that will inform National Energy Policy for the immediate future include:

- *EU Energy Performance of Buildings Directive (2010/31/EU)*: This Directive aims to promote the energy performance of buildings and aims to strengthen the provisions of Directive 2009/91/EC which it revokes. Its provisions include energy needs for the heating of premises, the production of hot water, cooling, ventilation and lighting for new and existing buildings. This Directive also contains an objective that by 31st December 2020, all new buildings shall be nearly zero energy consumption buildings.
- *EU Energy Efficiency Directive (2012/27/EU)*: This Directive was transposed into Irish Law as S.I. 426 of 2014 and sets out the policy roadmap up to 2020 and identifies measures that are required to be introduced by Member States in order for the EU to meet its binding energy efficiency and emissions targets.

The national policy document '*Delivering Homes Sustaining Communities 2007*' supports the adoption of new technology and innovative approaches to design and construction of dwellings leading to enhancing their quality and energy performance over their lifetime in addition to the

publication *'Quality Housing for Sustainable Communities'* which promotes high standards in design and environmental performance. Fingal has been at the forefront on this issue and has incorporated energy saving measures into all its recently adopted Local Area Plans.

Since the publication of the *'2007 Energy Policy Framework, Delivering A Sustainable Energy Future for Ireland'*, global, EU and the Irish energy landscape have undergone huge changes as new technologies provide cleaner fuels. The recently published National Energy Policy White Paper *'Ireland's Transition to a Low Carbon Energy Future 2015-2030'* published by the Department of Communications, Energy and Natural Resources, is a complete energy policy update which sets out a framework to guide policy and the actions that Government intends to take in the energy sector from now up to 2030.

The paper takes into account European and International climate change objectives and agreements, as well as Irish social, economic and employment priorities. As we progress towards a low carbon energy system, this policy update will ensure secure supplies of competitive and affordable energy to our citizens and businesses.

A key area for consideration in sustainable construction and building design specification is in the area of CO<sub>2</sub> and energy with particular reference to embodied CO<sub>2</sub> and embedded energy. The focus should be directed towards the use of green construction materials.

Arising from the *Recast of the European Performance of Buildings Directive 2010/30/EU*, from 1 January 2019, every new public building will have to be designed to nearly zero energy building standards. Also, all other new buildings will have to comply with the new nearly zero energy buildings standards from 1 January 2021. The Council will have regard to the DoEHLG publication *Towards Nearly Zero Energy Buildings in Ireland Planning for 2020 and Beyond* and the *EU Energy Performance of Buildings Directive (2010/31/EU)* which promote the increase in nearly Zero Energy Buildings (nZEB). The Council promotes the development of low carbon buildings. Fingal aspires to becoming carbon neutral and will make every effort to increase energy efficiency.

Energy efficiency and the renewable requirements for new buildings including new residential development are addressed in the Building Regulations Part L. The aim of Part L is to limit the use of fossil fuel energy and related CO<sub>2</sub> emissions arising from the operation of the building. The introduction of the BER label, Building Energy Rating, allows for dwellings to be assessed on their energy performance. The provision of this label system allows individuals to make informed decisions regarding the energy efficiency of a building. There are exemptions for Protected Structures, proposed Protected Structures and buildings protected under National Monuments Legislation.

#### Objective EN01

Support International, National and County initiatives for limiting emissions of greenhouse gases through energy efficiency and the development of renewable energy sources using the natural resources of the County in an environmentally sustainable manner where such development does not have a negative impact on the surrounding environment, landscape or local amenities.

#### Objective EN02

Support and encourage pilot schemes which promote innovative ways to incorporate energy efficiency.





**Objective EN03**

Consider the adaptability of buildings over time and seek to improve the efficiency of existing building stock and promote energy efficiency and conservation in the design and development of all new buildings in the County.

**Objective EN04**

Encourage development proposals that are low carbon, well adapted to the impacts of Climate change and which include energy saving measures and which maximise energy efficiency through siting, layout and design.

**Renewable Energy**

Renewable sources of energy offer sustainable alternatives to our dependency on fossil fuels. They are a means of reducing harmful greenhouse emissions and offer opportunities to reduce our reliance on imported fuels. Under *EU Directive 2001/77/EC Renewable Energy* renewable energy sources are defined as renewable non-fossil energy sources such as, but not limited to wind, solar, geothermal, wave, tidal, hydropower, biomass, landfill gas, sewage treatment plant gas, bio-gases and bio-char (i.e. the thermal treatment of natural organic materials in an oxygen-limited environment).

Ireland is richly endowed with renewable energy resources, e.g. wind and water. These offer a real alternative to meeting our energy needs. It is important that Ireland does not limit itself to certain types of renewable energy technologies and seeks to explore other less exploited options such as solar photovoltaics (PV). Several renewable energy technologies are now commercially viable and capable of supplying clean, economical heat and power.

Fingal County Council seeks to ensure that all new developments contribute positively towards reducing energy consumption and the associated carbon footprint. The Council will promote and facilitate new and innovative technologies seeking to provide renewable energies. The Council will also ensure a balance is achieved between the development of renewable energy sources and the protection of the natural heritage, visual amenity, biodiversity and food producing lands.

The Council supports the application of the national level *Strategy for Renewable Energy 2012-2020* which sets out five strategic goals for renewable energy and how challenges are to be dealt with. Additionally Directive 2009/28/EC requires Member States to adopt a *National Renewable Energy Action Plan (NREAP)* which sets out national targets for the share of energy from renewable sources consumed in transport, electricity and heating and cooling in 2020. Ireland's energy efficiency ambitions as set out in the *National Energy Efficiency Action Plan (NEEAP)* are reflected in the NREAP.

The Council will work with the relevant stakeholders to carry out a *Spatial Energy Demand Analysis (SEDA)* of the County which would facilitate an integrated approach to spatial planning and energy resulting in a better spatial understanding of energy needs.

New development proposals will be required to demonstrate reduced energy consumption in their design and construction. Developments should incorporate where possible alternative energy technologies such as bio-energy, solar energy, heat pumps, heat recovery and wind energy. Similarly care should be taken to consider the adaptability of buildings over time in order to enable building stock to be refurbished and retrofitted to meet future energy efficiency standards.



From 2013 the Energy Performance of Buildings Directive was superseded by the Recast EPBD and SI 666 of 2006 was superseded by SI 243 of 2012. New building design will reflect the need to ensure that development occurs in a sustainable and sensitive manner giving due recognition to the necessity to produce a design which accords with national sustainability and energy conservation policies, and contributes to the creation of appropriate urban form.

#### Objective EN05

Prepare a Climate Change Mitigation and Adaptation Strategy and a Local Authority Renewable Energy Strategy (LARES), Spatial Energy Demand Analysis (SEDA) and a Sustainable Energy Action Plan (SEAP).

#### Objective EN06

Encourage and facilitate the development of renewable energy sources, optimising opportunities for the incorporation of renewable energy in large scale commercial and residential development.

#### Objective EN07

Support the implementation of the '*Strategy for Renewable Energy 2012-2020*' Department of Communications, Energy and Natural Resources (now Department of Communications, Climate Action and Environment) and the related *National Renewable Energy Action Plan (NREAP)* and *National Energy Efficiency Action Plan (NEEAP)*.

#### Objective EN08

Work with relevant stakeholders to carry out a Spatial Energy Demand Analysis (SEDA) of the County within the Plan period as resources permit.

#### Objective EN09

Require details of the requirements for alternative renewable energy systems, for buildings greater than 1000sq m or residential schemes above 30 units, under SI 243 of 2012 *European Communities (Energy Performance of Buildings)* to be submitted at pre planning stage for consideration. These should take the form of an Energy Statement or Feasibility Study carried out by qualified and accredited experts.

### Wind Energy

Wind energy is a clean and sustainable form of energy. It is envisaged that wind power will make the most significant contribution to the achievement of national and international targets for green electricity.

Wind farms are comprised of a group of wind turbines located in proximity to each other and are interconnected with a medium voltage power collection system. A substation is also provided on site where the medium voltage electrical current is increased in voltage with a transformer for connection to the higher voltage transmission system.

The *Wind Energy Development Guidelines for Planning Authorities*, DoEHLG, (2006) sets out a detailed methodology to assist in identifying optimum locations for the development of commercial wind generating facilities. These Guidelines are currently under review.

The Council has produced a *Draft Wind Energy Strategy* combined with maps to indicate appropriate locations for such development. Site suitability is an important consideration in determining the location of wind farms, i.e. turbines, due mainly to possible adverse impacts associated with visual impacts, noise and shadow flicker. The Strategy supports a plan led



approach to wind energy development in Fingal and provides direction as to the suitability of areas within the County for such development. It is noted that the whole of Fingal is an area with wind speed potential which can facilitate the productive location of wind energy development. A significant portion of lands within the County could be developed for wind farms with the lands designated as acceptable in principle amounting to 13,357 hectares and lands that are designated as open for consideration amounting to 20,615 hectares. As of May 2015 there are 224 wind farms online and operational in 27 counties of Ireland. It is predicted that if all the proposed wind farms are operational by 2020 that Ireland could comfortably achieve its Kyoto carbon emissions targets.

#### Objective EN10

Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of wind power where such development does not have a negative impact on the surrounding environment, landscape or local amenities including offshore sites that may be designated under the Birds and Habitats Directive in the lifetime of this Plan.

#### Objective EN11

Require that all new wind energy developments in the County comply with the *Wind Energy Development Guidelines for Planning Authorities*, DoEHLG (2006) and guidelines contained within Draft *Fingal County Council Wind Energy Strategy* or any subsequent strategy or associated guidelines applicable within the lifetime of the Plan.

### Solar

The sun is a reliable source of heat and light. There are three basic approaches used today to harness and gain maximum benefit of solar energy in buildings. These are Passive Solar; Active Solar Heating; and Solar Photovoltaic (PV) Systems.

There are a range of technologies available to exploit the benefits of the sun, including solar panels, solar farms, solar energy storage facilities all of which contribute to a reduction in energy demand. Solar technologies can be designed into buildings or retro fitted. Larger solar farms have potential to be considered on suitable sites within the County.

In the publication '*Adding Solar Power to Ireland's Energy Mix, Lightsource Renewable Energy Limited*' it is estimated that by 2020 over 20% of Ireland's energy could be generated by solar photovoltaic (solar PV). By adding solar PV to Ireland's energy mix, it will complement existing infrastructure as well as drive further renewable energy production. It is considered that solar PV farms are generally inconspicuous at ground level and are hidden by hedgerows. Additionally such farms can facilitate the regeneration of natural habitats in the rural areas.

#### Objective EN12

Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of solar power where such development does not have a negative impact on the surrounding environment, landscape, historic buildings or local amenities.

#### Objective EN13

Encourage and support the development of solar energy infrastructure, including solar PV, solar thermal and seasonal storage facilities.

**Objective EN14**

Promote and encourage the development of suitable sites within the County for use as Solar PV farms where such development does not have a negative impact on the surrounding environment, landscape, historic buildings, biodiversity or local amenities.

**Geothermal**

Geothermal energy refers to heat energy stored in the ground. Heat is supplied to the ground from two sources, namely the hot core of the planet and the sun. It can be classified as either 'deep' or 'shallow' depending on the depths from which it is sourced. The deep geothermal energy can only be accessed through geological processes or by drilling through the surface. The second source of heat in the ground is from radiation from the sun. This energy can be regarded as stored energy which stays relatively warm throughout the year. This heat can then be extracted by using a ground source heat pump.

**Objective EN15**

Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of geothermal energy where such development does not have a negative impact on the surrounding environment, landscape, biodiversity or local amenities.

**Objective EN16**

Ensure that any proposal for geothermal technologies or any other subsurface exploration does not impact on groundwater quality.

**Hydro Energy**

Hydro energy is the name given to the production of power through use of the gravitational force of falling or flowing water. Ocean energy contained in the world's waves and marine tidal currents provides an untapped source of renewable energy. Given Fingal's coastal location, both wave and tide could have a role to play in meeting the longer term targets for energy consumption from renewable sources.

**Objective EN17**

Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of hydro energy where such development does not have a negative impact on the surrounding environment, landscape, biodiversity or local amenities.

**Bioenergy**

Bioenergy is energy derived from biomass. In essence, bioenergy is the utilisation of solar energy that has been bound up in biomass during the process of photosynthesis. The photosynthesis process uses solar energy to combine carbon dioxide from the atmosphere with water and various nutrients from the soil to produce plant matter – biomass. According to the *Bioenergy Action Plan for Ireland*, (Department of Communications, Marine and Natural Resources), Ireland has significant potential to develop its bioenergy resources to generate electricity for use as transport fuels, heating and cooling buildings and for conversion into bio-chemicals as industrial raw materials. The Council will encourage the production of bio-crops for biomass in the generation of renewable energy.



**Objective EN18**

Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of biomass technology energy while ensuring that a balance is met that such development does not have a negative impact on the surrounding environment, landscape, biodiversity or local amenities, nor on the environment nor food production elsewhere either directly or through indirect land use change.

**Objective EN19**

Encourage the production of bio-crops for biomass in the generation of renewable energy.

**Objective EN20**

Support and facilitate the integration of local bioenergy into gas and electricity networks and its use as a transport fuel.

**Low Carbon District Heating**

District heating is one of the most efficient and cost effective ways to heat apartments, homes and mixed use developments. District heating networks can be based on a variety of technologies and renewable energy sources, such as combined heat and power (CHP), biomass energy, geothermal or energy from waste.

Such schemes work particularly well in built up urban areas where there is a near constant demand. For the system to work, water is heated using a boiler located in a central heating plant. The heat is distributed to the individual houses via an underground network of insulated pipes. The water in the network is continually circulating and always available. Immersion heaters, boilers and hot water storage tanks are not required which frees up space for other purposes. The use of a renewable energy solution to provide heating and hot water to houses and businesses contributes to sustainability as it reduces demand for and consumption of energy while using a renewable form of fuel.

**Objective EN21**

Support Ireland's renewable energy commitments outlined in national policy by promoting the use of district heating systems in new residential and commercial developments where such development does not have a negative impact on the surrounding environment, landscape, biodiversity or local amenities.

**Energy Networks**

The two main energy networks serving Fingal are electricity and gas. With Fingal's location within the Greater Dublin Area and the potential for significant development of a residential and commercial nature likely to take place within the Plan period, it is important to ensure that the existing networks can be upgraded to provide appropriate capacity to facilitate the development of the County in line with the Settlement Strategy. The Council will work in partnership with existing service providers, particularly Eirgrid, ESB Networks, and Gas Networks Ireland to facilitate required enhancement and upgrading of existing infrastructure and networks. It will be the policy of the Council to support and protect strategic energy corridors.

**Objective EN22**

Facilitate energy infrastructure provision at suitable locations, so as to provide for the further physical and economic development of Fingal.



## Energy Strategy for Fingal

### Climate Change Mitigation and Adaptation Strategy

The *Climate Action and Low Carbon Development Act 2015* established the national objective of transition to a low carbon, climate resilient and environmentally sustainable economy in the period up to and including the year 2050. The Development Plan contains adaptation and mitigation measures and actions to address Climate Change and Fingal County Council recognises the need for the development of a robust strategy to increase climate resilience. Mainstream policies will be incorporated into the Development Plan and integrated with National Plans and those of neighbouring Local Authorities.

The importance of factoring climate change adaptation measures into the Development Plan is recognised and the Plan will have regard to the *National Climate Change Adaptation Framework, Building Resilience to Climate Change (2012)*, which requires the integration of adaptation and mitigation measures into the Plan. The Department of Housing, Planning, Community and Local Government has been identified as the lead body on National Adaptation Policy and Local Authorities have been given the role to prepare local 'Adaptation Plans' through the Development Plan review process. In May 2016 the EPA published '*Local Authority Adaptation Strategy Development Guidelines*'. These Guidelines are designed to assist Local Authorities in developing local climate change mitigation and adaptation strategies which will assess local vulnerability to climate risks and identify, cost and prioritise adaptation actions. It is noted that this Guidance can be used by each Local Authority to assess the adaptation fitness and coherence of its spatial plans and the other plans and policies under its remit.

The Guidelines follow a clear step by step process to adaptation planning and subscribe to an adaptive risk management approach. The Guidelines describe the tasks that a Local Authority needs to complete in order to develop, adopt and implement an Adaptation Strategy. The six stages are summarised as follows:

1. Forming an adaptation team and preparing the ground.
2. Assessing the current adaptation baseline.
3. Assessing future climate risk.
4. Identifying, assessing and prioritising adaptation options.
5. Developing an adaptation pathway map and drafting the adaptation strategy.
6. Mainstreaming, monitoring and reviewing the adaptation strategy.

Fingal is working closely with Codema (Dublin's Energy Agency) and is at the initial stage of forming an adaptation team and assessing the current adaptation baseline. In response to the climate change challenge, the 4 Dublin Local Authorities (Dublin City Council, Dun-Laoghaire-Rathdown, Fingal and South Dublin County Council) have established expert steering groups with the goal of developing co-ordinated action plans to address the interconnected challenges of climate mitigation, adaptation and carbon free sustainable energy. The Dublin Local Authorities will act in unison and will work with all relevant stakeholders in order to deliver an inclusive and interconnected climate change mitigation action plan. Internationally, Fingal will liaise closely with the Covenant of Mayors and is currently preparing documentation to become one of the signatories (alongside the other Dublin Local Authorities). Fingal, in conjunction with the other Local Authorities and Codema will seek to draw down funding from various EU funding streams, such as LIFE+, INTERREG, Horizon 2020 and URBACT. Private commercial opportunities will also be encouraged wherever possible to deliver solutions.



Preparing a Strategy is likely to be a task which will require significant resources and ‘buy in’ at all levels and from all Council departments. Due to the timeframes involved in terms of preparation of the Plan, it is therefore likely that the Strategy will be completed post-adoption of the Plan and will, therefore, be incorporated into the adopted Development Plan by way of a statutory Variation at a later date.

Fingal will also work closely with Codema on the preparation of a Spatial Energy Demand Analysis (SEDA) as part of the Climate Adaptation Strategy. This will integrate energy planning into traditional spatial planning practices and will create an evidence-based energy-related planning policy and associated actions. The SEDA will show exactly where and what type of energy is being used, and the costs of this energy consumption throughout the County in the different sectors (residential, commercial and Local Authority).

The transition to low-carbon renewable energy systems will involve Fingal County Council in energy matters significantly more than it has been involved to date. One example is the important role of the Council in overcoming the difficulties of simultaneously developing markets and supplies for new renewable energy services.

### Objective EN23

Establish a Climate Change Adaptation Team within Fingal County Council to prepare a *Climate Change Mitigation and Adaptation Strategy* with relevant stakeholders, Dublin Local Authorities and various interest groups. The *Climate Change Mitigation and Adaptation Strategy* will include targets for emissions reduction from the County; provision for reporting on progress in reducing emissions; and a process of engagement with citizens, businesses and civil society in relation to the changes required.

## 7.4 Information and Communication Technologies

### Background

Information and Communication Technologies is an umbrella term that is used to cover the technical means for processing and communicating information, primarily involving digital technology. The main thrust for the Council with respect to Telecommunication Technologies is to promote and facilitate a widespread telecommunication infrastructure throughout the County in order to achieve balanced social and economic development.

ICT contribute to quality of life in two ways. Firstly, access to fast, reliable and cost-effective communications counteracts the effects of geographic remoteness and can increase social inclusion, economic competitiveness and employment opportunities. This is particularly significant in the rural area of Fingal. Secondly, modern telecommunications can also contribute to sustainability goals by reducing the need to travel, for example by home-working, teleconferencing, distance learning and e-commerce. Information Society developments are transforming the way we interact and do business. The phrase 'Information Society' refers to the increasing contemporary significance of ICTs and the unfolding influence of these technologies across all areas of economic and social activity in the twenty-first century.

## Statement of Policy

- Promote the development of additional ICT infrastructure, including broadband, telecommunication facilities, mobile phone coverage and the concept of wifi availability in public places, so as to provide for the further physical and economic development of rural and urban Fingal, and having regard to design policies and visual amenity in the County.

### Objective IT01

Promote and facilitate the sustainable delivery of a high quality ICT infrastructure network throughout the County taking account of the need to protect the countryside and the urban environment together with seeking to achieve balanced social and economic development.

### Objective IT02

Require appropriate modern information technology, including a carrier neutral, multi-duct infrastructure servicing every unit, to be incorporated into the overall design and layout of all new developments in Fingal, where feasible.

## Broadband Infrastructure

Broadband is largely provided on a private basis, however, the Government has committed to provide the services in areas not covered by existing private providers.

Fingal has reasonably good access to the broadband network with figures from Census 2011 indicating that 79.5% of households within Fingal had broadband connectivity compared with 63.8% nationally. However it is acknowledged that within the County there are many urban and rural locations where service is deficient.

Ensuring access to fast, reliable and cost-effective communications is seen as a critical piece of infrastructure and is vital for the economic development of the County. Advances in technology have increased the importance of access to the internet in economic development as broadband connects businesses, both large and small to the global market place. As outlined in the *National Digital Strategy, Department of Communications, Energy and Natural Resources, July 2013*, the digital sector in Ireland is growing at a rate of 16% per year and it already supports almost 95,000 jobs both directly and indirectly. The NDS is a foundation step in helping Ireland to reap the full rewards of a digitally enabled society.

## Metropolitan Area Networks (MANs)

The MANs consists of a network of ducting and fibre optic cable laid within a metropolitan area which is publicly owned and can be used by a variety of businesses to provide services including (but not limited to) telecoms, internet access and television. As these networks are fibre based they will ensure adequate capacity for generations. The delivery of MANs has been separated into two phases with 28 MANs being completed under Phase 1 and 60 MANs being delivered in a second phase. Phase 2 includes the towns of Donabate, Lusk and Portrane.

### Objective IT03

Promote the rollout of broadband throughout the County with a special regard for families and businesses in rural Fingal.





**Objective IT04**

Promote digital inclusion in Fingal by supporting strategies that encourage wider availability of broadband infrastructure.

**Telecommunications Antennae and Support Structures**

The Council recognises the essential need for high quality communications and information technology networks in assuring the competitiveness of the County's economy and its role in supporting regional and national development. The document *Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities, DOE, 1996* gives considerable guidance on this matter. The National Broadband Plan identified a number of potential barriers in the planning area to efficient Next Generation Broadband (NGB) rollout and the necessary actions required to address these barriers. The *Telecommunications Antennae and Support Structure Guidelines* support the planning system in facilitating the objectives set out under the *National Broadband Plan, Department of Communications, Energy and Natural Resources, August 2012*. The advantages of a high quality ICT infrastructure must however be balanced against the need to safeguard the rural and urban environment. Visual impact must therefore be kept to a minimum with detailed consideration given to the siting and external appearance of the apparatus and to the scope for utilizing landscaping measures effectively. The Council will consider proposals for such infrastructure in the light of the recommendations of the guidelines issued.

**Objective IT05**

Provide the necessary telecommunications infrastructure throughout the County in accordance with the requirements of the *Telecommunications Antennae and Support Structures Guidelines for Planning Authorities July 1996* except where they conflict with Circular Letter PL07/12 which shall take precedence, and any subsequent revisions or additional guidelines in this area.

**Objective IT06**

Promote and encourage service providers to engage in pre-planning discussions with the Planning Authority prior to the submission of planning applications.

**Objective IT07**

Require best practice in siting and design in relation to the erection of communication antennae.

**Objective IT08**

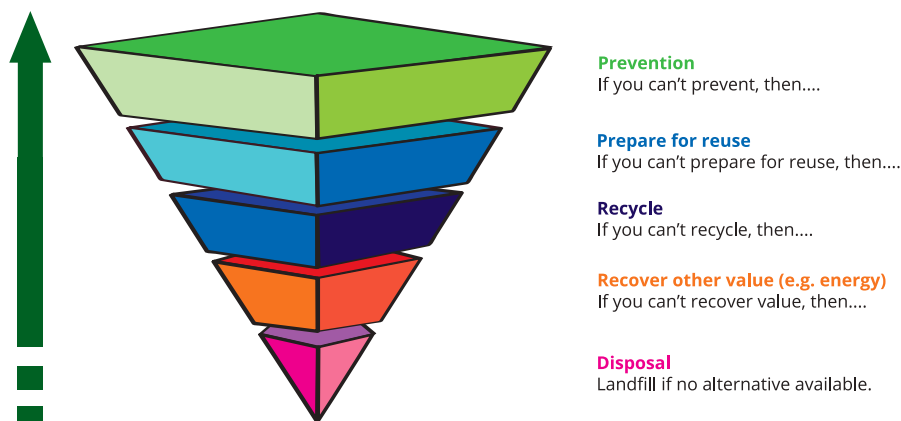
Secure a high quality of design of masts, towers and antennae and other such infrastructure in the interests of visual amenity and the protection of sensitive landscapes, subject to radio and engineering parameters.

**7.5 Waste Management****Background**

Waste management in Ireland is regulated by the Waste Management Acts, 1996 to 2011, which require Local Authorities to prepare detailed plans for the management of waste. Under the Waste Management Acts, a Development Plan is deemed to include the objectives of the Waste Management Plan for its area.

In 2012, the Government adopted a new approach to waste management and published a policy document entitled 'A Resource Opportunity Waste Management Policy in Ireland', Department of the Environment, Community and Local Government. This document sets out the measures through which Ireland will make further progress to become a recycling society, placing a focus on resource efficiency and seeking the elimination of landfilling of municipal waste. It is based on five key principles, prevention, preparing for reuse, recycling, recovery and disposal. These are illustrated in Figure WM01 below.

**Figure WM01: Waste Hierarchy**



Since the adoption of the last Development Plan, there have been significant changes in how waste is dealt with. Fingal now lies within the Eastern Midlands Region.

The *Eastern Midlands Region Waste Management Plan 2015 -2021* was adopted in May 2015. The overall vision of the Regional Waste Management Plan is to rethink the approach taken towards managing waste and that waste should be seen as a valuable material resource. The Plan also supports a move towards achieving a circular economy which is essential if the region is to make better use of resources and become more resource efficient. In the global economy, the demand and competition for finite and sometimes scarce resources will continue to increase, and pressure on resources is causing greater environmental degradation and fragility. Making better uses of these resources, reducing the leakage of materials from our economies, will deliver benefits economically and environmentally. The move to a circular economy replacing outdated industrial take-make-consume and dispose models, is essential to deliver the resource efficiency ambition of the Europe 2020 Strategy. The Plan contains three targets:

- 1% reduction per annum in the quantity of household waste generated per capita over the period of the Plan.
- Achieve a recycling rate of 50% of Managed Municipal Waste by 2020.
- Reduce to 0% the direct disposal of unprocessed residual municipal waste to landfill (from 2016 onwards) in favour of higher value pre-treatment processes and indigenous recovery practices.

Source : *Eastern Midlands Region Waste Management Plan 2015-2021*

Previously Local Authorities were involved in the delivery of waste collection and treatment infrastructure but this is no longer the case. The Local Authorities’ role is now focused on education, awareness, prevention and resource efficiency activities as well as regulating businesses and waste operators and enforcing waste legislation.

Relevant policies and objectives in the Development Plan can assist in underpinning the objectives of the Regional Waste Management Plan. In particular, the Development Plan can also assist in ensuring that the design of new developments accommodate segregated waste collection systems and that during the construction of new development, waste including demolition waste, is well managed. Fingal will remain cognisant of the principles and objectives outlined in the above named documents and will continue to work in conjunction with the Eastern Midlands Region Waste Management Office and the Environmental Protection Agency in the implementation of waste management policies.

By virtue of the *Waste Management Act*, as amended, the objectives of the Waste Management Plan are deemed to be included in the Development Plan. Where the objectives of the Development Plan and the Waste Management Plan are in conflict, the objectives in the Waste Management Plan shall prevail. The adoption of the Waste Management Plan is an executive function.

The *Eastern Midlands Region Waste Management Plan 2015-2021* recognises that the *European Union (End of Life Vehicles) Regulations 2014* help facilitate the achievement of a rate of reuse and recovery of a minimum of 95% by an average weight per vehicle and year and the re-use and recycling of a minimum of 85% by an average weight per vehicle and year from January 2015.

**Objective WM01**  
 Facilitate the sustainable expansion of existing Authorised Treatment Facilities for end of life vehicles complying with *European Union (End of Life Vehicles) Regulations 2014*, other relevant legislation and the *Eastern Midlands Regional Waste Management Plan 2015-2021*.

**Statement of Policy**

- Conform to European, National and Regional policy in all matters relating to the production, handling, treatment and disposal of waste.

**Objective WM02**  
 Facilitate the implementation of national legislation and national and regional waste management policy having regard to the waste hierarchy.

**Objective WM03**  
 Implement the provisions of the *Eastern Midlands Region Waste Management Plan 2015 -2021* or any subsequent Waste Management Plan applicable within the lifetime of the Development Plan. All prospective developments in the County will be expected to take account of the provisions of the Regional Waste Management Plan and adhere to the requirements of that Plan.

**Objective WM04**  
 Facilitate the transition from a waste management economy to a green circular economy to enhance employment and increase the value recovery and recirculation of resources.

## Prevention and Minimisation

In line with the principles of sustainable development, the Council will continue to promote a waste prevention and minimisation programme to target all aspects of waste in the County, focusing on both commercial and domestic waste producers. It is considered that raising the awareness of citizens and businesses with regard to their responsibilities as producers of waste is essential.

### Objective WM05

Prevent and minimise the generation of waste in accordance with the *Eastern Midlands Region Waste Management Plan 2015 -2021* (or any subsequent plans).

### Objective WM06

Raise environmental awareness of waste prevention and minimisation through the continuation of Council based initiatives. Particular emphasis should be placed on the involvement of local schools, community organisations, individual households and businesses.

## Preparing for Reuse

The Council will promote an increase in the amount of waste reused and recycled consistent with the *Eastern Midlands Region Waste Management Plan 2015-2021* and the waste hierarchy. Re-use, preparing for re-use and repair activities can contribute to the community and local economy. Re-use of materials is key to preventing them from becoming waste.

### Objective WM07

Promote the increased re-use of waste in accordance with the *Eastern Midlands Region Waste Management Plan 2015 -2021* (or any subsequent plan).

### Objective WM08

Promote and encourage the establishment of re-use, preparing for re-use and repair activities in accordance with the *Eastern Midlands Region Waste Management Plan 2015 -2021* (or any subsequent plan).

## Recycling

The policy document entitled '*A Resource Opportunity Waste Management Policy in Ireland*' sets out the measures through which Ireland will make further progress to become a recycling society. Ireland has made considerable progress in recent times in its recycling performance which ultimately is a reflection of growing awareness among the public. One area identified as requiring immediate attention is that of organic waste. The Environmental Protection Agency estimates that significant quantities of organic waste are available for diversion from household bins. This material could be recycled into products such as composts and recovered using energy technologies such as anaerobic digestion.

Fingal operates two recycling centres, one at Estuary Road in Swords and one at Coolmine in Blanchardstown. These centres accept household waste only and among the items accepted free of charge include paper, glass bottles / jars, car and household batteries and Waste Electrical & Electronic Equipment (WEEE). There are a number of bring banks throughout the County, catering for bottles, cans and textiles. Fingal will continue to promote awareness and



an increase in the amount of waste that is re-used and recycled to reflect the objectives of the waste hierarchy.

#### Objective WM09

Promote increased recycling of waste in accordance with the *Eastern Midlands Region Waste Management Plan 2015 -2021* (or any subsequent plan).

#### Objective WM10

Continue to promote home composting and explore the potential for composting in rural areas.

#### Objective WM11

Promote the development of composting (digester) plants for organic solid waste at appropriate locations within the County subject to the protection of the amenities of the surrounding environment.

#### Objective WM12

Promote developments to manage food waste in accordance with the requirements of the *Waste Management (Food Waste) Regulations*.

#### Objective WM13

Seek to identify suitable sites for bring banks to ensure that developing settlements have ease of access to such facilities over the Plan period, subject to funding and resources available.

## Recovery

Gas is being collected at both the Balleally and Dunsink landfills and is being used to generate electricity which is fed into the national grid. The *Dublin Waste to Energy Project* at Poolbeg when operational in late 2017, will have the capacity to generate energy from up to 600,000 tonnes of waste per year that would otherwise go to landfill and will generate electricity for up to 80,000 homes annually. Provision is also being made to facilitate district heating for up to a further 50,000 homes. It is estimated that every tonne of waste treated at the plant would provide as much energy as one 200 litre barrel of oil. In relation to the management of sludge, the Regional Waste Management Plan recommends that Local Authorities liaise with Irish Water regarding water and waste water sludges and with other relevant stakeholders to ensure that sludges are managed in a safe manner.

#### Objective WM14

Promote the recovery (including recovery of energy) from waste in accordance with the *Eastern Midlands Region Waste Management Plan 2015 -2021* (or any subsequent plan).

#### Objective WM15

Implement the adopted Sludge Management Plan for the County and update the plan as required. Work with Irish Water and other relevant stakeholders to ensure the provision of facilities for the safe and sustainable management of sludges (sewage, waterworks, agricultural, industrial and septic tank) that are generated within the County having regard to the *Fingal Sludge Management Plan* and relevant environmental legislation.



## Disposal

In recent years there has been a move away from the disposal of waste to landfill. In Fingal, Balleally landfill has closed for the acceptance of waste with soil being accepted for restoration / capping purposes only. Dunsink landfill has been closed since the late 1990's.

### Objective WM16

Ensure the full restoration of the Balleally landfill site and the development of both it and the former Dunsink landfill into amenities for recreation and nature conservation. Undertake this process in co-operation with all relevant stakeholders and in compliance with all legislative and regulatory requirements.

### Objective WM17

Promote and encourage the objectives of the *Eastern Midlands Region Waste Management Plan 2015-2021* (or any subsequent plan) regarding the remediating of historic closed landfills prioritising actions to those sites which are the highest risk to the environment and human health. Any future development of lands incorporating historic closed landfills shall take full consideration of the environmental sensitivities of the local site and follow the national code of practice for assessment and remediation of such sites. This may include obtaining an appropriate authorisation from the EPA to regulate the proposed remediation.

## Construction and Demolition Waste

The *Eastern Midlands Region Waste Management Plan 2015-2021* states that Construction and Demolition Waste (C&D) consists of all wastes that arises from C&D activities which includes excavated soil from contaminated sites. This type of waste is generally collected by authorised collectors and its recovery is managed by placing it in a variety of land uses such as backfilling. Sites chosen for backfilling are generally considered to be of marginal agricultural land but these can include wetlands and associated habitats. The *Regional Waste Management Plan* recognises that at many of these sites it is deposition rather than improvement that is the primary activity and this can have complications for habitats. Also given the move away from landfill which is a significant outlet for C&D waste, alternative recovery options will be required to facilitate C&D Waste in the future years.

The *EC (Waste Directive) Regulations 2011*, sets a 70% target for the re-use, recycling and recovery of man-made C&D waste in Ireland by 2020.

### Objective WM18

Ensure that construction and demolition Waste Management Plans meet the relevant recycling / recovery targets for such waste in accordance with the national legislation and regional waste management policy.

### Objective WM19

Protect floodplains and biodiversity where construction and demolition waste is to be recovered by land reclamation.



## Hazardous Waste

Hazardous waste is generated by every sector of society and is for the most part managed by authorised operators. The Environmental Protection Agency has prepared a revised *National Hazardous Waste Management Plan 2014-2020*. It takes into account progress that has been made since the previous plan and the waste policy and legislative changes that have also occurred.

### Objective WM20

Implement the provisions of the *National Hazardous Waste Management Plan 2014-2020* or any subsequent plan within the lifetime of the development plan.

### Objective WM21

Promote public awareness of the dangers associated with the incorrect disposal of hazardous waste.

### Objective WM22

Promote the use of clean technology and minimisation of hazardous waste production in industry, including Small and Medium Enterprises (SMEs).

### Objective WM23

Continue to provide at each of the Waste Recycling Centres, facilities for the disposal of hazardous wastes such as batteries, waste oil and waste paint.

## Litter

Litter is an environmental problem that significantly detracts from the visual appearance of both urban and rural areas. The Council recognises the importance of protecting urban areas and countryside from indiscriminate dumping and bill posting and of keeping the environment free from litter. Like other authorities, the County is obliged to prepare a Litter Management Plan for its area. A new Litter Management Plan covering the period from 2016-2018 will be prepared. This Plan will set out objectives to raise public awareness and prevent and control litter.

### Objective WM24

Implement the objectives of the adopted *Litter Management Plan*.

### Objective WM25

Seek the effective engagement of local communities in Fingal in recycling waste and tackling the issues associated with illegal dumping within the County.

### Objective WM26

Continue to develop the Council's partnership approach with the Tidy Towns Associations, community groups, farming organisations, trade unions, the business community, the local media, sporting organisations, tourism bodies and Gardaí in the support and fostering of anti-litter initiatives within the County.



## 7.6 Air, Light and Noise

### Background

Issues concerning poor air quality, light pollution and noise pollution, both in the urban and rural environment can lead to major environmental problems and be detrimental to the health of citizens of the County. The need to ensure the highest standards of air quality is recognised, whilst also ensuring that noise pollution and light pollution are maintained at acceptable levels. Air Quality, Light Pollution and Noise Pollution are primarily addressed within legislation associated with each.

### Statement of Policy

- Have regard to European Union, National and Regional policy in all matters relating to air quality, light pollution and noise pollution and where appropriate take steps to reduce effects of air, noise and light pollution on environmental quality and surrounding residential amenity.

#### Objective AQ01

Implement the provisions of EU and National legislation on air, light and noise and other relevant legislative requirements, as appropriate and in conjunction with all relevant stakeholders.

### Air Quality

Over the years the quality of the air we breathe is getting worse, resulting largely from human activities. The four Local Authorities of the Dublin Region carry out ambient air quality monitoring under the direction of the Environmental Protection Agency (EPA). The EPA manages the national air quality monitoring network. Pollutants that are of most concern are those derived from traffic including Particulate Matter and Nitrogen Dioxide.

The Council adopted the *Dublin Regional Air Quality Management Plan 2009-2012* and has regard to this Management Plan, in conjunction with other relevant legislation when considering planning applications.

The Council supports the 'Polluter Pays Principle' and will have regard to the *EU Framework Directive on Air Quality Assessment and Management* and the *Local Government (Planning and Development) General Policy Directive 1988* (or as may be amended from time to time) issued by the Minister for the Environment relating to air quality standards nationally.

#### Objective AQ02

Implement the recommendations of the *Dublin Regional Air Quality Management Plan* (or any subsequent plan) and any other relevant policy documents and legislation in order to preserve good air quality where it exists or aim to improve air quality where it is unsatisfactory.





## Light Pollution

While adequate lighting is essential for a safe and secure environment, light spillage from excessive or poorly designed lighting is increasingly recognised as a potential nuisance to surrounding properties and a threat to wildlife. Insensitive lighting can cause what is termed “light pollution”. Light pollution is essentially wasted light. Fingal as a predominantly rural County is sensitive to light pollution through sky glow which can affect the tranquillity of the countryside. Light pollution can have a negative impact on biodiversity by affecting the normal diurnal patterns of plants and animals.

Urban and rural locations can suffer equally from this problem. Lighting columns and other fixtures can have a significant effect on the appearance of buildings and the environment.

Where proposals for new lighting require planning consent, the Council will ensure that they are carefully and sensitively designed. Lighting fixtures should provide only the amount of light necessary for the task in hand and shield the light given out so as to avoid creating glare or emitting light above a horizontal plane. Development proposals which include external lighting should ensure that the proposed lighting scheme is the minimum required for reasons of public safety and security; there is no light spillage above the horizon; there is no unacceptable adverse impact on neighbouring or nearby properties or on the surrounding countryside; there is no dazzling or distraction to road users including cyclists, equestrians and pedestrians; and road and footway lighting meets the Council’s standards.

For lands that form part of Local Area Plans (LAPs) and Masterplans or in the case of comprehensive developments occurring on larger tracts of land it is important to establish a hierarchy of light intensities to ensure that environmental impacts are minimised as far as possible. The establishment of such hierarchies will ensure that subtly lit and unlit areas and features are not compromised in terms of their character and visibility after dark. The success of lighting design will rely heavily on striking the right balance between light and dark over the various areas of lands concerned and their immediate contexts.

This approach can be taken by means of determining appropriate light intensities for such lands and the designation of ‘Environmental Zones’ (as defined by the Institute of Lighting Engineers publication, *Guidance Notes for the Reduction of Light Pollution* published in the UK) should be considered. The designations are as follows:

Zone	Surrounding	Lighting Environment	Examples
E1	Natural	Intrinsically Dark	Natural parks
E2	Rural	Low District Brightness	Rural, small village, relatively dark urban locations
E3	Suburban	Medium District Brightness	Small town centres or urban locations
E4	Urban	High District Brightness	Town/ city centres with high levels of night-time activity

**Objective LP01**

Require that the design of lighting schemes minimises the incidence of light spillage or pollution into the surrounding environment. New schemes shall ensure that there is no unacceptable adverse impact on neighbouring residential or nearby properties; visual amenity and biodiversity in the surrounding areas.

**Objective LP02**

Establish a hierarchy of light intensities on lands that are subject to Local Area Plans, Masterplans and larger tracts of lands subject to comprehensive developments in order to ensure that environmental impacts are minimised as far as possible through the designation of Environmental Zones.

**Noise Pollution**

Fingal County Council together with the other Dublin Local Authorities prepared the *Dublin Agglomeration Environmental Noise Action Plan 2013-2018*, in accordance with the requirements of the *Environmental Noise Regulations 2006*, S.I. 140 of 2006 which give effect to the *EU Directive 2002/49/EC* relating to the assessment of noise. The key objective of this *Noise Action Plan* is to avoid, prevent and reduce where necessary on a prioritised basis the harmful effects including annoyance due to long term exposure to environmental noise.

Noise can be characterised as 'unwanted sound' or 'sound that is loud, unpleasant or unexpected' and that can eventually cause disturbance, impairment or damage to health.

Road and air based transport modes are the dominant noise sources in the County, other forms of noise such as impulsive or tonal noise can potentially be more of a nuisance. The planning system can help minimise the adverse effects of noise pollution through the use of planning conditions or by guiding development so that significant noise sources are located away from noise sensitive locations to areas where noise will not be such an important consideration. When considering applications for new developments or uses likely to increase noise levels and cause an unacceptable degree of disturbance, the Council will seek to contain and minimise noise. This is of particular concern in the urban areas where night-time activities such as public houses, clubs and restaurants and day-time uses such as factories have a significant impact on residential amenity. Additionally the Council will continue to promote appropriate land use patterns in the vicinity of the airport and flight paths and strive in so far as is appropriate to minimise housing developments in order to limit the exposure of residents to excessive noise levels. Design aspects such as façade construction/orientation, room usage, window construction, use of active or passive air vents and site boundary noise mitigation measures reduce exposure to noise.

**Objective NP01**

Implement the relevant spatial planning recommendations and actions of the *Dublin Agglomeration Environmental Noise Action Plan 2013-2018* (or any subsequent plan), working in conjunction with relevant statutory agencies.

**Objective NP02**

Continue to promote appropriate land use patterns in the vicinity of Dublin Airport to minimise the amount of residents exposed to undesirable noise levels.



**Objective NP03**

Require all developments to be designed and operated in a manner that will minimise and contain noise levels.

**Objective NP04**

Ensure that future developments are designed and constructed to minimise noise disturbance and take into account the multi-functional uses of streets including movement and recreation as detailed in the *Urban Design Manual (2009)* and the *Design Manual for Urban Roads and Streets (2013)*.

**Objective NP05**

Ensure that development complies with the NRA's design goal for sensitive receptors exposed to road traffic noise or as updated by any subsequent guidelines published by Transport Infrastructure Ireland.







# Green Infrastructure

## Chapter 8

# CHAPTER 8

## GREEN INFRASTRUCTURE

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## CHAPTER 8

# GREEN INFRASTRUCTURE

### 8.1 Background

Fingal has experienced rapid urban expansion over the last 20 years with accelerated development in the major towns of Swords, Blanchardstown and Balbriggan, and increased development in smaller settlements across the County and along the coast.

To the south, in the areas which adjoin Dublin City, Fingal has one of the more significant enterprise and employment areas in Ireland, including Dublin Airport, international IT and pharmaceutical companies and a wide range of indigenous enterprises. The north of the County is primarily rural and coastal. It is intensively farmed and is one of the most important food producing regions in Ireland, producing 47% of the national vegetable output and 37% of protected fruits, vegetables and nursery plants. Several national and international food companies have developed out of this long standing horticultural tradition. Fingal also has a wealth of natural and cultural assets including the countryside, coast and islands, monuments and historic houses which are important in defining the character of the County and in providing amenities for residents and for the growing tourism sector. The County has nationally and internationally important biodiversity resources especially along the coast where there are many Natura 2000 sites which host a range of important habitats and species.

A key challenge for Fingal is to manage growth so that the County's agricultural production capacity is maintained as urban expansion continues and in a way which protects the County's natural and cultural resources for the future.

Addressing this challenge means recognising that as a society and economy we depend on nature and natural systems and that we need to sustain this 'natural capital' because it provides us with a multitude of benefits (including food, clean water, clean air and raw materials) and functions (such as temperature regulation and flood control). Internationally there has been a growing recognition that natural capital is in decline and that this will undermine future wellbeing and prosperity. Natural capital is contained in networks of land and water including farmland, the coast, parks, open space, rivers, floodplains, wetlands, woodlands, and nature conservation areas.

This resource can also be considered to be a form of infrastructure - which we call green infrastructure - which performs key functions for our communities. For example, our parks and open space promote health and well-being and make Fingal a better place to live in. Green infrastructure also enhances opportunities for recreation and tourism, sustains our food industry and encourages new businesses to invest in the County. It is also increasingly being recognised that green infrastructure is a vital component in building resilient communities capable of adapting to the consequences of climate change.

In recent years the theory and application of green infrastructure has advanced greatly and green infrastructure is now advocated widely in the USA, UK, in Europe and beyond. At EU level the *Biodiversity Strategy* recognises green infrastructure as an innovative approach to the maintenance of biodiversity and ecosystem services in the wider landscape. In 2013 the Commission published a *Green Infrastructure Strategy* which advocates the use of green



infrastructure approaches in spatial planning and seeks to enable investment in green infrastructure to be mobilised. The *Regional Planning Guidelines for the Greater Dublin Area 2010-2022* advocate the development of a green infrastructure approach at all levels in the planning system and the preparation of Green Infrastructure Strategies at County/City level. Green infrastructure can also play a key role in meeting the growing and increasingly complex and inter-related demands of EU environmental legislation including the Habitats, Birds, Floods, Water Framework, Marine Strategy Framework, Strategic Environmental Assessment (SEA) and Environmental Liability Directives. The need for compliance with these legislative requirements is clearly reflected in the recent *Planning Policy Statement* published by the Government.

### Statement of Policy

- Ensure that areas and networks of green infrastructure are identified, protected, enhanced, managed and created to provide a wide range of environmental, social and economic benefits to communities.

## 8.2 Fingal's Green Infrastructure

The Council has identified a number of key Green Infrastructure (GI) themes. These are:

- Biodiversity,
- Parks, Open Space and Recreation,
- Sustainable Water Management,
- Archaeological and Architectural Heritage,
- Landscape.

Under each of these headings the Council has identified and mapped the key elements of the County's strategic green infrastructure on the Development Plan maps, under each of the five GI themes.





## Biodiversity

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- Designated Shellfish Waters.
- Fingal Ecological Network including the following:
  - Core Biodiversity Conservation Areas: Ramsar sites, Natura 2000 sites (Special Areas of Conservation (SAC) and Special Protection Areas (SPAs)), Natural Heritage Areas (NHA), proposed Natural Heritage Areas (pNHA), Statutory Nature Reserves, Refuges for Fauna, Annex I habitats outside designated sites, habitats of protected or rare flora
  - Ecological Buffer Zones
  - Nature Development Areas
  - River Corridors along major Rivers.
- Areas within 100m of erodible coastline.



## Parks, Open Space and Recreation

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- Lands zoned open space and/or in use as public open space

## Sustainable Water Management

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- Watercourses including rivers and streams
- Riverine floodplains
- Coastal areas liable to flooding

## Archaeological and Architectural Heritage

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- Sites and Monuments on the Record of Monuments and Places (RMP)
- Buildings and other structures on the Record of Protected Structures (RPS)
- Architectural Conservation Areas (ACAs)
- Historic Graveyards



## Landscape

- Special Amenity Areas on Howth Head and the Liffey Valley
- High Amenity Areas
- Highly Sensitive Landscapes
- County Geological Sites
- Public Beaches

Key proposals for the management of existing green infrastructure and provision of new green infrastructure as part of the Development Plan have also been highlighted in the objectives below and on the Development Plan maps. In achieving green infrastructure objectives greenbelt zoned lands offer opportunities for the location of new facilities including parks, nature conservation areas, sustainable walking and cycling routes.

### Objective GI01

Support the implementation of the Fingal Heritage Plan in relation to the provision of Green Infrastructure.

### Objective GI02

Create an integrated and coherent green infrastructure for the County by requiring the retention of substantial networks of green space in urban, urban fringe and adjacent countryside areas to serve the needs of communities now and in the future including the need to adapt to climate change.

### Objective GI03

Develop the green infrastructure network to ensure the conservation and enhancement of biodiversity, including the protection of European Sites, the provision of accessible parks, open spaces and recreational facilities (including allotments and community gardens), the sustainable management of water, the maintenance of landscape character including historic landscape character and the protection and enhancement of the architectural and archaeological heritage.

### Objective GI04

Seek a net gain in green infrastructure through the protection and enhancement of existing assets, through the provision of new green infrastructure as an integral part of the planning process, and by taking forward priority projects including those indicated on the Development Plan green infrastructure maps during the lifetime of the Development Plan.

### Objective GI05

Seek to increase investment in green infrastructure provision and maintenance by accessing relevant EU funding mechanisms and national funding opportunities including tourism related funding.

### Objective GI06

Resist development that would fragment or prejudice the County's strategic green infrastructure network.

### Objective GI07

Ensure green infrastructure protection and provision promotes pedestrian access, cycling, and public transport in preference to the car, as appropriate.



**Objective GI08**

Integrate the provision of green infrastructure with infrastructure provision and replacement, including walking and cycling routes, as appropriate, while protecting biodiversity and other landscape resources.

**Objective GI09**

Increase public awareness in relation to green infrastructure in Fingal and its importance for communities and the local economy by publishing information and holding seminars and events.

### 8.3 Green Infrastructure – A Strategy for Fingal

It is the Council's intention to develop a Green Infrastructure Strategy for the County in consultation with all key stakeholders and with the public during the lifetime of the Development Plan. The Strategy will identify key green infrastructure aims and objectives for Fingal taking account of the priority projects identified in this Development Plan and it will provide for the delivery of these projects including the provision of appropriate funding mechanisms.

**Objective GI10**

Develop and implement a Green Infrastructure Strategy for Fingal in partnership with key stakeholders and the public, taking an ecosystem services approach to strategy development and public consultation.

**Objective GI11**

Ensure the Green Infrastructure Strategy for Fingal protects existing green infrastructure resources and plans for future green infrastructure provision which addresses the five main themes identified in this Plan, namely:

- Biodiversity,
- Parks, Open Space and Recreation,
- Sustainable Water Management,
- Archaeological and Architectural Heritage,
- Landscape.

**Objective GI12**

Ensure the Green Infrastructure Strategy for Fingal reflects a long-term perspective, including the need to adapt to climate change.

**Objective GI13**

Ensure the Green Infrastructure Strategy for Fingal protects the County's natural coastal defences, such as beaches, sand dunes, salt marshes and estuary lands, and promotes the use of soft engineering techniques as an alternative to hard coastal defence works wherever possible.

**Objective GI14**

Ensure the Green Infrastructure Strategy for Fingal safeguards important agricultural and horticultural lands in the County.

**Objective GI15**

Ensure the protection of European Sites is central to Fingal County Council's Green Infrastructure Strategy.

**Objective GI16**

Set targets in the Green Infrastructure Strategy for the provision of different green infrastructure elements in urban areas, such as trees in urban areas and green roofs in town centres, so that a net gain in green infrastructure is achieved over the lifetime of this Development Plan.

**Objective GI17**

Ensure the Green Infrastructure Strategy connects and integrates existing and new communities through appropriate planning, ongoing management and governance.

## 8.4 Green Infrastructure and Planning

A key objective of green infrastructure planning is that green infrastructure management and provision is integrated with plans for growth and development. The preparation of Local Area Plans provides a key opportunity for the protection, management, enhancement and provision of green infrastructure which is fully integrated with new development. All Local Area Plans will be required to provide for green infrastructure which addresses the objectives for the five GI themes identified.

**Objective GI18**

Require all Local Area Plans to protect, enhance, provide and manage green infrastructure in an integrated and coherent manner addressing the five GI themes set out in the Development Plan – Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Architectural Heritage, and Landscape.

**Objective GI19**

Set targets for the provision of green infrastructure elements such as trees and green roofs as part of the preparation of Local Area Plans.

All proposals for development must take account of the County's strategic green infrastructure resources and ensure that these are protected, managed and enhanced as new development takes place. In addition, proposals for development must seek to provide for the protection and provision of green infrastructure which addresses the five GI themes identified in the Development Plan in a coherent and integrated manner. In practical terms this means that project proponents should seek to integrate their proposals to the maximum extent under the different headings where possible and appropriate. Key objectives in this regard are highlighted under each theme below. Applicants should also consult the relevant chapters in the Development Plan for further detailed information on each theme as indicated. For major developments a green infrastructure plan will be required as an integral part of proposals for development.

**Objective GI20**

Require all new development to contribute to the protection and enhancement of existing green infrastructure and the delivery of new green infrastructure, as appropriate.



**Objective GI21**

Require all new development to address the protection and provision of green infrastructure for the five GI themes set out in the Development Plan (Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Architectural Heritage, and Landscape) in a coherent and integrated manner.

**Objective GI22**

Require all proposals for large scale development such as road or drainage schemes, wind farms, housing estates, industrial parks or shopping centres to submit a Green Infrastructure Plan as an integral part of a planning application.

**Objective GI23**

Investigate the development decision-support tools based on existing models, such as the Seattle Green Factor, to assist in the integration of different green infrastructure elements into development proposals.

## 8.5 Green Infrastructure Objectives for Local Area Plans and Development Proposals

### Biodiversity Theme

*See also Chapter 9, Natural Heritage*

**Objective GI24**

Ensure biodiversity conservation and/or enhancement measures, as appropriate, are included in all proposals for large scale development such as road or drainage schemes, wind farms, housing estates, industrial parks or shopping centres.

**Objective GI25**

Integrate provision for biodiversity with public open space provision and sustainable water management measures (including SuDS) where possible and appropriate.

### Parks, Open Space and Recreation Theme

*See also Chapter 3, Placemaking*

**Objective GI26**

Maximise the use and potential of existing parks, open space and recreational provision, both passive and active, by integrating existing facilities with proposals for new development and by seeking to upgrade existing facilities where appropriate.

**Objective GI27**

Provide a range of accessible new parks, open spaces and recreational facilities accommodating a wide variety of uses (both passive and active), use intensities and interests.

**Objective GI28**

Provide attractive and safe routes linking key green space sites, parks and open spaces and other foci such as cultural sites and heritage assets as an integral part of new green infrastructure provision, where appropriate and feasible.



**Objective GI29**

Provide opportunities for food production through allotments, community gardens and permaculture food forests in new green infrastructure proposals where appropriate.

**Objective GI30**

Develop a Cycle/Pedestrian Network Strategy for Fingal that encompasses the Fingal Way and other proposed routes which will be screened for Appropriate Assessment and Strategic Environmental Assessment.

## Sustainable Water Management Theme

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*See also Chapter 7, Movement and Infrastructure*

**Objective GI31**

Ensure the provision of new green infrastructure addresses the requirements of functional flood storage, the sustainable management of coastal erosion, and links with provision for biodiversity, Sustainable Drainage Systems (SuDS) and provision for parks and open space wherever possible and appropriate.

**Objective GI32**

Seek the creation of new wetlands and/or enhancement of existing wetlands through provision for Sustainable Drainage Systems (SuDS).

**Objective GI33**

Seek the provision of green roofs and green walls as an integrated part of Sustainable Drainage Systems (SuDS) and which provide benefits for biodiversity, wherever possible.

## Archaeological and Architectural Heritage Theme

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*See also Chapter 10, Cultural Heritage*

**Objective GI34**

Ensure, wherever possible and appropriate, that elements of the archaeological and architectural heritage are fully integrated into proposals for new developments at the project design stage.

**Objective GI35**

Seek to provide and/or enhance access to archaeological and architectural heritage assets in a sustainable manner, where appropriate, thus facilitating opportunities for education and understanding.

## Landscape Theme

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*See also Chapter 9, Natural Heritage*

**Objective GI36**

Ensure green infrastructure provision responds to and reflects landscape character including historic landscape character, conserving, enhancing and augmenting the existing landscapes and townscapes of Fingal which contribute to a distinctive sense of place.





# Natural Heritage

## Chapter 9

# CHAPTER 9

## NATURAL HERITAGE

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## CHAPTER 9

# NATURAL HERITAGE

### 9.1 Background

Our natural heritage includes the variety of life we see around us every day, often referred to as biodiversity, its physical or geological foundation, and the landscapes which form our surroundings. Biodiversity includes everything from trees to weeds, from mammals to birds, from coast to countryside. It is also an important part of the landscapes in which we live and which give each local area its sense of place. Protecting and enhancing our biodiversity and landscapes is vital for the health, well-being and quality of life of communities today and will also be vitally important in the future in adapting to climate change.

The County's natural heritage is also a core component of Fingal's Green Infrastructure (GI) (See Chapter 8). The Council's approach to GI is one that seeks to conserve and enhance biodiversity and geological heritage and to promote the sustainable management of the landscape and coast.

#### Statement of Policy

- Conserve and enhance the County's biodiversity.
- Conserve and enhance the County's geological heritage.
- Promote a unified approach to landscape planning and management, provide an understanding of Fingal's landscape in terms of its inherent and unique character and ensure that Fingal's landscape is appropriately protected, managed and planned.
- Protect, enhance and sustainably manage the coastline and its natural resources.

#### Objective NH01

Support the implementation of the Fingal Heritage Plan in relation to the promotion and protection of Fingal's Natural Heritage.

#### Objective NH02

Integrate provision for biodiversity with public open space provision and sustainable water management measures (including SuDS) where possible and appropriate.

### 9.2 Biodiversity

#### Background

Ireland is a signatory to the worldwide Convention on Biological Diversity (CBD) and the Government is committed through this process to conserve and sustainably use biodiversity. The Convention aims, among other things, to secure a significant reduction in the current rate of loss of biodiversity. All parties to the Convention are required to develop national biodiversity strategies and action plans, and to integrate these into broader national plans. At EU level the most important habitats and species are protected through Natura 2000 which is the network of protected areas established under the *Habitats and Birds Directives*. In addition, member states are called on to develop and implement wider countryside measures in their land-use planning and development policies that support the coherence of the Natura 2000 network pursuant to Article 10 of the *Habitats Directive* and Article 3 of the *Birds Directive*.



At national level biodiversity policy is set out in the *National Biodiversity Plan (NBP)* which identifies habitat degradation and loss as the main factor eroding biodiversity in Ireland today. The spread of invasive species is also a growing problem (see [www.invasivespeciesireland.com](http://www.invasivespeciesireland.com) for further information) and prohibitions are in place in relation to the introduction or dispersal of certain invasive species as set out in the *Third Schedule of the European Communities (Birds and Habitats Regulations 2011 (S.I. 477/2011))*. Many of the policy provisions of the NBP are given effect through the legislative framework provided by the *Wildlife Acts (1976 - 2012)* and through the implementation of the *Habitats Directive*, the *Birds Directive* and the *Water Framework Directive*. Among other things, the NBP calls on Local Authorities to prepare and implement local biodiversity plans to provide for the conservation and sustainable use of biodiversity at local level.



#### Objective NH03

Implement the Fingal Biodiversity Action Plan 2015 and any revisions thereof in partnership with all relevant stakeholders.

#### Objective NH04

Undertake necessary ecological surveys and complete habitat mapping for the County during the lifetime of the Plan, prioritising sensitive coastal areas.

#### Objective NH05

Raise awareness in relation to biodiversity across the community.

#### Objective NH06

Consider developing a Natural Heritage Trail or Trails to support raising awareness about these natural assets amongst the public.

It is important that all development proposals include measures to protect and enhance biodiversity. This will be achieved through the Development Management process and reference should be made to Chapter 12 Development Management Standards – Section 12.12 Natural Heritage.

#### Objective NH07

Actively support the aims and objectives of the All Ireland Pollinator Plan 2015-2020 by encouraging bee keeping and other measures to protect and increase the population of bees and other pollinating insects in Fingal.



**Objective NH08**

Ensure that the management of the Council's open spaces and parks is pollinator-friendly, provides more opportunities for biodiversity, and does not introduce or lead to the spread of invasive species.

**Objective NH09**

Support the National Parks and Wildlife Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs, in the maintenance and, as appropriate, the achievement of favourable conservation status for the habitats and species in Fingal to which the *Habitats Directive* applies.

**Objective NH10**

Ensure that the Council takes full account of the requirements of the *Habitats and Birds Directives*, as they apply both within and without European Sites in the performance of its functions.

**Objective NH11**

Ensure that the Council, in the performance of its functions, takes full account of the objectives and management practices proposed in any management or related plans for European Sites in and adjacent to Fingal published by the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

**Objective NH12**

Undertake field studies and map invasive species throughout the County and initiate control programs with all relevant stakeholders and landowners to control the key invasive species.

**Objective NH13**

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

**Objective NH14**

Protect inland fisheries within and adjacent to Fingal and take full account of Inland Fisheries Ireland Guidelines in this regard when undertaking, approving or authorising development or works which may impact on rivers, streams and watercourses and their associated habitats and species.

## Biodiversity Conservation in Fingal

Fingal hosts a wealth of wildlife including a range of threatened habitats and species which are protected by law. The most important sites for wildlife can be found along the coast. Baldoye, Malahide and Rogerstown estuaries and the islands off the Fingal coast host a range of important habitats and species as well as being home to thousands of breeding and migratory birds. The Rockabill to Dalkey Island marine Special Area Conservation (SAC) is located off the Fingal coast and was designated for the underwater reefs and as a habitat for Harbour Porpoise. In addition to the coastal sites, two wetland sites in Fingal (Sluice River Marsh and the Bog of the Ring) are proposed for designation as Natural Heritage Areas (NHA) under national wildlife legislation.

The occurrence of protected flora and fauna species is not confined to protected sites. Protected birds, bats, otters and badgers for example are frequently found in the wider countryside,



together with a wide range of common plants and animals which are all part of the interrelated natural fabric of the landscape. Rivers and streams are home to a variety of habitats and species including fish. They function as ecological 'corridors' which enable species to move from place to place. Wetlands associated with rivers and streams, such as wet grasslands and marshes, also provide many benefits. These ecological 'stepping-stones' enable wetland species to move through the landscape.

Over the past 50 years land-use change associated with agriculture, roads, housing and recreation has led to increased habitat loss, habitat degradation and fragmentation. It is therefore vital that as land is developed, we protect the designated sites and their surrounding lands and that we enable biodiversity in the wider landscape to be maintained and enhanced. If biodiversity in the wider landscape is not maintained, the long-term viability of the habitats and species in the protected areas themselves will be called into question.

To this end, Fingal County Council has developed the *Fingal Biodiversity Action Plan* which sets out the Council's objectives for biodiversity conservation for the next 20 years. A major element of the *Fingal Biodiversity Action Plan* is the development of the Fingal Ecological Network.

The Fingal Ecological Network sets out a spatial framework for biodiversity conservation and management in Fingal. The ecological network consists of the following elements (See Green Infrastructure Maps):

- Core Biodiversity Conservation Sites,
- Ecological Buffer Zones,
- Nature Development Areas,
- Ecological Corridors and Stepping Stones including Trees and Hedgerows.

The approach is primarily based on strictly protecting the most important biodiversity conservation areas in the County as required by law, including the identification and protection of ecological buffer zones around these areas, providing opportunities for nature through the development of conservation initiatives in nature development areas and by protecting important movement corridors and stepping stones for wildlife in the landscape. Throughout Europe and further afield similar ecological networks are being established to integrate biodiversity conservation and management with spatial planning and other sectoral plans and programmes. This approach is also likely to be beneficial in increasing the ability of wildlife to adapt to the impacts of climate change. Making space for biodiversity, and increasing the permeability and connectivity of today's landscapes for wildlife, increases the opportunities for biodiversity to adapt as the climate changes while at the same time providing many immediate benefits to society and the economy.

### **Core Biodiversity Conservation Areas**

The most important nature conservation sites make up the core biodiversity conservation areas. These include internationally and nationally designated sites hosting habitats listed in Annex I of the *Habitats Directive* and sites hosting rare and protected species and their habitats.

### **Protected Areas of International Importance: Natura 2000**

A range of protected areas have been (or will be) designated under national and EU legislation and under the Ramsar Convention on wetlands. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) are being or have been, designated to conserve habitats and species of European importance pursuant to the EU Habitats and Birds Directives.



These sites are part of a pan-European network known as Natura 2000 (See Table BD01). The boundaries of the protected areas may change during the lifetime of the Plan and additional areas may be designated. The National Parks and Wildlife Service website provides up-to-date information regarding these sites ([www.npws.ie](http://www.npws.ie)).

**Appropriate Assessment**

Article 6 of the Habitats Directive requires that the impacts of any plans or projects likely to affect Natura 2000 sites are assessed by the Planning Authority. This process is known as Appropriate Assessment (AA). AA means an assessment, based on best scientific knowledge, of the potential impacts of a plan or project, wherever located, on the conservation objectives of any Natura 2000 site and the development, where necessary, of mitigation or avoidance measures to preclude negative effects. The impacts assessed must include the direct, the indirect and cumulative impacts of approving the plan or project. While the responsibility for carrying out AA lies with the Planning Authority, applicants for planning permission must provide sufficient information with a planning application to enable the authority to complete the screening process and full appropriate assessment if screening cannot exclude significant effects on Natura 2000 sites. For projects requiring full AA it is the responsibility of the project proponents to have a Natura Impact Statement (NIS) prepared for submission to the Planning Authority as part of the planning application. To ensure that AAs are based on best scientific knowledge, those compiling information for AA Screening and those preparing NISs must have sufficient expertise and experience in relation to the ecological or other (e.g. hydrological) issues concerned and disclose an appropriate regard for the latest and most appropriate scientific methodology and assessment procedures. Those compiling information for AA Screening and those preparing Natura Impact Statements should consult the Guidance issued by the Department of the Environment, Heritage and Local Government (*Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009*) and relevant EPA and EU Guidance documents. Where full Appropriate Assessment is required for a project the need for an Environmental Impact Assessment (EIS) must also be formally considered by the Planning Authority. For plans (including Local Area Plans & Development Plan) which require a full AA, Strategic Environmental Assessment (SEA) must also be carried out.

The Council will consult with the Prescribed Bodies, and other Government agencies where appropriate, when considering plans or projects which are likely to affect Natura 2000 sites (or those sites proposed to be designated as Natura 2000 sites). In accordance with Article 6(3) of the *Habitats Directive* the Council will normally only grant permission in cases where it is clearly demonstrated that a proposed development, either individually or in combination with other plans and projects, will not adversely affect the ecological integrity of a Natura 2000 site or sites. Following a finding that a proposed development will adversely affect the integrity of a Natura 2000 site, planning permission may only be granted in exceptional cases, in the absence of any alternatives, for Imperative Reasons of Over-Riding Public Interest (IROPI) subject to the strict requirements of Article 6(4) of the *Habitats Directive*.

**Objective NH15**  
 Strictly protect areas designated or proposed to be designated as Natura 2000 sites (i.e. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs); also known as European sites) including any areas that may be proposed for designation or designated during the period of this Plan.



Table BD01: Protected Areas of International and National Importance<sup>1</sup>

Location	SAC	SPA	pNHA	NHA	WFDRPA	Ramsar	SNR	RFF
Baldoyle Bay	✓	✓	✓		✓	✓	✓	
North Bull Island		✓			✓	✓	✓	
Bog of the Ring			✓		✓			
Coding Fault Zone* Marine SAC	✓							
Feltrim Hill			✓		✓			
Howth Head	✓	✓	✓		✓			
Ireland's Eye	✓	✓	✓		✓			
Lambay Island	✓	✓	✓		✓			
Knock Lake			✓		✓			
Liffey Valley			✓		✓			
Loughshinny Coast			✓		✓			
Malahide/Swords/Broadmeadow Estuary	✓	✓	✓		✓	✓		
North Dublin Bay	✓		✓		✓			
Portraine Shore			✓		✓			
Rockabill Island		✓	✓		✓			✓
Rockabill to Dalkey	✓							
Rogerstown Estuary	✓	✓	✓		✓	✓	✓	
Royal Canal			✓		✓			
Santry Demesne			✓		✓			
Skerries Islands		✓		✓	✓			
Sluice River Marsh			✓		✓			

SAC = Special Area of Conservation

SPA = Special Protection Area

pNHA = proposed Natural Heritage Area

NHA = Natural Heritage Area

WFDRPA = Water Framework Directive Register of Protected Areas site

Ramsar = site designated pursuant to Ramsar Convention on Wetlands

SNR = Statutory Nature Reserve

RFF = Refuge for Fauna

\* = This area is not mapped on Green Infrastructure 2, Sheet 15 owing to the 24 km distance from shore but can be reviewed in SI 99 of 2016, 24 February 2016, as a map is attached. See [www.npws.ie](http://www.npws.ie).

<sup>1</sup> Where an area has more than one designation, the area covered by each designation may be different.



### Protected Areas of National Importance

Under the *Wildlife (Amendment) Act, 2000* Natural Heritage Areas (NHAs) are being designated to conserve species and habitats of national importance. This includes the Liffey Valley, Royal Canal and wetland sites such as the Sluice River Marsh and the Bog of the Ring. There are also a number of Statutory Nature Reserves and Refuges for Fauna in Fingal. These areas, established under the *Wildlife Acts 1976 to 2012*, are areas where nature conservation is the primary objective and takes precedence over all other activities. The Council will normally only grant permission where it is clearly demonstrated that a proposal will have no significant adverse impact on the habitats and species of interest in the designated area and its ecological integrity.

### Habitat Areas Listed on Annex I of the Habitats Directive Located Outside Designated Areas

A number of areas hosting habitats listed in *Annex I of the Habitats Directive* but outside Special Areas of Conservation (SACs) have been identified in the County (see Green Infrastructure Maps). These include sand-dunes, shingle and gravel banks and shores, orchid rich grasslands, petrifying springs, and vegetated sea cliffs. The majority of these habitats are found along the coast. Some of these habitats are also important for coastal defence. The Council will normally only grant planning permission where it is clearly demonstrated that a proposal will have no significant adverse impact on the habitats of interest in these areas and their ecological integrity.

### Rare and Protected Species and their Habitats

*See also Green Infrastructure Maps and Fingal Biodiversity Action Plan*

Certain plant, animal and bird species are rare and threatened. This includes nationally rare plants which occur in Fingal, plants listed in the Red Data Lists of *Irish Plants, Flora (Protection) Order 2015* (or other such Orders) and their habitats, birds listed in Annex I of the *Birds Directive*, and animals and birds listed in the *Wildlife Acts 1976 to 2012* and subsequent statutory instruments. Many of these species are protected by law. In addition, strict protection under the *Habitats Directive* applies to the species listed in Annex IV of that Directive, including all bat species, the otter, and all cetaceans. Where Annex IV species are present, all possible measures to avoid damage and disturbance to them must be taken in the formulation of proposals for development. Where the risk of damage or disturbance is unavoidable, an application for a derogation licence may be made to the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs under *Regulation 54 or 55 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. 477/2011)*. The derogation licence should be obtained in advance of seeking planning permission for a proposed development.

The planning process will seek to protect rare and threatened species, including species protected by law and their habitats. Applicants must demonstrate that proposals will not have a significant adverse impact on such species and their habitats. This can often be done by avoiding adverse impacts, for example, by redesigning the proposed development to exclude impacts on protected species and their habitats or by ensuring that development takes place outside the breeding season. In some cases, it may be appropriate to provide alternative roosts (for bats, for example), or to provide suitable habitat elsewhere. In some cases it may be necessary to re-locate the proposed development.

Consultation with the Prescribed Bodies, and appropriate Government agencies, will take place when considering undertaking, approving or authorising development which is likely to affect species listed in *Annex IV of the Habitats Directive, Annex I of the Birds Directive* or the *Flora Protection Order*. In the case of species listed in *Annex IV of the Habitats Directive*, applications



for planning permission must be accompanied by a copy of the derogation licence issued by the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs. The Planning Authority will take account of the views of the Prescribed Bodies and any licensing requirements in relation to protected species. An Ecological Impact Assessment will be required for any proposed development likely to have a significant impact on rare and threatened species including species protected by law and their habitats. The Council will normally only grant planning permission where it is clearly demonstrated that a proposal will have no significant adverse impact, incapable of satisfactory avoidance or mitigation, on the species of interest and associated habitat(s).

#### Objective NH16

Protect the ecological integrity of proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, and Habitat Directive Annex I sites.

#### Objective NH17

Ensure that development does not have a significant adverse impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites and Annex II species contained therein, and on rare and threatened species including those protected by law and their habitats.

### Ecological Buffer Zones

The Council has identified lands around Malahide/Broadmeadow, Rogerstown and Baldoyle estuaries and around Sluice River Marsh and the Bog of the Ring as ecological buffer zones. These buffer zones protect the ecological integrity of the nationally and internationally designated sites by providing suitable habitat for key species such as birds, by providing for compatible land-uses around the designated sites, and in the case of the freshwater wetland areas, by ensuring a steady supply of clean groundwater and surface water. Around the estuaries the buffer zones can also provide for recreational uses and are also important for coastal flood protection and for climate change adaptation. Ecological buffer zones are areas where agricultural uses may be combined with nature conservation and low-intensity recreational use such as walking and cycling. The Council will normally only grant permission where it is clearly demonstrated that a proposal will have no significant adverse impact on the habitats and species of interest in the buffer zone and its ecological functions. Proposals for development in these areas will require AA because of their close proximity to Natura 2000 sites.

#### Objective NH18

Protect the functions of the ecological buffer zones and ensure proposals for development have no significant adverse impact on the habitats and species of interest located therein.

#### Objective NH19

Develop Ecological Masterplans for the Rogerstown, Malahide and Baldoyle Estuaries focusing on their ecological protection and that of their surrounding buffer zones.

### Nature Development Areas

Populations of many typical plants and animals of the wider countryside are declining as a result of the loss of wildlife friendly features such as hedgerows, flower-rich grasslands, uncultivated margins of arable fields and wetland areas.





In addition, woodlands in Fingal are generally small and scattered throughout the County. The Council has identified a number of areas and land-uses in the County with potential for biodiversity enhancement (see Green Infrastructure Maps). These include:

- Farmland Areas,
- Demesnes,
- Golf courses,
- Parkland,
- Quarries,
- Waterbodies,
- Areas suitable for new woodland or forestry.

These areas, which are referred to as 'Nature Development Areas', are locations where nature conservation can be combined with existing activities such as farming, forestry, quarrying and recreation (e.g. golf courses). The areas and land-uses have been selected because of their existing or potential value for wildlife. The Nature Development Areas are reservoirs of biodiversity in the wider countryside and together with the corridors and stepping stones allow species to move through the landscape. Specific objectives have been developed for the Nature Development Areas in the *Fingal Biodiversity Action Plan* and the Council will work with landowners to achieve benefits for biodiversity in these areas. From a planning perspective, the Council aims to ensure that the biodiversity value of these areas is maintained and enhanced. Applications for planning permission must demonstrate how the proposed development will maintain and enhance the biodiversity value of the site.

#### Objective NH20

Maintain and/or enhance the biodiversity of the Nature Development Areas indicated on the Green Infrastructure maps.

#### Objective NH21

Develop a demonstration site for each Nature Development Area.

#### Objective NH22

Explore the development of a small grants scheme to assist landowners with the management of their lands within the ecological network for nature conservation purposes.

### Ecological Corridors and Stepping Stones Including Trees and Hedgerows

Ecological corridors are linear landscape features such as rivers, hedgerows and road verges that enhance the movement of wildlife through the landscape. Stepping stones comprise a series of smaller landscape features such as small woodlands, areas of scrub, wet grassland and marshes. The key corridors in Fingal are along the major rivers, including their floodplains and the adjacent farmland or parkland. The Liffey, Tolka, Ward, Broadmeadow, Ballyboghil, Corduff and Sluice rivers and their tributaries, are salmonid systems (designated pursuant to *Directive 78/659/EEC*) and are therefore of particular significance. The Liffey and several of its tributaries are exceptional in supporting Atlantic Salmon (listed in *Annex II of the Habitats Directive*), Sea Trout and Brown Trout populations. To be ecologically effective corridors need to be a minimum of 30m in width measured from the top of each riverbank. This width allows many species associated with rivers such as the Otter, Bats, Kingfisher, and Dipper, together with the aquatic species in the rivers such as Salmon, Sea Trout, Brown Trout and Lamprey to thrive.



Because of their importance all rivers and streams will be maintained in an open semi-natural condition, wherever possible. Their corridors and valleys will be protected and maintained for their biodiversity and landscape values, including flood protection.

The Council will normally only grant planning permission where it is clearly demonstrated that a proposal will not adversely affect the habitats and/or species of interest in the corridor or stepping stone or compromise its function as an ecological corridor or stepping stone. Proposals for development affecting these areas should also seek to enhance the ecological values of the corridor or stepping stone as an integral part of the proposal. An ecological assessment may be required for any proposed development likely to have a significant impact on habitats and species of interest in an ecological corridor or stepping stone.

The Council will consult Inland Fisheries Ireland and, where appropriate, the National Parks and Wildlife Service (NPWS) prior to undertaking, approving or authorising any works or development which may impact on rivers, streams and watercourses. The Council will take full account of any Guidance documents issued by Inland Fisheries Ireland in this regard.

#### **Objective NH23**

Protect the ecological functions and integrity of the corridors indicated on the Development Plan Green Infrastructure Maps.

#### **Objective NH24**

Protect rivers, streams and other watercourses and maintain them in an open state capable of providing suitable habitat for fauna and flora, including fish.

#### **Objective NH25**

Provide for public understanding of and public access to rivers, waterway corridors and wetlands, where feasible and appropriate, in partnership with the National Parks and Wildlife Service, Waterways Ireland and other relevant stakeholders, while maintaining them free from inappropriate development and subject to Ecological Impact Assessment and screening for Appropriate Assessment as appropriate.

#### **Objective NH26**

Promote the use of watercourses, rivers and lakes for the pursuit of angling, through working with Inland Fisheries Ireland to improve water quality, to improve fish stocks and to provide safe access to fishing, where appropriate, taking full account of the requirements of the *Habitats Directive* and other relevant legislation.

#### **Objective NH27**

Protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character and ensure that proper provision is made for their protection and management.

#### **Objective NH28**

Consider the use of Tree Preservation Orders (TPOs) to protect important trees, groups of trees or woodlands.

#### **Objective NH29**

Promote, encourage and support NeighbourWood Schemes by identifying suitable areas and support other initiatives that aim to establish and enhance woodlands for recreational purposes in partnership with local communities.



## 9.3 Geology

### County Geological Sites

The Geological Survey of Ireland (GSI) has identified 21 County Geological Sites in Fingal which are important geological heritage sites. Some of these sites may be designated, in due course, as National Heritage Areas (NHAs) because of their geological interest from a national perspective. The Council will seek to maintain and where possible enhance the geological heritage of these sites and to provide access to these sites where possible and appropriate. The Council will consult the Geological Survey of Ireland when considering undertaking, approving or authorising developments which are likely to affect County Geological Sites.

#### Objective NH30

Protect and enhance the geological and geomorphological heritage of the County Geological Sites listed in Table GH01 and indicated on Green Infrastructure Maps.

#### Objective NH31

Protect and promote safe and sustainable public access to County Geological Sites where appropriate and feasible subject to the requirements of Article 6 of the Habitats Directive.

Table GH01: County Geological Sites

Site Name	
1.	Ardgillan House Boulder
2.	Balrickard Quarry
3.	Balscadden Bay
4.	Bottle Quay
5.	Claremont Strand
6.	Curkeen Hill Quarry
7.	Fancourt Shore
8.	Feltrim Quarry
9.	Hill of Howth
10.	Ireland's Eye
11.	Lambay Island
12.	Malahide Coast
13.	Malahide Point
14.	Milverton Quarry
15.	Mulhuddart (Lady's) Well
16.	Nags Head Quarry
17.	Portraine Shore
18.	Rockabill
19.	Shenick's Island
20.	Skerries to Rush Coastline
21.	Walshestown Stream Section

## 9.4 Landscape

See also *Green Infrastructure Maps and Chapter 5 Rural Fingal – Layout and Design for Housing in the Countryside*.

### Background

Landscape is all around us – it's where we live, work and play – enriching and sustaining our lives in countless ways. All aspects of our natural and cultural heritage come together in these landscapes and give us a strong sense of place. In Fingal our coast and countryside are a particular source of pride and inspiration for many residents and visitors alike. Fingal is changing rapidly as a result of high rates of economic and population growth. The challenge we face is to manage our landscapes so that change is positive in its effects, and that the landscapes which we value are protected and those which have been degraded are enhanced.



The *European Landscape Convention* which Ireland ratified in 2002 forms the basis for inclusive and participative landscape management. It defines landscape as ‘...an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors’ and this definition has been incorporated into the *Planning and Development Act, 2000 (as amended)*. The Convention requires landscape to be integrated into regional and town planning policies and in cultural, environmental, agricultural, social and economic policies, as well as any other policies with possible direct and indirect impacts on landscape. In addition to obvious environmental benefits from properly protecting, managing and planning landscape, the Convention highlights the economic and social benefits that accrue such as tourism potential, economic growth, employment and quality of life enhancement. The implementation of the recently published *National Landscape Strategy 2015-2025* will ensure compliance with the *European Landscape Convention* in Ireland.

The *Planning and Development Act, 2000 (as amended)*, requires that Development Plans include objectives in relation to landscape and its management, including the preservation of views and prospects and the amenities of places and features of natural beauty or interest. The *Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022* state that policies and measures should be adopted at County level to protect, manage and plan landscapes.

### Objective NH32

Support the aims and objectives of the European Landscape Convention by implementing the relevant objectives and actions of the *National Landscape Strategy 2015-2025*.

## Landscape Character Assessment

The Development Plan’s Landscape Character Assessment (LCA) provides for the classification of Fingal’s landscapes into the following (1) types and values and (2) sensitivities. The LCA divides the County into 6 Landscape Character Types representing generic areas of distinctive character that makes one landscape different from another such as uplands or the coast. The LCA places a value on each landscape character type ranging from exceptional to low. Subsequent to the type and value being identified, the sensitivity of each character type is defined as its overall ability to sustain its character in the face of change. Sensitivity is evaluated using criteria ranging from high to low. A highly sensitive landscape is likely to be vulnerable to change whereas a landscape with a low sensitivity is likely to be less at risk from change. It is important to note that it does not necessarily follow that an exceptional value landscape will be highly sensitive to change or similarly a low value landscape will have a low sensitivity to change. The LCA will inform decision making in relation to the protection of the environment, natural resources and heritage and will be used to guide development.

Of the 6 Landscape Character Types identified in the LCA for Fingal each is given a value through the consideration of such elements as aesthetics, ecology, historical, cultural, religious or mythological. A value can range from low to exceptional. The Landscape Character Types are:

- Rolling Hills Character Type,
- High Lying Character Type,
- Low Lying Character Type,
- Estuary Character Type,
- Coastal Character Type,
- River Valleys and Canal Character Type.



### Rolling Hills Character Type

This area of Fingal is mainly agricultural land characterised by rolling landscapes across the Ward and Broadmeadow River valleys. The undulating nature of the countryside together with the presence of larger properties and tree belts has resulted in a varied landscape. The trees together with the river corridors help create a rich landscape, both visually and ecologically. Views are generally contained by the rolling landscape, which creates a landscape of short horizons. There are protected views which are listed in the Development Plan from the R108 (St Margaret's to Naul road) and R125 (Swords to Ashbourne road). Swords is the main settlement within this area.

The Rolling Hills Character Type is made up principally of agricultural land and is of value due to the Ward and Broadmeadow River and the ecological and visual attributes they bring. The protected views, tree belts and undulating lands also add value to the area. An important quality is the archaeological heritage in Swords. The Rolling Hills Character Type is categorised as having a modest value.

### High Lying Character Type

This is an area of upland, rising to a high point of 176 metres at Hillfort Mound, to the south east of the Naul. These hills afford panoramic views of the Mourne Mountains to the north, the coastline to the east and the Wicklow Mountains to the south. There are a number of important visual ridges on these uplands, which are visible over a wide area of Fingal and Meath. Almost the whole County can be seen from the more elevated roads. The character of the uplands is very attractive with a mixture of pasture and arable farming combined with strong hedgerows in a rolling landscape.

The High Lying Character Type is categorised as having a high value. The elevated area is very scenic, with panoramic views and strong hedgerows. It also has an important ecological value particularly as the 'Bog of the Ring' proposed Natural Heritage Area is situated here. There is little obtrusive or inappropriate development in the area and there is a pronounced absence of any substantial coniferous woodland. The area's importance is highlighted by the High Amenity zoning covering substantial parts of the area.

### Low Lying Character Type

This is an area characterised by a mix of pasture and arable farming on low lying land with few protected views or prospects. The Low Lying Character Type has an open character combined with large field patterns, few tree belts and low roadside hedges. The main settlements located within the area include Oldtown, Ballyboghil and Lusk and parts of Malahide and Donabate. Dublin Airport is located in this area.

This low lying area is dominated by agriculture and a number of settlements. The area is categorised as having a modest value. It contains pockets of important value areas requiring particular attention such as important archaeological monuments and demesnes and also the Feltrim Hill and Santry Demesne proposed Natural Heritage Areas.



### Estuary Character Type

Along the coast of Fingal there are three large sand spits which have created protected estuarine and saltmarsh habitats of great ornithological and ecological interest at Rogerstown, Swords/Malahide and Baldoyle. The three estuaries are Natura 2000 Sites (Special Protection Areas and Special Areas of Conservation).

The estuaries are also designated proposed Natural Heritage Areas and Ramsar sites. The margins of the estuaries are generally free of development with the exception of Malahide along the south side of the Swords/Malahide estuary. The flat horizontal nature of estuaries means that views are generally contained within the low hills and dunes that enclose these areas. There are some groups of trees to the edges of the estuary zones especially to the north side of the Swords/Malahide estuary. The character of these zones can alter depending on the tidal condition.

Also located within this zone is The Burrow in Portrane. Haphazard development, poor access roads, untidy boundaries and indistinct access points to sites distinguish this area. Due to the tradition of seasonal occupation and haphazard extensions to temporary homes, a poor settlement pattern has developed with little relationship to the surrounding landscape.

The Estuary Character Type is categorised as having an exceptional value, recognised by the EU designations (candidate Special Areas of Conservation and Special Protection Areas) that apply to each in addition to national designations such as proposed Natural Heritage Areas and Ramsar. The aesthetic quality of the estuaries is also outstanding.

### Coastal Character Type

The Coastal Character Type forms the eastern boundary of the County and contains a number of important beaches, islands and headlands that together create a landscape of high amenity and landscape value. A number of important settlements are located within this area, including Balbriggan, Skerries, Rush, Malahide, Portmarnock and Howth. The land is generally low lying, with the exception of some prominent headlands and hills in the northern part of the area, Howth and the offshore islands. Most of the Howth peninsula is covered by the 1999 Special Amenity Area Order (SAAO).

There are a number of important demesne or estate landscapes containing important woodlands in or adjoining this area at Ardgillan, Hampton, Milverton and Portrane. Horticulture (around Rush), golf courses and individual dwellings are prevalent land uses in the area also. Views along the coast are generally contained within headlands, ridgelines and harbours, creating a number of visual compartments.

The Coastal Character Type is categorised as having an exceptional landscape value. This value is arrived at due to the combination of visual, ecological, recreational and historical attributes. The area has magnificent views out to sea, to the islands and to the Mourne and Wicklow mountains and contains numerous beaches and harbours. The area's importance is highlighted by the High Amenity zoning covering substantial parts of the area. The area is rich in archaeological, architectural and natural heritage and is of high ecological value.



## River Valleys and Canal Character Type

The Tolka and Liffey valleys together with the Royal Canal Corridor are the main landscape features in this area. The Tolka and Liffey valleys are characterised by areas of grassland along meandering river valleys which, especially in the case of the Liffey, are well wooded at the edge of the floodplain and along the valley slopes. Areas of both valleys support recreational facilities along their corridors.

A number of institutional and private demesnes along the valley edges maintain a rural and wooded character to the areas. However, housing estates are beginning to encroach into corridor areas. In recognition of the special amenity value of this area a Special Amenity Area Order (SAAO) was made for the Liffey Valley between Lucan and Chapelizod in 1990. This designation includes specific controls over development. The River Liffey is also a proposed Natural Heritage Area (pNHA).

The Royal Canal corridor is also included in this zone. The canal and its corridor provide valuable habitat for fish and other species and is a pNHA. The canal itself and the many bridges and other structures associated with it are an integral part of the County's architectural heritage.

This Character Type is categorised as having a high value, due to the visual and recreation qualities contained therein. This is evident by virtue of the High Amenity zoning and SAA designation in the area in addition to the dense tree belts and steep river valley slopes. The river valleys and the canal are also important for their ecology and biodiversity.

## Landscape Character Types - Sensitivity

Where a wide range of developments would sit comfortably in a particular landscape and would not interfere with a character or interfere or eliminate a value, such a landscape is deemed to be of low to medium sensitivity. On the other hand, where any proposed development would seriously damage a character or eliminate or seriously damage an irreplaceable value, such a landscape would be considered to be highly sensitive.

### Low to Medium Sensitive Character Types

The following two character types are categorised as having a low to medium sensitivity to development, namely:

- Rolling Hills Character Type – medium sensitivity,
- Low Lying Character Type – low sensitivity.

These landscapes can absorb a certain amount of development once the scale and forms are kept simple and surrounded by adequate screen boundaries and appropriate landscaping to reduce impact on the rural character of the surrounding roads. The protection of views and riparian corridors from inappropriate development is of paramount importance in these areas.



### Principles for Development

- The skyline should be protected.
- Existing tree belts should be retained and managed and older stands of trees restocked. Roadside hedging should be retained and managed. Proposals necessitating the removal of extensive field and roadside hedgerows or trees should not be permitted. Strong planting schemes using native species, to integrate development into these open landscapes, will be required.
- Establish riparian corridors free from new development along all significant watercourses in the County. Ensure a 10 to 15 metre wide riparian buffer strip measured from top of bank either side of all watercourses, except in respect of the Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Corduff, Matt and Delvin where a 30m wide riparian buffer strip from top of bank to either side of all watercourses outside urban centres is required.
- Sites with natural boundaries should be chosen, rather than open parts of larger fields.
- Clustering with existing farmhouse and/or farm buildings is generally preferable to stand-alone locations.

### Highly Sensitive Character Types

The following four character types are identified, in general, as having a high sensitivity to development, namely:

- High Lying Character Type,
- Estuary Character Type,
- Coastal Character Type,
- River Valleys & Canal Character Type.





Particular parts of these areas have a low capacity to absorb new development. The areas contained within these four character types which have a low capacity to absorb new development are identified as highly sensitive areas on the Green Infrastructure Maps. It should be noted that the Landscape Character Types identified as low to medium sensitivity may have small pockets of highly sensitive areas, which is reflected on the Green Infrastructure Maps. It is a challenge to locate new development in these areas without it becoming unduly obtrusive. Views of the high lying areas are available from long distances and panoramic views are available from the uplands to the surrounding areas. The coastal fringe is very sensitive to development due to the exposed nature of many of the coastal and estuarine areas making them particularly vulnerable to intrusive development. Finding sites for new development along the coast will be difficult as new development is likely to be conspicuous. The setting and character of coastal areas are particularly sensitive and could easily be damaged by inappropriate development. The river valleys and canal have particular qualities, such as steep banks and mature woodland, which makes them particularly sensitive to development.

Uses such as houses, forestry, masts, extractive operations, landfills, caravan parks and large agricultural/horticulture units have the potential to give rise to substantial impacts in the highly sensitive areas shown on the Green Infrastructure Maps.

### Principles for Development

- Skylines, horizon and ridgelines should be protected from development.
- Sites with natural boundaries should be chosen, rather than elevated or open parts of fields. The form of new developments should be kept simple and they should be sited within existing shelter planting or within the contours of the land to minimise visual impact.
- Clustering with existing farmhouse and/or farm buildings is generally preferable to stand-alone locations.
- Field and roadside hedgerows should be retained. Proposals necessitating the removal of extensive field and roadside hedgerows should not be permitted.
- The retention and active management of trees and woodland blocks should be promoted.
- The use of trees and woodlands to contain new development should be encouraged. Strong planting schemes using native species, to integrate development into these sensitive landscapes, will be required. New planting needs to be carefully located and selected.
- The management of the river margins should be promoted and development along the riverside which will intrude on the character of the river valleys should be restricted.
- Establish riparian corridors free from new development along all significant watercourses in the County. Ensure a 10 to 15 metre wide riparian buffer strip measured from top of bank either side of all watercourses, except in respect of the Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Corduff, Matt and Delvin where a 30m wide riparian buffer strip from top of bank to either side of all watercourses outside urban centres is required.
- Estuary margins and any hedgerows along the margins must not be disturbed.
- The special character of the coast should be protected by preventing inappropriate development on the seaward side of coastal roads.
- The character of the coastal visual compartments should be retained by preventing intrusive developments on headlands, promontories and coastal lands within the compartments. The coastal skyline should be protected from intrusive development.



## Landscape Character Assessment Objectives

### Objective NH33

Ensure the preservation of the uniqueness of a landscape character type by having regard to the character, value and sensitivity of a landscape when determining a planning application.

### Objective NH34

Ensure development reflects and, where possible, reinforces the distinctiveness and sense of place of the landscape character types, including the retention of important features or characteristics, taking into account the various elements which contribute to their distinctiveness such as geology and landform, habitats, scenic quality, settlement pattern, historic heritage, local vernacular heritage, land-use and tranquility.

### Objective NH35

Resist development such as houses, forestry, masts, extractive operations, landfills, caravan parks and large agricultural/horticulture units which would interfere with the character of highly sensitive areas or with a view or prospect of special amenity value, which it is necessary to preserve.

### Objective NH36

Ensure that new development does not impinge in any significant way on the character, integrity and distinctiveness of highly sensitive areas and does not detract from the scenic value of the area. New development in highly sensitive areas shall not be permitted if it:

- Causes unacceptable visual harm
- Introduces incongruous landscape elements
- Causes the disturbance or loss of (i) landscape elements that contribute to local distinctiveness, (ii) historic elements that contribute significantly to landscape character and quality such as field or road patterns, (iii) vegetation which is a characteristic of that landscape type and (iv) the visual condition of landscape elements.

### Objective NH37

Ensure that new development meets high standards of siting and design.

### Objective NH38

Protect skylines and ridgelines from development.

### Objective NH39

Require any necessary assessments, including visual impact assessments, to be prepared prior to approving development in highly sensitive areas.

**Table LC01: Landscape Character Assessment Summary – Character, Value and Sensitivity**

Landscape Character Types	Landscape Value	Landscape Sensitivity
Rolling Hills Type	Modest	Medium
High Lying Type	High	High
Low Lying Type	Modest	Low
Estuary Type	Exceptional	High
Coastal Type	Exceptional	High
River Valley and Canal Type	High	High



## Views and Prospects

*See also Green Infrastructure and Zoning Maps*

Fingal has many areas of high quality landscape especially along the coast, the river valleys and the upland area to the north along the border with County Meath. As a result the County contains many vantage points from which views and prospects of great natural beauty may be obtained over both seascape and rural landscape. The scenery and landscape of the County are of enormous amenity value to residents and tourists and constitute a valuable economic asset. The protection of this asset is therefore of primary importance in developing the potential of the County. Given the high rates of economic and population growth, the challenge the County faces is to manage the landscape so that any change is positive in its effects, such that the landscapes we value are protected. There is a need, therefore, to protect and conserve views and prospects throughout the County for future generations. In assessing views and prospects it is not proposed that this should give rise to the prohibition of development along these routes, but development, where permitted, should not hinder or obstruct these views and prospects and should be designed and located to minimise their impact. Views and prospects for protection have been identified on the Green Infrastructure Maps and zoning maps.

### Objective NH40

Protect views and prospects that contribute to the character of the landscape, particularly those identified in the Development Plan, from inappropriate development.

## Historic Landscape Characterisation

All landscapes reflect the interaction of natural and cultural forces. Since the arrival of the first settlers in Fingal, nearly 10,000 years ago, people have helped to shape the landscape we see around us today. Historic Landscape Characterisation (HLC) seeks to identify and to understand the historic development of today's landscape by placing emphasis on the contribution that past historic processes make to the character of the landscape as a whole, not just selected 'special sites'. It therefore contributes to a broader assessment and understanding of landscape character. HLC is a two stage process, beginning with the identification and description of historic landscape character types followed by an assessments phase which may examine management questions, issues of significance and sensitivity. In this way, HLC can help to guide decisions on future change and landscape management and helps to ensure that the landscape evolves in a way that maintains its richness and diversity into the future.

To date the Council has undertaken three HLC studies in Swords, Donabate and Portrane, and Balbriggan. The boundaries of the study areas are shown on the Green Infrastructure Maps. This process has resulted in the identification of 38 historic landscape character types all of which were verified in the field. Outputs include the GIS based Historic Landscape Characterisation which has been integrated into the Council's GIS system. Detailed descriptions of the historic development of Swords, Balbriggan and Donabate/Portrane have also been produced, together with descriptions of broad historic landscape character types. Taken together with the GIS mapping this enables the user to develop a detailed understanding of the historical development of these areas and to understand and contextualise historic information in relation to a particular site. In addition, guidance has been provided on the future management of each broad landscape character type. The potential for HLC to be used as a predictive tool to indicate the location of previously unknown archaeological sites has also been explored and archaeological sensitivity has been assessed in the case of Balbriggan.



**Objective NH41**

Ensure that the results of the Historic Landscape Character studies undertaken in the County are taken into account in the development of plans and in the assessment of projects on an ongoing basis.

**Objective NH42**

Ensure development reflects and reinforces the distinctiveness and sense of place of identified historic landscape character types, including the retention of important features or characteristics, taking into account the results of the historic landscape characterisations carried out in the County.

**Special Amenity Areas**

Special Amenity Area Orders are in place for Howth and the Liffey Valley. The Order for the Liffey Valley between Lucan Bridge and Chapelizod was confirmed by the Minister for the Environment in March 1990 and the Howth Order was confirmed by the Minister in 1999. The Council recognises that the Liffey Valley and Howth are two of the great natural assets of the Greater Dublin Area having a rich natural, built and cultural heritage. The Council will ensure that these areas are protected and enhanced, and that enjoyment by the public is facilitated.

**Objective NH43**

Consider Baldoyle jointly with Portmarnock for a Special Amenity Area Order.

**Objective NH44**

Protect and enhance the character, heritage and amenities of the Howth and the Liffey Valley Special Amenity Areas in accordance with the relevant Orders.

**Objective NH45**

Re-establish the management committee for the Liffey Valley Special Amenity Area with an annual programme of quarterly meetings in partnership with South Dublin County Council on an ongoing basis and develop a five year works programme as part of the implementation plan for the SAA within two years of the adoption of this Development Plan.

**Objective NH46**

Implement the Management Plans and work programmes for the Special Amenity Areas and review them as necessary in consultation with all relevant stakeholders.

**Objective NH47**

Co-operate with Government and the adjoining local authorities in seeking to establish a Liffey Valley Regional Park.

**Dublin Bay Biosphere Reserve**

Biosphere Reserves are places where nature and people connect. They are areas which are internationally recognised for their biological diversity yet also actively managed to promote a positive relationship between people and nature. The Dublin Bay Biosphere Reserve is a special designation awarded by the United Nations Educational, Scientific and Cultural Organisation (UNESCO). It is part of a global network of 651 Biosphere Reserves in 120 countries. In 2015 UNESCO expanded the North Bull Island Biosphere designation to include Dublin Bay, reflecting its significant environmental, economic, cultural and tourism importance. The Biosphere now extends to over 300 km<sup>2</sup>, with over 300,000 people living within the newly enlarged Biosphere



(See Appendix 8). The Biosphere designation does not add or detract from the regulatory framework already in place for the Bay but is designed to assist stakeholders in finding sustainable solutions to the management of the Bay which ensure good outcomes for both people and nature.

The Biosphere is managed by the Dublin Bay Biosphere Partnership which includes Fingal County Council, Dublin City Council, Dun Laoghaire-Rathdown County Council, Dublin Port Company, National Parks & Wildlife Service and local community groups and NGOs. The partnership is working to promote the protection of habitats and species, to support education and research within the site and to support a sustainable economy for people living and working in the area.

#### Objective NH48

Participate in and actively support the work of the Dublin Bay Biosphere Partnership.

#### Objective NH49

Develop and implement a Biosphere work programme within the County in support of the work of the Dublin Bay Biosphere Partnership.

### The Islands

There are a number of islands in Fingal, namely Lambay Island, Ireland's Eye, Shenick's Island, Colt Island, St. Patrick's Island and Rockabill. Lambay Island is the only inhabited island. All of the islands are zoned as High Amenity Areas and they are all designated nature conservation sites of national or international importance. They are also of importance from an archaeological and architectural heritage viewpoint.

#### Objective NH50

Protect and enhance the special landscape character and exceptional landscape value of the islands, including their biodiversity, archaeological and architectural heritage.

### High Amenity Zoning

A High Amenity zoning (HA) has been applied to areas of the County of high landscape value. These are areas which consist of landscapes of special character in which inappropriate development would contribute to a significant diminution of landscape value in the County. These landscape areas meet one or more of the following criteria:

- Contain scenic landscape of high quality,
- Afford expansive or interesting views of surrounding areas,
- Are components in important views and prospects,
- Are unique or special within the County,
- Are important elements in defining the coastal character of the County,
- Act as a backdrop to important coastal views,
- Contain important groups of trees or woodland,
- Are elevated or ridge sites on which development would be obtrusive,
- Provide public access to interesting attractive landscapes or to semi-natural areas.



**Objective NH51**

Protect High Amenity areas from inappropriate development and reinforce their character, distinctiveness and sense of place.

**Objective NH52**

Ensure that development reflects and reinforces the distinctiveness and sense of place of High Amenity areas, including the retention of important features or characteristics, taking into account the various elements which contribute to its distinctiveness such as geology and landform, habitats, scenic quality, settlement pattern, historic heritage, local vernacular heritage, land-use and tranquility.

## 9.5 The Coast

### Introduction

Fingal's coastline extends from Kilbarrack Stream in the south of the County to the Delvin River located north of Balbriggan. It is characterised by a series of shallow bays between headlands with a variety of inlets, islands, harbours and beaches. It is the single most important natural resource in the County. It is characterised by its high landscape quality, its heritage and amenity values as well as being an important economic resource for the fishing, leisure and tourism industries. The coastal area is significant in terms of cultural and archaeological heritage because the coastline has been the focus of human settlement and activity for thousands of years. It has significantly influenced the development of Fingal by providing a means of transportation for people and goods or a source of food and employment through the fishing industry. Most of the coastal towns and villages grew around sheltered natural harbours or bays and the harbours were points of departure to distant ports. Defensive structures were required to protect inhabitants from attack and include ancient promontory forts (such as at Drumanagh or The Bailey) and the iconic Martello Towers of the 19th century. Coastguard stations and cottages monitored the movement of ships and vessels, while lighthouses indicated safe routes of passage. The coast also contains many sensitive ecosystems, ranging from sand dune systems to estuaries rich in marine and bird life. The importance of the coast is reflected in the number of protected areas of national and international importance including Baldoyle Bay, Malahide Estuary and Rogerstown Estuary which are sites of international importance for wintering ducks, geese and wading birds and their habitats. In addition, significant portions of the coastline are visually sensitive as evidenced by the many protected views and prospects, high amenity zonings and areas of exceptional landscape value which are highly sensitive to development. There still remain stretches of the coastline which are undeveloped, remote and peaceful.

The natural assets of the coastline including beaches are important economic assets particularly for tourism. They are also valuable amenity resources with significant recreational importance and public health benefits.

The Council recognises that the coast is a vital asset with limited capacity to absorb development. Due to its unique character it requires special attention and management to ensure its long term sustainable use. It is important that the coast is managed and developed in a way which protects and enhances its natural and cultural heritage and its landscape. This necessitates an emphasis on the scale and rate of development that can be accommodated without damaging or detracting from the quality and attractiveness of the coast.



## The Changing Coast and Coastal Protection

The coast is an ever changing dynamic environment, subject to the continuous natural processes of erosion and deposition. While erosion is a normal occurrence in coastal areas, rates of erosion may be accelerated due to storm action, inappropriate development, pressures from leisure or recreational activities or the presence of man-made protection works. In addition, the impacts of predicted sea level rise due to climate change need to be considered. The predicted increase in the frequency of storm surges and high tides will increase the extent, severity and recurrence of coastal flooding and may also lead to increased rates of coastal erosion. It is recognised that defending long stretches of soft shoreline from erosion and coastal flooding may become technically and economically unsustainable in the future as a result of these climate change conditions.

There are broadly two approaches to dealing with coastal erosion and coastal flooding; providing engineered coastal defence structures or applying coastal adaptation strategies.

The provision of engineered coastal defence structures can be divided into soft and hard engineering approaches. The soft engineering approach uses ecological principles and practices, which support the natural process of erosion and deposition, to maintain and enhance natural systems (such as sand-dunes, beaches, salt marshes, mudflats). In essence soft engineering uses existing habitats and vegetation to soften the land-water interface while maintaining the integrity of the shoreline. Hard engineering, on the other hand, is generally defined as controlled disruption of natural processes by using man-made structures. As the cost of hard engineering structures and their maintenance is high, such solutions are normally confined to densely populated locations where it is considered necessary to protect significant public infrastructure. In addition, the provision of hard defences can alter patterns of deposition, erosion or sedimentation elsewhere along the coastline leading to unintended impacts elsewhere. These factors, together with the fact that there is little information on the dynamics of coastal processes in Fingal, suggest that the provision of hard defences should be restricted along the coast to the maximum extent possible.

Coastal adaptation allows natural processes to take place and for lands to flood or erode without intervention. This may be combined with the removal of structures that would be affected by flooding or erosion. This approach eliminates the need for coastal defence structures but does require sufficient space for the coastal processes to take place. Managed retreat is a step further whereby coastal protection measures are removed to allow for more coastal flooding and/or where it is no longer economically feasible to maintain the existing defence structures. Managed retreat tends to create more attenuation space to deal with coastal flooding issues and it helps to provide a natural buffer against coastal erosion.

Best practice in coastal zone management stipulates not to interfere with the coast and the coastal processes if at all possible. This is mainly due to the unforeseen consequences of protective measures on other parts of the coast and the costs associated with the installation and future maintenance of coastal protection structures.

### Objective NH53

Ensure the County's natural coastal defences, such as beaches, sand dunes, salt marshes and estuary lands, are protected and are not compromised by inappropriate works or development.



**Objective NH54**

Where coastal erosion is considered a threat to existing properties, explore the technical and economic feasibility of coastal adaptation and coastal retreat management options.

**Objective NH55**

Employ soft engineering techniques as an alternative to hard coastal defence works, wherever possible.

**Objective NH56**

Identify, prioritise and implement necessary coastal protection works subject to the availability of resources, whilst ensuring a high level of protection for natural habitats and features, and ensure due regard is paid to visual and other environmental considerations in the design of any such coastal protection works.

**Objective NH57**

Undertake erosion risk management studies for high risk areas so that the long-term erosion risks to property can be clearly identified long before the risk may be expected to occur.

**Objective NH58**

Develop a coastal erosion policy for Fingal based on best international practice to outline how the Council will deal with existing properties at risk of erosion and how future coastal erosion problems will be managed having regard to national climate change legislation, mitigation and adaptation policies, and the need to protect the environment.

## New Development in Coastal Areas

Coastal development must take account of the changing and dynamic nature of the coast and the need for coastal protection as described above. The coastal zone is subject to growing pressures from increasing population and increasing and sometimes conflicting social, economic and recreational uses. The coastline in particular has always been perceived as an attractive place to live. As the population of the County increases, the demands made on the coastline, its habitats and waters will grow. As a general principle, development in coastal areas should be accommodated wherever possible in previously developed areas before consideration is given to development in greenfield sites.

In all cases proposals for coastal development must consider the need for coastal defence. Development will only be permitted where the Council is satisfied that the development will not add to the requirement, if any, for any coastal defence works in the area over the lifetime of the development. Provision must also be made for the retention of existing soft defences such as beaches, sand-dunes, salt marshes and estuary lands. Development should be set-back a sufficient distance from soft defences and erodible coastline to allow for natural processes, such as erosion and flooding, to take place in these areas. A number of areas of coastline at risk from coastal erosion have been identified in the County based on current information and experience (see Green Infrastructure Maps). In these areas there will be a presumption against new development unless it can be shown, based on best available scientific information, that the likelihood of coastal erosion over the lifetime of the development is minimal. This will ensure that no new development takes place in areas likely to be subject to coastal erosion in the future. A coastal monitoring programme should also be developed to provide better data on coastal erosion into the future.





**Objective NH59**

Protect the special character of the coast by preventing inappropriate development along the coast, particularly on the seaward side of coastal roads. New development for which a coastal location is required shall, wherever possible, be accommodated within existing developed areas.

**Objective NH60**

Strictly control the nature and pattern of development within coastal areas and ensure that it is designed and landscaped to the highest standards, and sited appropriately so as not to detract from the visual amenity of the area. Development shall be prohibited where the development poses a significant or potential threat to coastal habitats or features, and/or where the development is likely to result in altered patterns of erosion or deposition elsewhere along the coast.

**Objective NH61**

Prohibit development along the coast outside existing urban areas where such development could not be adequately safeguarded over the lifetime of the development without the need to construct additional coastal defences.

**Objective NH62**

Establish, within one year of the making of this Development Plan, a coastal monitoring programme to provide information on coastal erosion on an ongoing basis.



## Coastal Tourism and Recreation

The coast is an established area of leisure and amenity. Coastal areas have great potential for tourist related projects which could generate sustainable employment opportunities. These include land based activities such as walking and cycling on the Fingal Coastal Way and water based activities such as bathing, kayaking, surfing, kite-boarding and angling all along the Fingal coast. The infrastructure associated with such activities can conflict with the sensitive nature of the coast. In addition, motorised forms of water sports, such as power boating, raise particular concerns in terms of interference with the enjoyment of coastal amenities by other members of the public and can lead to adverse impacts on the natural heritage. It will be necessary to identify locations on the coast where these activities can be catered for without being in conflict with other objectives or contrary to the proper planning and sustainable development of the area. The Council recognises that these activities require a coastal location, but need to be controlled and directed appropriately in view of the sensitive nature of the coast.

### Objective NH63

Encourage leisure and amenity type uses along the coast so long as such uses do not cause significant adverse impacts on the environment, visual amenity and heritage.

### Objective NH64

Plan and develop the Fingal Coastal Way from north of Balbriggan to Kilbarrack taking full account of the need to protect the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on European Sites, other protected areas and species protected by law.





**Objective NH65**

Ensure that there is appropriate public access to the coast including the provision of coastal walkways and cycleways, while taking full account of the need to conserve and enhance the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on European Sites and species protected by law, through Screening for Appropriate Assessment, and examine the designation of traditional walking routes thereto as public rights of way.

**Objective NH66**

Encourage the development of facilities for maritime fishing and leisure developments where the siting of such installations and their supporting infrastructure will not have a significant adverse impact on the natural or cultural heritage or detract from the visual amenity and environmental quality and stability of an area, or public access to beaches.

**Objective NH67**

Protect beaches, and bathing areas as valuable local amenities and as a tourism resource and support the maintenance, protection and improvement of access to them.

**Objective NH68**

Protect bathing waters, including those listed in the *Water Framework Directive* Register of Protected Areas for the Eastern River Basin District, at Sutton, Portmarnock, Malahide, Donabate, Portrane, Rush, Loughshinny, Skerries and Balbriggan in order that they meet the required bathing water standards and implement the findings and recommendations of the Quality of Bathing Water in Ireland reports as published.

**Shellfish Waters**

*See Green Infrastructure Maps*

There are two areas off the Fingal coast designated as Shellfish Waters pursuant to Article 5 of the *Shellfish Directive (2006/113/EC)* and section 6 of the *Quality of Shellfish Waters Regulations (S.I. No. 268 of 2006)* require the development of Pollution Reduction Programmes (PRPs) for designated shellfish areas in order to support shellfish life and growth and to contribute to the high quality of directly edible shellfish products. Shellfish PRPs relate to bivalve and gastropod molluscs, including oysters, mussels, cockles, scallops and clams. They do not cover shellfish crustaceans such as crabs, crayfish and lobsters.



**Objective NH69**

Protect the quality of designated shellfish waters off the Fingal coast.

**Objective NH70**

Ensure that the Council, in the performance of its functions, complies with the requirements of the *Shellfish Directive (2006/113/EC)*, statutory regulations pursuant to the *Shellfish Directive* and the Department of the Environment, Heritage and Local Government's Pollution Reduction Programmes for the Balbriggan/Skerries Shellfish Area and the Malahide Shellfish Area.





# Cultural Heritage

## Chapter 10

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## CULTURAL HERITAGE

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## CHAPTER 10

# CULTURAL HERITAGE

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### 10.1 Background

The physical traces left in the landscape by previous generations in archaeological monuments and sites and in historic buildings, townscapes and vernacular structures forms part of the tangible cultural heritage of Fingal linking the past and present. It is part of our identity, part of the distinctive character, vibrancy and attractiveness of where we come from or the places we live and work in and plays a significant role in drawing visitors to the area. The Council recognises the importance of identifying, valuing and safeguarding the archaeological and architectural heritage of Fingal for future generations which can be achieved through the proper management, sensitive enhancement and/or appropriate development of this resource.

#### Objective CH01

Support the implementation of the Fingal Heritage Plan in relation to the promotion and protection of Fingal's Cultural Heritage.



## Statement of Policy

The Council is committed to the protection and conservation of buildings, areas, structures, sites and features of archaeological, architectural, historical, artistic, cultural, scientific, social or technical interest:

- By safeguarding archaeological sites, monuments, objects and their settings listed in the Record of Monuments and Places (RMP), and any additional newly discovered archaeological remains, and by identifying archaeologically sensitive historic landscapes.
- By protecting the architectural heritage of Fingal through the identification of Protected Structures, the designation of Architectural Conservation Areas (ACAs), the safeguarding of designed landscapes and historic gardens, and the recognition of structures and elements that contribute positively to the vernacular and industrial heritage of the County.
- By favouring the preservation in-situ (or at a minimum preservation by record) of all sites and features of historical and archaeological interest.
- By making our cultural heritage more accessible and maximise its potential as a learning resource.
- By promoting the understanding of Fingal's cultural heritage in terms of its inherent and unique character and to recognise what elements should be preserved, conserved or enhanced.
- By implementing the objectives and actions of the Fingal Heritage Plan to raise the profile and awareness of Fingal's heritage.

The Council is dedicated to protecting, conserving and presenting the County's rich cultural heritage while promoting sustainable economic development and the enrichment of the environment.

## 10.2 Archaeological Heritage

### Protection of the Archaeological Resource

The *National Monuments Acts 1930-2004* provide for the protection of archaeological sites, monuments, artefacts and shipwrecks that are listed in the Record of Monuments and Places (RMP). Although the archaeological resource is finite (refer Appendix 3), sites continue to be discovered. Where new development is being considered, it is therefore advisable to check the National Monuments Service's Archaeological Survey Database on [www.archaeology.ie](http://www.archaeology.ie) in order to assess the archaeological potential of a site.

#### Objective CH02

Favour the preservation in situ or at a minimum preservation by record, of archaeological sites, monuments, features or objects in their settings. In securing such preservation the Council will have regard to the advice and recommendations of the National Monuments Service of the Department of the Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

#### Objective CH03

Protect all archaeological sites and monuments, underwater archaeology, and archaeological objects, which are listed in the Record of Monuments and Places and all sites and features of archaeological and historic interest discovered subsequent to the publication of the Record of Monuments and Places, and to seek their preservation in situ (or at a minimum, preservation by record) through the planning process.





**Objective CH04**

Encourage and promote the appropriate management and maintenance of the County's archaeological heritage, including historical burial grounds, in accordance with conservation principles and best practice guidelines.

**Development and the Archaeological Resource**

Archaeology is a non-renewable resource in that once an archaeological feature or site is excavated or removed it is gone forever from the landscape. Therefore, any proposed development should consider the potential impact on archaeology in the very earliest stages and seek to avoid affecting archaeological features or sites and their setting. This includes development along or in Fingal's rivers, coastline and tidal estuaries. Currently 40% of the recorded archaeological sites within Fingal are sub-surface. Therefore any development has the potential to uncover previously unknown archaeological sites.

**Objective CH05**

Ensure archaeological remains are identified and fully considered at the very earliest stages of the development process, that schemes are designed to avoid impacting on the archaeological heritage.

**Objective CH06**

Require that proposals for linear development over one kilometre in length; proposals for development involving ground clearance of more than half a hectare; or developments in proximity to areas with a density of known archaeological monuments and history of discovery; to include an Archaeological Impact Assessment and refer such applications to the relevant Prescribed Bodies.

**Objective CH07**

Ensure that development within the vicinity of a Recorded Monument or Zone of Archaeological Notification does not seriously detract from the setting of the feature, and is sited and designed appropriately.

**Objective CH08**

Develop a policy in relation to the treatment of archaeological monuments within open space of developments. A different designation from that of open space will be applied where sub-surface archaeological remains are incorporated to differentiate the area.

**Objective CH09**

Recognise the importance of archaeology or historic landscapes and the connectivity between sites, where it exists, in order to safeguard them from developments that would unduly sever or disrupt the relationship and/or inter-visibility between sites.

**Objective CH10**

Co-operate with other agencies in the assessment of the potential for climate change to impact on coastal, riverine, inter-tidal and sub-tidal sites and their environments including shipwreck sites.

**Objective CH11**

Encourage reference to or incorporation of significant archaeological finds into development schemes, where appropriate and sensitively designed, through layout, displays, signage, plaques, information panels and by using historic place names and the Irish language where appropriate.

## Awareness and the Archaeological Resource

There are currently 1015 known archaeological sites and monuments in Fingal. These vary from the familiar-churches, graveyards, castles, windmills and holy wells to sites that survive only beneath the surface-settlements, burials, ditches and pits. All of these sites contain unique information about our past and the people who lived in Fingal before us. They also form a resource for education, for communities and for tourism. The Council owns or is responsible for almost 20% of all the archaeological sites within Fingal.

### Objective CH12

Promote best practice for archaeological excavation by ensuring that they are undertaken according to best practice as outlined by the National Monuments Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs, The National Museum and the Institute of Archaeologists of Ireland.

### Objective CH13

Actively support the dissemination of the findings of archaeological investigations and excavations through the publication of excavation reports thereby promoting public awareness and appreciation of the value of archaeological resources.

### Objective CH14

Identify Zones of Archaeological Notification that contain clusters of Recorded Monuments or have a significant history of the discovery of archaeological sites, features and objects in order to allow for their designation, protection of their setting and environs.

### Objective CH15

Raise public awareness of the cultural heritage and improve legibility by providing appropriate signage or interpretation in areas, sites, villages, and buildings of archaeological and historic significance.

### Objective CH16

Develop and implement the findings of the Community Archaeology Strategy for Fingal.

### Objective CH17

Support the growth of cultural tourism in the County, including the potential for niche heritage-based tourism products by facilitating the development of heritage events, infrastructure such as heritage trails, walkways and cycleways etc. and activities such as community excavation.

### Objective CH18

Manage the archaeological sites and monuments that Fingal County Council owns or is responsible for according to best practice and according to Conservation Plans where they exist.



## 10.3 Architectural Heritage

### Background

Fingal has a diverse building stock ranging from farmsteads, small cottages and large country houses to the architecture of a capital city, including an international airport, large shopping centres and modern office blocks. Within this great variety of building types and uses are structures, streetscapes, village and town cores of such architectural heritage significance or special character that they are deemed worthy of protection either as individual elements, as clusters of buildings or as falling under a distinctive building theme or type that form part of the unique identity of Fingal.

Part IV of the *Planning and Development Act, 2000 (as amended)* provides the legal basis for the conservation and enhancement of the architectural heritage. There are two principal mechanisms within this legislation for the protection of these assets; the Record of Protected Structures (RPS) and Architectural Conservation Areas (ACAs). Specific direction on the implementation and management of these statutory protections is provided in the Department of Arts, Heritage and the Gaeltacht's publication *Architectural Heritage Protection: Guidelines for Planning Authorities (2011)*. The Department has also issued a range of publications under its *Advice Series* to provide more detailed guidance and advice on historic building materials and issues e.g. maintenance, access, windows, iron, and brickwork.

### Record of Protected Structures (RPS)

Each Local Authority has a legal responsibility to compile a Record of Protected Structures (RPS). Structures, or parts of structures, can be added to the Record if they are deemed of special architectural, archaeological, historical, cultural, artistic, scientific, social and/or technical interest. A Protected Structure, unless otherwise stated, includes the exterior and interior of the structure, the land lying within its curtilage, any other structures and their exterior and interiors lying within that curtilage, plus all fixtures and features which form part of the interior or exterior of any of these structures. Curtilage refers to the parcel of land immediately associated with the Protected Structure and generally forms the boundary of the property ownership.

Large properties like country estates, institutional complexes, and industrial sites can have extensive grounds that contain a number of additional structures within their curtilage or attendant grounds which have a functional connection or historical relationship with the principal building. The location of these structures and the laying out of the lands were often deliberately designed to complement the appearance of the Protected Structure or to assist in its function. Therefore, the setting of a Protected Structure may contribute significantly to its special character. Any works that would materially affect or impact the character of a Protected Structure require planning permission.

The current RPS is included in Appendix 2 of this Plan. The RPS may be varied at any time by following the procedures outlined in Section 55 of the *Planning and Development Act, 2000 (as amended)*.

The up-to-date RPS, incorporating any additions or deletions within the lifetime of the current Development Plan, will be maintained on the Council's website or can be checked at the public counter of the Council's Offices.

**Objective CH19**

Review the Record of Protected Structures on an on-going basis and add structures of special interest as appropriate, including significant elements of industrial, maritime or vernacular heritage and any twentieth century structures of merit.

**Objective CH20**

Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, is compatible with the special character, and is appropriate in terms of the proposed scale, mass, height, density, layout, materials, impact on architectural or historic features, and junction with the existing Protected Structure.

**Objective CH21**

Seek that the form and structural integrity of the Protected Structure is retained in any re-development and that the relationship between the Protected Structure and any complex of adjoining buildings, designed landscape features, or designed views or vistas from or to the structure is conserved.

**Objective CH22**

Encourage the sympathetic and appropriate reuse, rehabilitation and retention of Protected Structures and their grounds including public access seeking that the Protected Structure is conserved to a high standard, and the special interest, character and setting of the building preserved. In certain cases the relaxation of site zoning restrictions may be considered in order to secure the preservation and conservation of the Protected Structure where the use proposed is compatible with the existing structure and this will only be permitted where the development is consistent with conservation policies and the proper planning and sustainable development of the area.

**Objective CH23**

Support, in accordance with CH22, the development of an integrated tourism and recreational complex on Abbeville Demesne, incorporating facilities which may include: Hotel / Conference Centre, Golf Course, Fitness Centre and at least one other extensive tourist/recreational facility. A strictly limited number of dwelling units, grouped in a courtyard type configuration, the majority of which shall be reserved for tourism use may be considered. The nature and extent of the facilities to be provided shall be determined primarily by the need to conserve and rehabilitate the house and its surroundings, which are of major architectural importance, and the special landscape character and heritage features of the demesne.

**Objective CH24**

Promote the use or reuse of all the Protected Structures at St. Ita's Hospital complex and demesne in Portrane as a priority for Fingal County Council. Notwithstanding the use class 'HA' Zoning matrix, appropriate uses within the Protected Structures and within the ancillary land areas within the complex including uses which also relate to and are consistent with the historic use of the overall historic complex (established prior to the foundation of the Irish State) will be actively promoted and allowed to proceed subject to appropriate consent where such activities will secure viable sustainable re use of the complex into the future and which will provide for the proper conservation and sustainable development of St. Ita's.



**Objective CH25**

Ensure that proposals for large scale developments and infrastructure projects consider the impacts on the architectural heritage and seek to avoid them. The extent, route, services and signage for such projects should be sited at a distance from Protected Structures, outside the boundaries of historic designed landscapes, and not interrupt specifically designed vistas. Where this is not possible the visual impact must be minimised through appropriate mitigation measures such as high quality design and/or use of screen planting.

**Objective CH26**

Prevent the demolition or inappropriate alteration of Protected Structures.

**Objective CH27**

Demonstrate best practice in relation to the management, care and maintenance of Protected Structures by continuing the programme of commissioning Conservation Plans for the principal heritage properties in the Council's ownership and implementing the policies and actions of these Conservation Plans where they already exist.

**Objective CH28**

Carry out an audit and assess the condition of all Protected Structures within the Council's ownership and devise a management/maintenance plan for these structures.

**Objective CH29**

Ensure that measures to up-grade the energy efficiency of Protected Structures and historic buildings are sensitive to traditional construction methods and materials and do not have a detrimental physical, aesthetic or visual impact on the structure. They should follow the principles and direction given in the Department of Arts, Heritage and the Gaeltacht's publication *Energy Efficiency in Traditional Buildings*.

## Architectural Conservation Areas (ACA)

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or contributes to the appreciation of Protected Structures.

ACAs could encompass, for example, a terrace of houses, a whole streetscape, town centre or a small cluster of structures associated with a specific building such as a mill or country house. Most structures in an ACA are important in the context of their contribution to the streetscape or character of an area and so the protection status generally relates only to the exterior of the buildings or the streetscape, except for Protected Structures within ACAs where the protection extends to the interior and curtilage of these properties. Any works that would have a material effect on the special character of an ACA require planning permission.



**Table 10.1 Architectural Conservation Areas in Fingal**

Abbeville Demesne  
 Ardgillan Demesne  
 Balbriggan – Nos. 14 to 28 Hampton Street (even numbers only)  
 Balbriggan Historic Town Core  
 Baldoyle  
 Balrothery  
 Balscadden  
 Castleknock  
 Donabate – Newbridge House Demesne & The Square  
 Garristown  
 Howth Castle Demesne  
 Howth Historic Core  
 Howth – Nashville Road & Park  
 Howth – St. Nessan’s Terrace, St. Peter’s Terrace, Seaview Terrace & The Haggard  
 Lusk  
 Luttrellstown Demesne  
 Malahide Castle Demesne  
 Malahide Historic Core  
 Malahide – The Bawn, Parnell Cottages & St. Sylvesters Villas  
 Malahide – The Rise  
 Milverton Demesne  
 Naul  
 Portrane – Grey Square  
 Portrane – Red Square  
 Portrane – St. Ita’s Hospital complex  
 Old Portmarnock (Drimnigh Road)  
 Oldtown  
 Rowlestown  
 Skerries  
 Sutton – Sutton Cross & Environs  
 Sutton – No. 20a to 26 Strand Road  
 Sutton – Martello Terrace, Strand Road

Each ACA boundary is outlined on the Development Plan maps that accompany this written statement.



**Objective CH30**

Identify any potential new Architectural Conservation Areas and evaluate and modify existing Architectural Conservation Areas where necessary during the lifetime of the Plan.

**Objective CH31**

Produce, and review where necessary, detailed guidance for each Architectural Conservation Area in the form of Statements of Character that identify the specific special character of each area and give direction on works that would impact on this.

**Objective CH32**

Avoid the removal of structures and distinctive elements (such as boundary treatments, street furniture, paving and landscaping) that positively contribute to the character of an Architectural Conservation Area.

## Historic Building Stock and Vernacular Heritage

Scattered throughout the countryside and within the towns and villages of Fingal is an extensive stock of modest historic buildings and structures some of which have been designed by an architect or engineer while others are vernacular structures built to no formal plans using traditional building types and materials. While these older buildings may not meet the criteria of sufficient special interest to be designated Protected Structures, their form, scale, materials and orientation contribute positively to the rural landscape as well as to the historic villages and towns of Fingal, establishing the distinctive character of a particular area. The retention and reuse of these buildings and structures exemplifies sustainable development and so the Council will encourage the appropriate re-use of vernacular buildings rather than their replacement or dereliction.

**Objective CH33**

Promote the sympathetic maintenance, adaptation and re-use of the historic building stock and encourage the retention of the original fabric such as windows, doors, wall renders, roof coverings, shopfronts, pub fronts and other significant features of historic buildings, whether protected or not.

**Objective CH34**

Seek the retention of surviving historic plot sizes and street patterns in the villages and towns of Fingal and incorporate ancient boundaries or layouts, such as burgage plots and townland boundaries, into re-developments.

**Objective CH35**

Require that proposed infrastructural and public utility works within Fingal do not remove historic street furniture such as limestone or granite kerbs, cobblestones, cast-iron postboxes, waterpumps, milestones and street lighting, except where an exceptional need has been clearly established.

**Objective CH36**

Sensitively design, locate and rationalise modern street furniture and elements such as utility boxes, cables, posts, antenna and signage.

**Objective CH37**

Seek the retention, appreciation and appropriate revitalisation of the historic building stock and vernacular heritage of Fingal in both the towns and rural areas of the County by deterring the replacement of good quality older buildings with modern structures and by protecting (through the use of Architectural Conservation Areas and the Record of Public Structures and in the normal course of Development Management) these buildings where they contribute to the character of an area or town and/or where they are rare examples of a structure type.

**Objective CH38**

Require that the size, scale, design, form, layout and materials of extensions to vernacular dwellings or conversions of historic outbuildings take direction from the historic building stock of Fingal and are in keeping and sympathetic with the existing structure.

**Objective CH39**

Commission a study on the thatched buildings of Fingal to examine how to ensure their continued survival.

## Cultural Quarters

The Council has identified a cultural quarter in the vicinity of Swords Castle where it is intended to develop and encourage the clustering of cultural activities. A Swords Castle Cultural Quarter Masterplan has been adopted.

**Objective CH40**

Support the cultural development of Swords Castle Cultural Quarter.





## Industrial Heritage

The sites, structures, machinery, artefacts and plant associated with manufacturing, transportation, communications, construction, public utilities, raw material extraction and production form our industrial heritage. Rapid advancements and developments in engineering and technology have left much of our historic industrial heritage obsolete and under threat from dereliction, demolition or unsympathetic adaptation. Industrial buildings were constructed to meet the requirements of a specialised function and so the dimensions of spaces, layout and sometimes the location of these structures can be unusual and challenging to adapt to different uses. An understanding of the significance of the structure and any surviving machinery and/or plant should inform the design of any redevelopment. Examples of the industrial heritage of Fingal include the historic railway structures, harbours, lighthouses, bridges, milestones, factories, mills, weirs, lime kilns, forges and windmills spread throughout the whole of the County. A Fingal Industrial Heritage Survey has been commissioned comprising of a desktop survey and field survey to outline the history of the development of industry in the County and to identify significant structures that should be protected.

### Objective CH41

Protect where appropriate industrial heritage structures or elements of significance identified in the Fingal Industrial Heritage Survey by adding them to the Record of Protected Structures during the lifetime of the Development Plan.

### Objective CH42

Utilise the information provided within the Fingal Industrial Heritage Survey when assessing development proposals for surviving industrial heritage sites.

### Objective CH43

Protect and enhance the built and natural heritage of the Royal Canal and ensure that development within its vicinity is sensitively designed and does not have a detrimental effect on the character of the Canal, its built elements and its natural heritage values and that it adheres to the *Waterways Irelands Heritage Plan 2016-2020*.

### Objective CH44

Seek the retention and appropriate repair/maintenance of the historic bridges and harbours of the County whether Protected Structures or not.

## Designed Landscapes – Historic Gardens, Demesnes & Country Estates

Historic designed landscapes relate to gardens, parkland, woodland, estates, and public parks that were deliberately laid out for artistic effect. By using both natural and built features such as trees, shrubs, flowers, lawns, ponds, watercourses, views/vistas, follies, statues, walled gardens, gate lodges or gates, an architectural and horticultural composition was created for the enjoyment of the owners or the general public. These landscapes or gardens could be formal set pieces with ornamental planting in set patterns usually geometric designs or they could be “naturalised” parkland made to look like the rural countryside but which had been carefully planned through the placement of individual or groups of trees, expanses of open lawns, and sunken boundary walls known as ‘ha-has’ that allowed uninterrupted views of pastoral scenes.



The architectural components of historic gardens, from small gardens to large parks, include:

- Plan and topography,
- Vegetation e.g. species, proportions, colour schemes, spacing and respective heights,
- Structural and decorative features,
- Water (running or still).

Fingal does not have a tradition of urban public parks or cemetery gardens and so the designed landscapes of the County consist primarily of demesnes or estate lands, which were originally privately owned, for example Malahide Castle Demesne, Luttrellstown Castle Demesne, Newbridge House Demesne, Howth Castle Demesne and the Phoenix Park. An assessment of 19th century historic maps by the National Inventory of Architectural Heritage (NIAH) identified about 130 demesnes or designed landscapes within Fingal's jurisdiction at that time but not all may have survived to the present day.

#### Objective CH45

Utilise existing surveys to identify and evaluate the surviving historic designed landscapes in Fingal and promote the conservation of their essential character, both built and natural.

#### Objective CH46

Require that proposals for development within historic designed landscapes include an appraisal of the designed landscape (including an ecological assessment) prior to the initial design of any development, in order for this evaluation to inform the design which must be sensitive to and respect the built heritage elements and green space values of the site.



**Objective CH47**

Ensure that development within Fingal along the perimeter of the Phoenix Park adheres to the Office of Public Works's (OPW), *Phoenix Park Conservation Management Plan*, does not have a detrimental impact on the Park, does not damage any of the built elements along its boundary, or interrupt any important vistas into or out of it.

**Objective CH48**

A feasibility study of St Ita's has been completed jointly by Fingal County Council and the Health Service Executive (HSE) to determine the optimal future sustainable use of this complex and to consider the development of new modern psychiatric health care and ancillary facilities (which can include the provision of a National Forensic Mental Health Service Hospital), having regard to the cultural, visual and ecological sensitivities of the site. It is an objective of Fingal County Council to secure the implementation of the objectives laid down in this feasibility study that relate to: the re-use of the existing Protected Structures and historic building stock for appropriate uses together with the ongoing maintenance and management of these structures; the ongoing maintenance and management of existing trees and woodland and the maintenance and provision for an appropriate level of public accessibility through the site.

## Awareness of and Access to the Architectural Resource

The protection and conservation of the architectural heritage will be best achieved through the recognition and appreciation of it by all sections of society. It is important that awareness of the location and significance of protected sites and structures are raised and that the sustainability, as well as the aesthetic values of the historic building stock is understood. The Council can assist in the realisation of this through the support or active production of relevant publications and guidance notes, the running of exhibitions and seminars, the development of cultural tourism products and the improvement of access to Council owned sites.

While the Council cannot provide public access to private property, if requested it can offer advice and guidance to privately owned protected sites and structures that are open to the public on how to sensitively adapt their properties to enhance access for all.

**Objective CH49**

Promote and enhance the understanding of the archaeological and architectural heritage of Fingal through the development of cultural tourism products, talks, exhibitions and publications.

**Objective CH50**

Provide universal access to archaeological and architectural heritage sites where appropriate. Ensure the archaeological and architectural heritage significance of the site is taken into account when providing such access.

**Objective CH51**

Endeavour to accommodate and improve universal access to Council owned archaeological and architectural heritage sites open to the general public through the dissemination of information on the Council website outlining the accessibility of these sites and, where appropriate, after an evaluation has been carried out that the significance of the site will not be damaged, establishing a programme of works to improve physical access to Council owned property following best conservation principles.



## 10.4 Language Heritage

The use of the Irish language as part of everyday life is encouraged. Approximately 38% of the population of Fingal could speak Irish in 2011 ([www.cso.ie](http://www.cso.ie)). In this regard, the Council has an important role to play in the promotion of the language in the County. The Development Plan can support and provide land-use and spatial dimension to promote and protect the linguistic and cultural heritage of the area. The Council will continue to support initiatives at County level to strengthen bilingualism in the County.

### Objective CH52

Highlight the profile of the Irish language in the urban and rural environment and support the Irish language by facilitating the provision of Irish language facilities.

### Objective CH53

Ensure that the naming of mixed residential and mixed use schemes reflect local history, folklore and/or place names and are stated in the Irish language.

### Objective CH54

Encourage the use and promotion of historical and current townland names in the urban and rural environment in both the Irish and English languages, with a view to supporting the provision of townlands' place names markers/signage.

### Objective CH55

Support the use of the Irish language on shopfronts.



**Objective CH56**

Promote Irish language and traditional culture and the cultural and language heritage of new Irish/migrant communities in Fingal and support events celebrating our cultural heritage.

**Objective CH57**

Promotion of our language and culture is essential to the development of our County. Fingal Development Plan 2017-2023 promotes the established Coiste Gaeilge Comhairle Fhine Gall, a Fingal County Irish Language Committee, which promotes the use of the Irish language, the development of Seachtain na Gaeilge and encourages the use of Gaeilge on shop fronts.





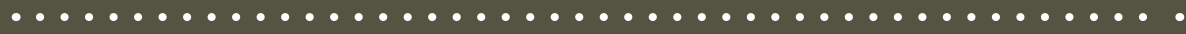


# Land Use Zoning Objectives

## Chapter 11

# CHAPTER 11

## LAND USE ZONING OBJECTIVES



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# CHAPTER 11

## LAND USE ZONING OBJECTIVES

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### 11.1 Background

The purpose of zoning is to indicate the land use objectives for all the lands within the County. Zoning aspires to promote the orderly development of the County by eliminating potential conflicts between incompatible land uses and to establish an efficient basis for investment in public infrastructure and facilities.

Zoning policy must also have regard to the strategic policies underlying the Development Plan. These include the principles of sustainable development and of consolidation, the integration of land use and transportation planning, and the maintenance of the quality of life within the County as a whole.

Each land use zoning objective has a supporting Vision which elaborates on the zoning objective and sets the context for the type of development which would be acceptable. Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision.

The technical guidance notes to be used in the context of the adopted use classes are found in Appendix 4.

**Objective Z01**  
Secure the implementation of the Zoning Objective and Vision applied to each area of the County.

### 11.2 Local Area Plans

There is a requirement to prepare Local Area Plans on lands which are identified on the Development Plan maps. The preparation of Local Area Plans will provide an essential and important means for the implementation of the Council's sustainable development and land use objectives for the County and will facilitate the provision of the necessary social and physical infrastructure. The preparation of Local Area Plans will enable a high degree of flexibility in the application of zoning and planning policies and assist in the application of the Council's policies in relation to:

- Ensuring appropriate residential densities, especially where near to public transport links, with a requirement for a high standard of layout design and a mix of housing types.
- Providing for industrial and commercial uses to a high standard of design.
- Providing for the implementation of the Council's objectives in relation to Green Infrastructure which seeks to address provision for biodiversity, parks and open space, sustainable water management, landscape character, and architectural and archaeological heritage in a coherent and integrated manner.
- Considering the feasibility of facilitating specific uses to provide appropriate employment opportunities.
- Providing for appropriate, viable and sustainable uses of the Greenbelts.
- Providing for the development of land to be phased with the provision of infrastructural and social facilities.
- Ensuring an appropriate mix of social, affordable and private housing.
- Providing for the development of viable rural communities.



Local Area Plans will be prepared in co-operation with relevant stakeholders to actively secure the implementation of these plans and the achievement of the objectives as indicated.

#### **Objective Z02**

Prepare and implement Local Area Plans where required.

### **11.3 Masterplans**

A number of Masterplans will be prepared during the Plan period. These are indicated on the Development Plan Maps. The Masterplans will assist in achieving quality developments in terms of, inter alia, urban design, structure, delivery of community/amenity facilities and permeability. Subsequent planning applications will be required to adhere to the approved Masterplans. Masterplans will be subject to a public consultation process and presentation to the Elected Members of the Planning Authority for agreement.

Each Masterplan shall consist of a written statement and a plan or series of plans indicating the objectives in such detail, as may be determined by the Planning Authority for the proper planning and sustainable development of the area. These plans are subsidiary to their parent plan (i.e. Local Area Plan, County Development Plan) and their associated zoning strategies and objectives.

#### **Objective Z03**

Prepare and implement Masterplans where required.

### **11.4 Transitional Zonal Areas**

The Development Plan maps show the boundaries between zones. While the zoning objectives and control standards indicate the different uses permitted in each zone, it is important to avoid abrupt transitions in scale and use in the boundary areas of adjoining land use zones. In dealing with development proposals in these contiguous transitional zonal areas, it is necessary to avoid developments that would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting residential areas or abutting residential development within predominantly mixed use zones, particular attention must be paid to the use, scale and density of development proposals in order to protect the amenities of residential property.

#### **Objective Z04**

Have regard to development in adjoining zones, in particular more environmentally sensitive zones, in assessing development proposals for lands in the vicinity of zoning boundaries.

### **11.5 Non-Conforming Uses**

Throughout the County there are uses which do not conform to the zoning objective of the area. These are uses which were in existence on 1st October 1964, or which have valid planning permissions, or which are unauthorized but have exceeded the time limit for enforcement proceedings. Reasonable intensification of extensions to and improvement of premises accommodating these uses will generally be permitted subject to normal planning criteria.



**Objective Z05**

Generally, permit reasonable intensification of, extensions to and improvement of premises accommodating non-conforming uses, subject to normal planning criteria.

**11.6 Ancillary Uses**

Planning permission sought for developments which are ancillary to the parent use, i.e. they rely on the permitted parent use for their existence and rationale, should be considered on their merits irrespective of what category the ancillary development is listed in the ‘Zoning Objectives, Vision and Use Classes’ section of this Chapter.

**Objective Z06**

Ensure that developments ancillary to the parent use of a site are considered on their merits.

**11.7 Vacant Land Levy – Residential and Regeneration Lands**

The *Urban Regeneration and Housing Act 2015* sets out two broad categories of vacant land that the levy may apply to:

- Lands zoned primarily for residential purposes
- Lands in need of regeneration

The following lands zoned for residential or primarily residential purposes are included for the purposes as set out in the *Urban Regeneration and Housing Act 2015* in relation to the vacant land levy:

RS and RA zoned lands as they have capacity to provide residential accommodation.

The following zoned lands are included as lands with the objective of development and renewal of areas in need of regeneration:

LC & TC mixed use zonings as they offer great potential for the significant supply of housing and employment space, as set out in their Zoning Objectives. Furthermore, the local and town centre zoned lands are included given their critical role for sustainable neighbourhoods and wider communities.

MC zoned lands are included as there are significant vacant lands in this zone which provide an opportunity for the County and given the Zoning Objective: “protect, provide for and/or improve major town centre facilities.”

GE zoned lands are included because the Objective is “provide opportunities for the general enterprise and employment.” The primary objective is to facilitate long-term economic development in the region.



## 11.8 Zoning Objectives, Vision and Use Classes

### ZONING OBJECTIVE “CI” COMMUNITY INFRASTRUCTURE

**Objective:** Provide for and protect civic, religious, community, education, health care and social infrastructure.

**Vision:** Protect and promote an inclusive County, accessible to all members of the community, facilitating the sustainable development of necessary community, health, religious, educational, social and civic infrastructure. A wide range of different community facilities, civic facilities and social services exist within the County ranging from those of regional importance such as education and health facilities, to those of local and neighbourhood importance such as places of worship, community centres and childcare facilities. It is important to facilitate the development and expansion of such services in order to deliver a quality environment whilst improving the quality of life for all.

#### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Childcare Facilities	Community Facility	Cultural Facility
Education	Health Centre <sup>19</sup>	Hospital <sup>19</sup>
Open Space	Place of Worship	Residential Care Home/ Retirement Home
Sheltered Accommodation	Utility Installations	
Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Boarding Kennels
Builders Providers/Yard	Car Hire Holding Area	Caravan Park – Holiday
Civic Waste Facility	Concrete/Asphalt	Enterprise Centre
Exhibition Centre	Extractive Industry/ Quarrying	Fast Food Outlet/Take-Away
Farm Shop	Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage
Funeral Home/Mortuary	Garden Centre	General Aviation
Golf Course	Guest House	Heavy Vehicle Park
High Technology Manufacturing	Holiday Home/Apartments	Home-Based Economic Activity
Hotel	Industry – General	Industry – Light
Industry - High Impact	Logistics	Office ≤ 100sqm
Office > 100sqm and < 1,000sqm	Office ≥ 1,000sqm	Park and Ride Facilities
Petrol Station	Plant Storage	Public House
Public Transport Station	Research and Development	Residential
Retail - Local < 150 sqm nfa	Retail - Convenience ≤ 500 sqm nfa	Retail - Comparison ≤ 500 sqm nfa
Retail - Comparison >500sqm nfa	Retail - Supermarket ≤ 2,500 sqm nfa	Retail - Superstore > 2,500 sqm nfa



Not Permitted contd.		
Retail - Hypermarket > 5,000 sqm nfa	Retail - Factory Outlet Centre	Retail Warehouse
Retail - Warehouse Club	Retirement Village	Road Transport Depot
Taxi Office	Vehicle Sales Outlet - Small Vehicles	Vehicle Sales Outlet - Large Vehicles
Vehicle Servicing/ Maintenance Garage	Veterinary Clinic	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	Wholesale

<sup>19</sup> For public operators only

**Note:** Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “DA” DUBLIN AIRPORT

**Objective:** *Ensure the efficient and effective operation and development of the airport in accordance with an approved Local Area Plan.*

**Vision:** *Facilitate air transport infrastructure and airport related activity/uses only (i.e. those uses that need to be located at or near the airport). All development within the Airport Area should be of a high standard reflecting the status of an international airport and its role as a gateway to the country and region. Minor extensions or alterations to existing properties located within the Airport Area which are not essential to the operational efficiency and amenity of the airport may be permitted, where it can be demonstrated that these works will not result in material intensification of land use.*

*Air Transport Infrastructure includes: aircraft areas, air traffic control/tower, ancillary health, safety and security uses, aprons, cargo handling, maintenance hangars, meteorology, retail – airside/duty free, runways, taxiways, terminals and piers.*

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Aerodrome/Airfield	Air Navigation Installations	Air Transport Infrastructure
Car Hire Holding Area	Cargo Yards	Carpark - Non-Ancillary
Childcare Facilities	Food, Drink and Flower Preparation/Processing <sup>22</sup>	Fuel Depot/Fuel Storage
General Aviation	Hotel	Logistics <sup>18</sup>
Office Ancillary to Permitted Use	Office ≤ 100sqm <sup>18</sup>	Office > 100sqm and < 1,000sqm <sup>18</sup>
Office ≥ 1,000sqm <sup>18</sup>	Open Space	Petrol Station
Place of Worship	Public House	Public Transport Station
Restaurant/Café	Retail - Local < 150 sqm nfa	Retail - Comparison >500sqm nfa <sup>17</sup>
Taxi Office	Telecommunications Structures	Training Centre <sup>15</sup>
Utility Installations	Warehousing <sup>18</sup>	
Not Permitted		
Abattoir	Agribusiness	Agricultural Buildings
Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance	Agri-Tourism
Bed and Breakfast	Boarding Kennels	Builders Provider/Yard
Burial Grounds	Caravan Park – Holiday	Caravan Park – Residential
Casual Trading	Civic Waste Facility	Concrete/Asphalt
Dancehall/Nightclub	Education	Enterprise Centre
Extractive Industry/Quarrying	Farm Shop	Garden Centre
Golf Course	Guest House	High Technology Manufacturing
Holiday Home/Apartments	Home-Based Economic Activity	Hospital
Industry – General	Industry – Light	Industry - High Impact
Park and Ride Facilities	Residential	Residential Care Home/Retirement Home



Not Permitted contd.		
Residential Institution	Retail - Supermarket ≤ 2,500 sqm nfa	Retail - Superstore > 2,500 sqm nfa
Retail - Hypermarket > 5,000 sqm nfa	Retail - Factory Outlet Centre	Retail Warehouse
Retail - Warehouse Club	Retirement Village	Sheltered Accommodation
Traveller Community Accommodation	Vehicle Sales Outlet - Small Vehicles	Vehicle Sales Outlet - Large Vehicles
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	Wholesale

<sup>15</sup> Airport and Air Transport Related Training Only

<sup>17</sup> Air-Side Only

<sup>18</sup> Air Transport Related Only

<sup>22</sup> Air Catering Only

**Note:** Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.

**Note:** The extent to which the Dublin Airport LAP relates is set out under the ‘DA-Dublin Airport’ zoning and includes any associated lands identified as part of the designation of airport noise zones, noise contours, airport approach areas, public safety zones or other zones identified as necessary for designation in order to maintain or increase the quality of life of neighbouring communities and foster compatibility between aviation activities and residential areas.



## ZONING OBJECTIVE “FP” FOOD PARK

**Objective:** Provide for and facilitate the development of a Food Industry Park.

**Vision:** Facilitate the development of a state of the art Food Park incorporating the growing, preparation, processing, ripening, packaging, storing, distribution and logistics relating to food, drink, flowers and related products on lands adjacent to major transport infrastructure, operating at a national and international scale and optimising its strategic value to the regional economy. The Park will be primarily devoted to developing value added opportunities within the food sector.

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Exhibition Centre <sup>16</sup>	Farm Shop <sup>1</sup>	Food, Drink and Flower Preparation/Processing
Logistics <sup>16</sup>	Office Ancillary to Permitted Use	Office < 550 sqm <sup>16</sup>
Research and Development <sup>16</sup>	Restaurant/Café <sup>5</sup>	Open Space
Sustainable Energy Installation	Telecommunications Structures	Retail - Local < 150 sqm nfa <sup>5</sup>
Utility Installations	Wholesale <sup>16</sup>	Training Centre <sup>16</sup>
	Warehousing <sup>16</sup>	Residential <sup>4</sup>
Not Permitted		
Abattoir	Aerodrome/Airfield	Agricultural Farm Supplies
Agricultural Machinery Sales and/or Maintenance	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark - Non-Ancillary	Casual Trading	Civic Waste Facility
Community Facility	Concrete/Asphalt	Conference Centre
Cultural Facility	Dancehall/Nightclub	Education
Extractive Industry/Quarrying	Fast Food Outlet/Take-Away	Funeral Home/Mortuary
Garden Centre	General Aviation	Golf Course
Guest House	Health Centre	Health Practitioner
Heavy Vehicle Park	High Technology Manufacturing	Holiday Home/Apartments
Home-Based Economic Activity	Hospital	Hotel
Industry – General	Industry – Light	Industry - High Impact
Office ≥ 1,000sqm	Park and Ride Facilities	Petrol Station
Place of Worship	Plant Storage	Public House
Public Transport Station	Recreational Facility/Sports Club	Residential Care Home/ Retirement Home
Residential Institution	Retail - Convenience ≤ 500 sqm nfa	Retail - Comparison ≤ 500 sqm nfa
Retail - Comparison >500sqm nfa	Retail - Supermarket ≤ 2,500 sqm nfa	Retail - Superstore > 2,500 sqm nfa
Retail - Hypermarket > 5,000 sqm nfa	Retail - Factory Outlet Centre	Retail Warehouse
Retail - Warehouse Club	Retirement Village	Road Transport Depot
Sheltered Accommodation	Taxi Office	Traveller Community Accommodation





Not Permitted contd.		
Vehicle Sales Outlet - Small Vehicles	Vehicle Sales Outlet - Large Vehicles	Vehicle Servicing/ Maintenance Garage
Veterinary Clinic	Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)

<sup>1</sup> Farm shop of up to 500sq m. Any increase on this size will have to be justified in terms of overall zoning vision for the lands, traffic implications and public transport linkages.

<sup>4</sup> Seasonal Workers Accommodation only, subject to compliance with the Rural Settlement Strategy for Seasonal Workers.

<sup>5</sup> To serve the local working population only

<sup>16</sup> Foodpark related only

**Note:** Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “GB” GREENBELT

**Objective:** *Protect and provide for a Greenbelt.*

**Vision:** *Create a rural/urban Greenbelt zone that permanently demarcates the boundary (i) between the rural and urban areas, or (ii) between urban and urban areas. The role of the Greenbelt is to check unrestricted sprawl of urban areas, to prevent coalescence of settlements, to prevent countryside encroachment and to protect the setting of towns and/or villages. The Greenbelt is attractive and multifunctional, serves the needs of both the urban and rural communities, and strengthens the links between urban and rural areas in a sustainable manner. The Greenbelt will provide opportunities for countryside access and for recreation, retain attractive landscapes, improve derelict land within and around towns, secure lands with a nature conservation interest, and retain land in agricultural use. The zoning objective will have the consequence of achieving the regeneration of undeveloped town areas by ensuring that urban development is directed towards these areas.*

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Agricultural Buildings	Agri-Tourism	Bed and Breakfast <sup>3</sup>
Boarding Kennels <sup>3</sup>	Burial Grounds <sup>29</sup>	Childcare Facilities <sup>3</sup>
Community Facility	Farm Shop <sup>20</sup>	Golf Course
Guest House <sup>3</sup>	Health Practitioner <sup>3</sup>	Holiday Home/Apartments <sup>7</sup>
Office Ancillary to Permitted Use	Open Space	Recreational Facility/Sports Club
Research and Development <sup>14</sup>	Residential <sup>4</sup>	Restaurant/Café <sup>13</sup>
Veterinary Clinic <sup>21</sup>	Campsite <sup>25</sup>	
Not Permitted		
Advertising Structures	Aerodrome/Airfield	Agribusiness
Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance	Air Transport Infrastructure
Amusement Arcade	Betting Office	Builders Provider/Yard
Car Hire Holding Area	Caravan Park – Residential	Cargo Yards
Concrete/Asphalt	Conference Centre	Dancehall/Nightclub
Enterprise Centre	Exhibition Centre	Fast Food Outlet/Take-Away
Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage	Funeral Home/Mortuary
General Aviation	Health Centre	Heavy Vehicle Park
High Technology Manufacturing	Hospital	Industry – General
Industry – Light	Industry - High Impact	Logistics
Office ≤ 100sqm	Office > 100sqm and < 1,000sqm	Office ≥ 1,000sqm
Plant Storage	Public House	Residential Care Home/ Retirement Home
Residential Institution	Retail - Local < 150 sqm nfa	Retail - Convenience ≤ 500 sqm nfa
Retail - Comparison ≤ 500 sqm nfa	Retail - Comparison >500sqm nfa	Retail - Supermarket ≤ 2,500 sqm nfa
Retail - Superstore > 2,500 sqm nfa	Retail - Hypermarket > 5,000 sqm nfa	Retail - Factory Outlet Centre
Retail Warehouse	Retail - Warehouse Club	Retirement Village



Not Permitted contd.		
Road Transport Depot	Sheltered Accommodation	Taxi Office
Training Centre	Vehicle Sales Outlet - Small Vehicles	Vehicle Sales Outlet - Large Vehicles
Vehicle Servicing/Maintenance Garage	Warehousing	Waste Disposal and Recovery Facility (High Impact)
Wholesale		

- <sup>3</sup> Where the use is ancillary to the use of the dwelling as a main residence
- <sup>4</sup> Subject to compliance with the Rural Settlement Strategy
- <sup>7</sup> Only permitted where the development involves conversion of a protected structure
- <sup>13</sup> Ancillary to tourism uses or conversion of protected or vernacular structures where appropriate
- <sup>14</sup> Rural related research and development only
- <sup>20</sup> Only where the bulk of the produce is produced on the farm
- <sup>21</sup> Only where a demonstrated need to locate in a rural environment because of the nature of the clinic required is established
- <sup>25</sup> No static mobile homes or permanent structures (unless ancillary to the operation of the campsite) shall be permitted
- <sup>29</sup> And appropriately scaled ancillary facilities

**Note:** Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “GE” GENERAL EMPLOYMENT

**Objective:** Provide opportunities for general enterprise and employment.

**Vision:** Facilitate opportunities for compatible industry and general employment uses, logistics and warehousing activity in a good quality physical environment. General Employment areas should be highly accessible, well designed, permeable and legible.

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Builders Provider/Yard	Civic Waste Facility	Enterprise Centre
Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage	High Technology Manufacturing
Industry – General	Industry – Light	Logistics
Office Ancillary to Permitted Use	Open Space	Petrol Station
Research and Development	Restaurant/Café <sup>5</sup>	Retail - Local < 150 sqm nfa <sup>5</sup>
Road Transport Depot	Sustainable Energy Installation	Telecommunications Structures
Training Centre	Utility Installations	Vehicle Sales Outlet - Small Vehicles
Vehicle Sales Outlet - Large Vehicles	Vehicle Servicing/Maintenance Garage	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Wholesale	

Not Permitted		
Abattoir	Aerodrome/Airfield	Agri-Tourism
Air Transport Infrastructure	Amusement Arcade	Bed and Breakfast
Betting Office	Boarding Kennels	Burial Grounds
Caravan Park – Holiday	Caravan Park – Residential	Concrete/Asphalt
Cultural Facility	Dancehall/Nightclub	Education
Exhibition Centre	Extractive Industry/Quarrying	Farm Shop
General Aviation	Golf Course	Guest House
Health Practitioner	Holiday Home/Apartments	Hospital
Hotel	Office ≥ 1,000sqm	Place of Worship
Public House	Residential <sup>28</sup>	Residential Care Home/ Retirement Home
Residential Institution	Retail - Comparison ≤ 500 sqm nfa	Retail - Comparison >500sqm nfa
Retail - Supermarket ≤ 2,500 sqm nfa	Retail - Superstore > 2,500 sqm nfa	Retail - Hypermarket > 5,000 sqm nfa
Retail - Factory Outlet Centre	Retail Warehouse	Retail - Warehouse Club
Retirement Village	Sheltered Accommodation	Traveller Community Accommodation
Waste Disposal and Recovery Facility (High Impact)		

<sup>5</sup> To serve the local working population only

<sup>28</sup> Except where a person who is an immediate member of a family in the immediate area who has not been granted permission for a dwelling previously, and is considered to have a need to reside adjacent to the family home by reason of that person’s exceptional health circumstances.



**Note:** Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “HA” HIGH AMENITY

**Objective:** *Protect and enhance high amenity areas.*

**Vision:** *Protect these highly sensitive and scenic locations from inappropriate development and reinforce their character, distinctiveness and sense of place. In recognition of the amenity potential of these areas opportunities to increase public access will be explored.*

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Agri-Tourism	Bed and Breakfast <sup>3</sup>	Boarding Kennels <sup>3</sup>
Burial Grounds <sup>29</sup>	Childcare Facilities <sup>3</sup>	Farm Shop <sup>20</sup>
Guest House <sup>3</sup>	Health Practitioner <sup>3</sup>	Holiday Home/Apartments <sup>7</sup>
Office Ancillary to Permitted Use	Open Space	Residential <sup>4</sup>
Restaurant/Café <sup>13</sup>	Campsite <sup>25</sup>	

Not Permitted		
Abattoir	Advertising Structures	Aerodrome/Airfield
Agribusiness	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Air Transport Infrastructure	Amusement Arcade	Betting Office
Builders Provider/Yard	Car Hire Holding Area	Caravan Park – Residential
Cargo Yards	Casual Trading	Civic Waste Facility
Concrete/Asphalt	Conference Centre	Dancehall/Nightclub
Enterprise Centre	Exhibition Centre	Fast Food Outlet/Take-Away
Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage	Funeral Home/Mortuary
General Aviation	Health Centre	Heavy Vehicle Park
High Technology Manufacturing	Hospital	Industry – General
Industry – Light	Industry - High Impact	Logistics
Office ≤ 100sqm	Office > 100sqm and < 1,000sqm	Office ≥ 1,000sqm
Park and Ride Facilities	Petrol Station	Place of Worship
Plant Storage	Public House	Public Transport Station
Research and Development	Residential Care Home/ Retirement Home	Residential Institution
Retail - Local < 150 sqm nfa	Retail - Convenience ≤ 500 sqm nfa	Retail - Comparison ≤ 500 sqm nfa
Retail - Comparison >500sqm nfa	Retail - Supermarket ≤ 2,500 sqm nfa	Retail - Superstore > 2,500 sqm nfa
Retail - Hypermarket > 5,000 sqm nfa	Retail - Factory Outlet Centre	Retail Warehouse
Retail - Warehouse Club	Retirement Village	Road Transport Depot
Sheltered Accommodation	Taxi Office	Training Centre
Traveller Community Accommodation	Vehicle Sales Outlet - Small Vehicles	Vehicle Sales Outlet - Large Vehicles



Not Permitted contd.		
Vehicle Servicing/ Maintenance Garage	Veterinary Clinic	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	Wholesale

- <sup>3</sup> Where the use is ancillary to the use of the dwelling as a main residence
- <sup>4</sup> Subject to compliance with the Rural Settlement Strategy
- <sup>7</sup> Only permitted where the development involves conversion of a protected structure
- <sup>13</sup> Ancillary to tourism uses or conversion of protected or vernacular structures where appropriate
- <sup>20</sup> Only where the bulk of the produce is produced on the farm.
- <sup>25</sup> No static mobile homes or permanent structures (unless ancillary to the operation of the campsite) shall be permitted
- <sup>29</sup> And appropriately scaled ancillary facilities

**Note:** Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.

Nothing in this County Development Plan Zoning Matrix (Use Classes related to HA Zoning Objective) shall disallow proposals for:

- (i) The building of new modern psychiatric health care and ancillary facilities (which can include the provision of a National Forensic Mental Health Service Hospital) within the St. Ita’s Hospital complex and demesne in Portrane on ‘HA’ zoned lands. The Feasibility Study identifies the St. Ita’s Hospital complex and demesne as a suitable location for the development of new modern psychiatric health care and ancillary facilities (which can include the provision of a National Forensic Mental Health Service Hospital);
- (ii) Future renewal, improvement, redevelopment of the established historic building stock within St. Ita’s Hospital complex and demesne at Portrane;
- (iii) Appropriate uses including uses which also relate to and are consistent with the historic use of the complex within the demesne established prior to the foundation of the Irish State.

*(Also Refer to Chapter 10 Cultural Heritage: Objective CH 24).*



## ZONING OBJECTIVE “HI” HEAVY INDUSTRY

**Objective:** Provide for heavy industry.

**Vision:** Facilitate opportunities for industrial uses, activities and processes which may give rise to land use conflict if located within other zonings. Such uses, activities and processes would be likely to produce adverse impacts, for example by way of noise, dust or visual impacts. HI areas provide suitable and accessible locations specifically for heavy industry and shall be reserved solely for such uses.

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Abattoir	Concrete/Asphalt	Extractive Industry/Quarrying
Fuel Depot/Fuel Storage	Heavy Vehicle Park	Industry - High Impact
Office Ancillary to Permitted Use	Open Space	Plant Storage
Restaurant/Café <sup>5</sup>	Retail - Local < 150 sqm nfa <sup>5</sup>	Sustainable Energy Installation
Telecommunications Structures	Utility Installations	Waste Disposal and Recovery Facility (High Impact)

Not Permitted		
Aerodrome/Airfield	Agricultural Buildings	Agricultural Farm Supplies
Agricultural Machinery Sales and/or Maintenance	Agri-Tourism	Air Transport Infrastructure
Amusement Arcade	Bed and Breakfast	Betting Office
Boarding Kennels	Builders Provider/Yard	Burial Grounds
Car Hire Holding Area	Caravan Park – Holiday	Caravan Park – Residential
Cargo Yards	Carpark - Non-Ancillary	Casual Trading
Childcare Facilities	Civic Waste Facility	Community Facility
Conference Centre	Cultural Facility	Dancehall/Nightclub
Education	Enterprise Centre	Exhibition Centre
Fast Food Outlet/Take-Away	Farm Shop	Food, Drink and Flower Preparation/Processing
Funeral Home/Mortuary	Garden Centre	General Aviation
Golf Course	Guest House	Health Centre
Health Practitioner	High Technology Manufacturing	Holiday Home/Apartments
Home-Based Economic Activity	Hospital	Hotel
Industry – General	Industry – Light	Logistics
Office ≤100sqm	Office >100sqm and <1,000sqm	Office ≥1,000sqm
Park and Ride Facilities	Petrol Station	Place of Worship
Public House	Public Transport Station	Recreational Facility/Sports Club
Residential	Residential Care Home/ Retirement Home	Residential Institution
Retail - Convenience ≤ 500 sqm nfa	Retail - Comparison ≤ 500 sqm nfa	Retail - Comparison >500sqm nfa
Retail - Supermarket ≤ 2,500 sqm nfa	Retail - Superstore > 2,500 sqm nfa	Retail - Hypermarket > 5,000 sqm nfa
Retail - Factory Outlet Centre	Retail Warehouse	Retail - Warehouse Club
Retirement Village	Sheltered Accommodation	Taxi Office





Not Permitted contd.		
Traveller Community Accommodation	Vehicle Sales Outlet - Small Vehicles	Vehicle Sales Outlet - Large Vehicles
Veterinary Clinic	Warehousing	Wholesale

<sup>5</sup> To serve the local working population only

**Note:** Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “HT” HIGH TECHNOLOGY

**Objective:** Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.

**Vision:** Facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high end, high quality, value added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity.

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Enterprise Centre	High Technology Manufacturing	Hospital
Industry – Light	Office Ancillary to Permitted Use	Office ≤ 100sqm
Office > 100sqm and < 1,000sqm	Office ≥ 1,000sqm	Open Space
Research and Development	Restaurant/Café <sup>5</sup>	Retail - Local < 150 sqm nfa <sup>5</sup>
Sustainable Energy Installation	Telecommunications Structures	Training Centre
Utility Installations		
Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark - Non-Ancillary	Casual Trading	Civic Waste Facility
Concrete/Asphalt	Dancehall/Nightclub	Extractive Industry/Quarrying
Fast Food Outlet/Take-Away	Farm Shop	Fuel Depot/Fuel Storage
Funeral Home/Mortuary	Garden Centre	General Aviation
Golf Course	Guest House	Health Practitioner <sup>24</sup>
Heavy Vehicle Park	Holiday Home/Apartments	Industry - High Impact
Logistics	Park and Ride Facilities	Place of Worship
Plant Storage	Public House	Residential
Residential Care Home/ Retirement Home	Residential Institution	Retail - Comparison ≤ 500 sqm nfa
Retail - Comparison >500sqm nfa	Retail - Supermarket ≤ 2,500 sqm nfa	Retail - Superstore > 2,500 sqm nfa
Retail - Hypermarket > 5,000 sqm nfa	Retail - Factory Outlet Centre	Retail Warehouse
Retail - Warehouse Club	Retirement Village	Road Transport Depot
Sheltered Accommodation	Traveller Community Accommodation	Vehicle Sales Outlet - Small Vehicles
Vehicle Sales Outlet - Large Vehicles	Vehicle Servicing/ Maintenance Garage	Veterinary Clinic



Not Permitted contd.		
Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)
Wholesale		

<sup>5</sup> To serve the local working population only

<sup>24</sup> Unless located within a local centre.

**Note:** Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “LC” LOCAL CENTRE

**Objective:** *Protect, provide for and/or improve local centre facilities.*

**Vision:** *Provide a mix of local community and commercial facilities for the existing and developing communities of the County. The aim is to ensure local centres contain a range of community, recreational and retail facilities, including medical/ dental surgeries and childcare facilities, at a scale to cater for both existing residential development and zoned undeveloped lands, as appropriate, at locations which minimise the need for use of the private car and encourage pedestrians, cyclists and the use of public transport. The development will strengthen local retail provision in accordance with the County Retail Strategy.*

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Betting Office	Childcare Facilities	Community Facility
Cultural Facility	Education	Fast Food Outlet/Take-Away
Funeral Home/Mortuary	Guest House	Health Centre
Health Practitioner	Home-Based Economic Activity	Office Ancillary to Permitted Use
Office ≤ 100sqm	Office > 100sqm and < 1,000sqm <sup>10</sup>	Open Space
Place of Worship	Public House	Public Transport Station
Recreational Facility/Sports Club	Residential	Residential Care Home/ Retirement Home
Residential Institution	Restaurant/Café	Retail - Local < 150 sqm nfa
Retail - Convenience ≤ 500 sqm nfa	Retail - Supermarket ≤ 2,500 sqm nfa <sup>26</sup>	Sheltered Accommodation
Taxi Office	Telecommunications Structures	Traveller Community Accommodation
Utility Installations	Veterinary Clinic	
Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark - Non-Ancillary	Civic Waste Facility	Concrete/Asphalt
Conference Centre	Dancehall/Nightclub	Exhibition Centre
Extractive Industry/Quarrying	Farm Shop	Food, Drink and Flower Preparation/Processing
Fuel Depot/Fuel Storage	General Aviation	Golf Course
Heavy Vehicle Park	High Technology Manufacturing	Hospital
Industry – General	Industry – Light	Industry - High Impact
Logistics	Office ≥ 1,000sqm	Park and Ride Facilities
Plant Storage	Retail - Comparison >500sqm nfa	Retail - Superstore > 2,500 sqm nfa
Retail - Hypermarket > 5,000 sqm nfa	Retail - Factory Outlet Centre	Retail Warehouse



Not Permitted contd.		
Retail - Warehouse Club	Retirement Village	Road Transport Depot
Vehicle Sales Outlet - Small Vehicles	Vehicle Sales Outlet - Large Vehicles	Vehicle Servicing/Maintenance Garage
Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)
Wholesale		

<sup>10</sup> Of a scale appropriate to a local centre

<sup>26</sup> Proposals for this use class are only permitted in principle for LC zonings listed in Level 4 of the Fingal Retail Hierarchy, included in Chapter 6.

**Note:** Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “MC” MAJOR TOWN CENTRE

**Objective:** *Protect, provide for and/ or improve major town centre facilities.*

**Vision:** *Consolidate the existing Major Towns in the County, (Blanchardstown, Swords and Balbriggan). The aim is to further develop these centres by densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment which will enhance the quality of life of resident, visitor and workers alike. The zone will strengthen retail provision in accordance with the County Retail Strategy, emphasise urban conservation, ensure priority for public transport, pedestrians and cyclists while minimising the impact of private car based traffic and enhance and develop the existing urban fabric. In order to deliver this vision and to provide a framework for sustainable development, masterplans will be prepared for each centre in accordance with the Urban Fingal Chapter objectives.*

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Bed and Breakfast	Betting Office	Carpark - Non-Ancillary
Childcare Facilities	Community Facility	Conference Centre
Cultural Facility	Dancehall/Nightclub	Education
Exhibition Centre	Fast Food Outlet/Take-Away	Funeral Home/Mortuary
Garden Centre	Guest House	Health Centre
Health Practitioner	Holiday Home/Apartments	Home-Based Economic Activity
Hospital	Hotel	Office Ancillary to Permitted Use
Office ≤ 100sqm	Office > 100sqm and < 1,000sqm	Office ≥ 1,000sqm
Open Space	Petrol Station	Place of Worship
Public House	Public Transport Station	Recreational Facility/Sports Club
Research and Development	Residential	Residential Care Home/ Retirement Home
Residential Institution	Restaurant/Café	Retail - Local < 150 sqm nfa
Retail - Convenience ≤ 500 sqm nfa	Retail - Comparison ≤ 500 sqm nfa	Retail - Comparison >500sqm nfa
Retail - Supermarket ≤ 2,500 sqm nfa	Retail - Superstore > 2,500 sqm nfa	Retail - Hypermarket > 5,000 sqm nfa <sup>8</sup>
Retail - Factory Outlet Centre	Retail Warehouse	Retirement Village
Sheltered Accommodation	Taxi Office	Telecommunications Structures
Training Centre	Traveller Community Accommodation	Utility Installations
Vehicle Sales Outlet - Small Vehicles	Vehicle Servicing/ Maintenance Garage	Veterinary Clinic
Wholesale		
Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Machinery Sales and/or Maintenance	Agri-Tourism
Air Transport Infrastructure	Boarding Kennels	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Civic Waste Facility	Concrete/Asphalt	Extractive Industry/Quarrying



Not Permitted contd.		
Farm Shop	Fuel Depot/Fuel Storage	General Aviation
Golf Course	Heavy Vehicle Park	Industry - General
Industry - High Impact	Logistics	Plant Storage
Road Transport Depot	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)		

<sup>8</sup> Excluding Balbriggan

**Note:** Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “ME” METRO ECONOMIC CORRIDOR

**Objective:** Facilitate opportunities for high density mixed use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development within the Metro Economic Corridor.

**Vision:** Provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the Metro within a setting of exemplary urban design, public realm streets and places, which are permeable, secure and within a high quality green landscape. Landmark buildings will provide strong quality architectural features, which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure.

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Betting Office	Childcare Facilities	Community Facility
Conference Centre	Cultural Facility	Dancehall/Nightclub
Education	Exhibition Centre	Funeral Home/Mortuary
Guest House	Health Centre	Health Practitioner
Home-Based Economic Activity	Hospital	Hotel
Office Ancillary to Permitted Use	Office ≤ 100sqm	Office > 100sqm and < 1,000sqm
Office ≥ 1,000sqm	Open Space	Place of Worship
Public House	Public Transport Station	Research and Development
Residential	Residential Care Home/ Retirement Home	Residential Institution
Restaurant/Café	Retail - Local < 150 sqm nfa	Retail - Convenience ≤ 500 sqm nfa
Retail - Comparison ≤ 500 sqm nfa	Retail - Supermarket ≤ 2,500 sqm nfa	Sheltered Accommodation
Sustainable Energy Installation	Taxi Office	Telecommunications Structures
Training Centre	Traveller Community Accommodation	Utility Installations
Veterinary Clinic		
Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Civic Waste Facility	Concrete/Asphalt	Extractive Industry/Quarrying
Farm Shop	Fuel Depot/Fuel Storage	General Aviation
Golf Course	Heavy Vehicle Park	Industry – General
Industry - High Impact	Logistics	Plant Storage
Retail - Comparison >500sqm nfa	Retail - Superstore > 2,500 sqm nfa	Retail - Hypermarket > 5,000 sqm nfa
Retail - Factory Outlet Centre	Retail Warehouse	Retail - Warehouse Club





Not Permitted contd.		
Road Transport Depot	Vehicle Sales Outlet - Small Vehicles	Vehicle Sales Outlet - Large Vehicles
Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)

**Note:** Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “OS” OPEN SPACE

**Objective:** *Preserve and provide for open space and recreational amenities.*

**Vision:** *Provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority.*

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Community Facility	Golf Course	Open Space
Recreational Facility/Sports Club		
Not Permitted		
Abattoir	Advertising Structures	Aerodrome/Airfield
Agribusiness	Agricultural Buildings	Agricultural Farm Supplies
Agricultural Machinery Sales and/or Maintenance	Agri-Tourism	Air Transport Infrastructure
Amusement Arcade	Bed and Breakfast	Betting Office
Boarding Kennels	Builders Provider/Yard	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark - Non-Ancillary	Childcare Facilities	Civic Waste Facility
Concrete/Asphalt	Conference Centre	Dancehall/Nightclub
Education	Enterprise Centre	Exhibition Centre
Extractive Industry/Quarrying	Fast Food Outlet/Take-Away	Farm Shop
Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage	Funeral Home/Mortuary
Garden Centre	General Aviation	Guest House
Health Centre	Health Practitioner	Heavy Vehicle Park
High Technology Manufacturing	Holiday Home/Apartments	Home-Based Economic Activity
Hospital	Hotel	Industry – General
Industry – Light	Industry - High Impact	Logistics
Office ≤ 100sqm	Office > 100sqm and < 1,000sqm	Office ≥ 1,000sqm
Park and Ride Facilities	Petrol Station	Place of Worship
Plant Storage	Public House	Research and Development
Residential	Residential Care Home/ Retirement Home	Residential Institution
Retail - Convenience ≤ 500 sqm nfa	Retail - Comparison ≤ 500 sqm nfa	Retail - Comparison >500sqm nfa
Retail - Supermarket ≤ 2,500 sqm nfa	Retail - Superstore > 2,500 sqm nfa	Retail - Hypermarket > 5,000 sqm nfa
Retail - Factory Outlet Centre	Retail Warehouse	Retail - Warehouse Club
Retirement Village	Road Transport Depot	Sheltered Accommodation
Taxi Office	Training Centre	Traveller Community Accommodation



Not Permitted contd.		
Vehicle Sales Outlet - Small Vehicles	Vehicle Sales Outlet - Large Vehicles	Vehicle Servicing/ Maintenance Garage
Veterinary Clinic	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)	Wholesale	

**Note:** Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “RA” RESIDENTIAL AREA

**Objective:** Provide for new residential communities subject to the provision of the necessary social and physical infrastructure.

**Vision:** Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Amusement Arcade <sup>9</sup>	Bed and Breakfast	Betting Office <sup>9</sup>
Childcare Facilities	Community Facility	Education
Funeral Home/Mortuary <sup>9</sup>	Guest House	Health Centre
Health Practitioner	Hospital	Office Ancillary to Permitted Use
Office ≤ 100sqm <sup>9</sup>	Office > 100sqm and < 1,000sqm <sup>11</sup>	Open Space
Place of Worship	Public House <sup>9</sup>	Public Transport Station
Recreational Facility/Sports Club	Residential	Residential Care Home/ Retirement Home
Restaurant/Café <sup>9</sup>	Retail - Local < 150 sqm nfa	Retail - Convenience ≤ 500 sqm nfa <sup>9</sup>
Retail - Comparison ≤ 500 sqm nfa <sup>9</sup>	Retail - Supermarket ≤ 2,500 sqm nfa <sup>9</sup>	Retirement Village
Sheltered Accommodation	Sustainable Energy Installation	Taxi Office
Traveller Community Accommodation	Utility Installations	Veterinary Clinic
Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Boarding Kennels
Builders Provider/Yard	Car Hire Holding Area	Caravan Park – Holiday
Caravan Park – Residential	Cargo Yards	Carpark - Non-Ancillary
Casual Trading	Concrete/Asphalt	Conference Centre
Dancehall/Nightclub	Enterprise Centre	Exhibition Centre
Extractive Industry/Quarrying	Farm Shop	Food, Drink and Flower Preparation/Processing
Fuel Depot/Fuel Storage	General Aviation	Golf Course
Heavy Vehicle Park	High Technology Manufacturing	Industry – General
Industry - High Impact	Logistics	Office ≥ 1,000sqm
Plant Storage	Retail - Comparison >500sqm nfa	Retail - Superstore > 2,500 sqm nfa
Retail - Hypermarket > 5,000 sqm nfa	Retail - Factory Outlet Centre	Retail Warehouse
Retail - Warehouse Club	Road Transport Depot	Vehicle Sales Outlet - Small Vehicles



Not Permitted contd.		
Vehicle Sales Outlet - Large Vehicles	Vehicle Servicing/Maintenance Garage	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	Wholesale

<sup>9</sup> In a local centre only

<sup>11</sup> Only located in a local centre and of a scale appropriate to that centre

**Note:** Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “RB” RURAL BUSINESS

**Objective:** Provide for and facilitate rural-related business which has a demonstrated need for a rural location.

**Vision:** Provide a location for the development of business within the rural area which is directly related to the rural location and to the agricultural or horticultural sectors. Such business involves either the processing of produce of which a significant portion is sourced locally or support services for the local agricultural or horticultural sector. Provide a balance between the need for competitiveness and efficiency within the agricultural and horticultural sectors and the need to protect and promote the values of the rural area.

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Agribusiness	Agricultural Buildings	Agricultural Farm Supplies
Agricultural Machinery Sales and/or Maintenance	Office Ancillary to Permitted Use	Open Space
Research and Development <sup>14</sup>	Utility Installations	
Not Permitted		
Aerodrome/Airfield	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Builders Provider/Yard
Burial Grounds	Car Hire Holding Area	Caravan Park – Holiday
Caravan Park – Residential	Cargo Yards	Carpark - Non-Ancillary
Civic Waste Facility	Community Facility	Concrete/Asphalt
Conference Centre	Cultural Facility	Dancehall/Nightclub
Education	Exhibition Centre	Extractive Industry/Quarrying
Fast Food Outlet/Take-Away	Funeral Home/Mortuary	General Aviation
Golf Course	Guest House	Health Centre
Health Practitioner	Heavy Vehicle Park	High Technology Manufacturing
Holiday Home/Apartments	Home-Based Economic Activity	Hospital
Hotel	Industry - High Impact	Logistics
Office ≤ 100sqm	Office > 100sqm and < 1,000sqm	Office ≥ 1,000sqm
Park and Ride Facilities	Petrol Station	Place of Worship
Public House	Public Transport Station	Recreational Facility/Sports Club
Residential	Residential Care Home/ Retirement Home	Residential Institution
Restaurant/Café	Retail - Local < 150 sqm nfa	Retail - Convenience ≤ 500 sqm nfa
Retail - Comparison ≤ 500 sqm nfa	Retail - Comparison >500sqm nfa	Retail - Supermarket ≤ 2,500 sqm nfa
Retail - Superstore > 2,500 sqm nfa	Retail - Hypermarket > 5,000 sqm nfa	Retail - Factory Outlet Centre
Retail Warehouse	Retail - Warehouse Club	Retirement Village
Road Transport Depot	Sheltered Accommodation	Taxi Office



Not Permitted contd.		
Traveller Community Accommodation	Vehicle Sales Outlet - Small Vehicles	Vehicle Sales Outlet - Large Vehicles
Veterinary Clinic	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)	Wholesale	

<sup>14</sup> Rural related research and development only.

**Note:** Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “RC” RURAL CLUSTERS

**Objective:** Provide for small scale infill development serving local needs while maintaining the rural nature of the cluster.

**Vision:** Provide a viable alternative to settlement in the open countryside, and support small-scale infill development by providing the rural community with an opportunity to choose more rural-style housing than is provided within the Rural Villages, and by facilitating the development of small scale and home-based enterprise among members of the rural community.

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Bed and Breakfast <sup>3</sup>	Childcare Facilities <sup>3</sup>	Guest House <sup>3</sup>
Health Practitioner <sup>3</sup>	Home-Based Economic Activity	Open Space
Residential <sup>4</sup>	Utility Installations	Veterinary Clinic <sup>21</sup>
Not Permitted		
Abattoir	Advertising Structures	Aerodrome/Airfield
Agribusiness	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Air Transport Infrastructure	Amusement Arcade	Betting Office
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark - Non-Ancillary	Casual Trading	Civic Waste Facility
Concrete/Asphalt	Conference Centre	Dancehall/Nightclub
Enterprise Centre	Exhibition Centre	Extractive Industry/Quarrying
Fast Food Outlet/Take-Away	Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage
Funeral Home/Mortuary	Garden Centre	General Aviation
Golf Course	Health Centre	Heavy Vehicle Park
High Technology Manufacturing	Holiday Home/Apartments	Hospital
Hotel	Industry – General	Industry – Light
Industry - High Impact	Logistics	Office ≤ 100sqm
Office >100sqm and < 1,000sqm	Office ≥ 1,000sqm	Park and Ride Facilities
Petrol Station	Plant Storage	Public House
Public Transport Station	Research and Development	Residential Care Home/ Retirement Home
Residential Institution	Restaurant/Café	Retail - Local < 150 sqm nfa
Retail - Convenience ≤ 500 sqm nfa	Retail - Comparison ≤ 500 sqm nfa	Retail - Comparison > 500sqm nfa
Retail - Supermarket ≤ 2,500 sqm nfa	Retail - Superstore > 2,500 sqm nfa	Retail - Hypermarket > 5,000 sqm nfa
Retail - Factory Outlet Centre	Retail Warehouse	Retail - Warehouse Club
Retirement Village	Road Transport Depot	Sheltered Accommodation
Taxi Office	Training Centre	Vehicle Sales Outlet - Small Vehicles





Not Permitted contd.		
Vehicle Sales Outlet - Large Vehicles	Vehicle Servicing/ Maintenance Garage	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	Wholesale

<sup>3</sup> Where the use is ancillary to the dwelling as a main residence

<sup>4</sup> Subject to compliance with the Rural Settlement Strategy

<sup>21</sup> Only where a demonstrated need to locate in a rural environment because of the nature of the clinic required is established.

**Note:** Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “RS” RESIDENTIAL

**Objective:** Provide for residential development and protect and improve residential amenity.

**Vision:** Ensure that any new development in existing areas would have a minimal impact on and enhance existing residential amenity.

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Bed and Breakfast	Childcare Facilities	Community Facility
Education	Guest House	Office Ancillary to Permitted Use
Open Space	Residential	Residential Care Home/ Retirement Home
Retirement Village	Sheltered Accommodation	Traveller Community Accommodation
Utility Installations		
Not Permitted		
Abattoir	Advertising Structures	Aerodrome/Airfield
Agribusiness	Agricultural Buildings	Agricultural Farm Supplies
Agricultural Machinery Sales and/or Maintenance	Agri-Tourism	Air Transport Infrastructure
Amusement Arcade	Betting Office	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark - Non-Ancillary	Casual Trading	Civic Waste Facility
Concrete/Asphalt	Conference Centre	Dancehall/Nightclub
Enterprise Centre	Exhibition Centre	Extractive Industry/Quarrying
Fast Food Outlet/Take-Away	Farm Shop	Food, Drink and Flower Preparation/Processing
Fuel Depot/Fuel Storage	Funeral Home/Mortuary	Garden Centre
General Aviation	Golf Course	Heavy Vehicle Park
High Technology Manufacturing	Industry – General	Industry - High Impact
Logistics	Office ≤ 100sqm	Office > 100sqm and < 1,000sqm
Office ≥ 1,000sqm	Park and Ride Facilities	Plant Storage
Public House	Research and Development	Retail - Comparison ≤ 500 sqm nfa
Retail - Comparison >500sqm nfa	Retail - Supermarket ≤ 2,500 sqm nfa	Retail - Superstore > 2,500 sqm nfa
Retail - Hypermarket > 5,000 sqm nfa	Retail - Factory Outlet Centre	Retail Warehouse
Retail - Warehouse Club	Road Transport Depot	Taxi Office
Training Centre	Vehicle Sales Outlet - Small Vehicles	Vehicle Sales Outlet - Large Vehicles
Vehicle Servicing/Maintenance Garage	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)	Wholesale	

**Note:** Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “RU” RURAL

**Objective:** *Protect and promote in a balanced way, the development of agriculture and rural-related enterprise, biodiversity, the rural landscape, and the built and cultural heritage.*

**Vision:** *Protect and promote the value of the rural area of the County. This rural value is based on:*

- *Agricultural and rural economic resources*
- *Visual remoteness from significant and distinctive urban influences,*
- *A high level of natural features.*

*Agriculture and rural related resources will be employed for the benefit of the local and wider population. Building upon the rural value will require a balanced approach involving the protection and promotion of rural biodiversity, promotion of the integrity of the landscape, and enhancement of the built and cultural heritage.*

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Agricultural Buildings <sup>6</sup>	Agri-Tourism	Bed and Breakfast <sup>3</sup>
Boarding Kennels <sup>3</sup>	Burial Grounds <sup>29</sup>	Childcare Facilities <sup>3</sup>
Community Facility <sup>2</sup>	Extractive Industry/Quarrying	Farm Shop <sup>20</sup>
Golf Course	Guest House <sup>3</sup>	Health Practitioner <sup>3</sup>
Holiday Home/Apartments <sup>7</sup>	Office Ancillary to Permitted Use	Open Space
Research and Development <sup>14</sup>	Recreational Facility/Sports Club <sup>2</sup>	Residential <sup>4</sup>
Restaurant/Café <sup>13</sup>	Sustainable Energy Installation	Utility Installations
Veterinary Clinic <sup>21</sup>	Campsite <sup>25</sup>	
Not Permitted		
Agribusiness	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Air Transport Infrastructure	Amusement Arcade	Betting Office
Builders Provider/Yard	Car Hire Holding Area	Caravan Park – Residential
Cargo Yards	Carpark - Non-Ancillary	Conference Centre
Dancehall/Nightclub	Enterprise Centre	Exhibition Centre
Fast Food Outlet/Take-Away	Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage
Funeral Home/Mortuary	Health Centre	Heavy Vehicle Park
High Technology Manufacturing	Hospital	Industry – General
Industry – Light	Industry - High Impact	Logistics
Office ≤ 100sqm	Office >100sqm and <1,000sqm	Office ≥1,000sqm
Public House	Residential Care Home/Retirement Home <sup>12</sup>	Retail - Local < 150 sqm nfa
Retail - Convenience ≤ 500 sqm nfa	Retail - Comparison ≤ 500 sqm nfa	Retail - Comparison >500sqm nfa
Retail - Supermarket ≤ 2,500 sqm nfa	Retail - Superstore > 2,500 sqm nfa	Retail - Hypermarket > 5,000 sqm nfa
Retail - Factory Outlet Centre	Retail Warehouse	Retail - Warehouse Club



Not Permitted contd.		
Retail - Factory Outlet Centre	Retail Warehouse	Retail - Warehouse Club
Retirement Village	Road Transport Depot	Sheltered Accommodation
Taxi Office	Training Centre	Vehicle Sales Outlet - Small Vehicles
Vehicle Sales Outlet - Large Vehicles	Vehicle Servicing/Maintenance Garage	Warehousing
Wholesale		

- <sup>2</sup> Where it is in proximity to residential settlements and would not generate unacceptable traffic problems
- <sup>3</sup> Where the use is ancillary to the use of the dwelling as a main residence
- <sup>4</sup> Subject to compliance with the Rural Settlement Strategy
- <sup>6</sup> Including buildings to provide for preparation of produce sourced from the site/farm
- <sup>7</sup> Only permitted where the development involves conversion of a protected structure
- <sup>12</sup> Except where a demonstrated need to locate in a rural environment because of the nature of the care required is established or where immediately contiguous to a zoning where the use is permitted in principle and meets Development Plan standards in relation to access and infrastructure
- <sup>13</sup> Ancillary to tourism uses or conversion of protected or vernacular structures where appropriate
- <sup>14</sup> Rural related research and development only
- <sup>20</sup> Only where the bulk of the produce is produced on the farm
- <sup>21</sup> Only where a demonstrated need to locate in a rural environment because of the nature of the clinic required is established
- <sup>25</sup> No static mobile homes or permanent structures (unless ancillary to the operation of the campsite) shall be permitted
- <sup>29</sup> And appropriately scaled ancillary facilities

**Note:** Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “RV” RURAL VILLAGE

**Objective:** *Protect and promote the character of the Rural Village and promote a vibrant community in accordance with an approved Local Area Plan, and the availability of physical and community infrastructure.*

**Vision:** *Protect and promote established villages within the rural landscape where people can settle and have access to community services. The villages are areas within the rural landscape where housing needs can be satisfied with minimal harm to the countryside and surrounding environment.*

*The villages will serve their rural catchment, provide local services and smaller scale rural enterprises. Levels of growth will be managed through Local Area Plans to ensure that a critical mass for local services is encouraged without providing for growth beyond local need and unsustainable commuting patterns.*

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance	Agri-Tourism
Bed and Breakfast	Betting Office	Burial Grounds <sup>29</sup>
Childcare Facilities	Civic Waste Facility	Community Facility
Cultural Facility	Dancehall/Nightclub	Education
Enterprise Centre	Fast Food Outlet/Take-Away	Farm Shop
Food, Drink and Flower Preparation/Processing	Funeral Home/Mortuary	Garden Centre
Guest House	Health Centre	Health Practitioner
Holiday Home/Apartments	Home-Based Economic Activity	Office Ancillary to Permitted Use
Office ≤ 100sqm	Open Space	Petrol Station
Place of Worship	Public House	Public Transport Station
Recreational Facility/Sports Club	Research and Development	Residential
Residential Care Home/ Retirement Home	Residential Institution	Restaurant/Café
Retail - Local < 150 sqm nfa	Retail - Convenience ≤ 500 sqm nfa	Retail - Comparison ≤ 500 sqm nfa
Retail - Supermarket ≤ 2,500 sqm nfa	Retirement Village	Sheltered Accommodation
Taxi Office	Telecommunications Structures	Training Centre
Traveller Community Accommodation	Utility Installations	Vehicle Servicing/Maintenance Garage
Veterinary Clinic		
Not Permitted		
Abattoir	Aerodrome/Airfield	Air Transport Infrastructure
Car Hire Holding Area	Caravan Park – Residential	Cargo Yards
Concrete/Asphalt	Extractive Industry/Quarrying	General Aviation
Heavy Vehicle Park	Industry - High Impact	Logistics
Office ≥ 1,000sqm	Retail - Comparison >500sqm nfa	Retail - Superstore > 2,500 sqm nfa



**Not Permitted contd.**

Retail - Hypermarket > 5,000 sqm nfa	Retail - Factory Outlet Centre	Retail Warehouse
Retail - Warehouse Club	Road Transport Depot	Warehousing
Waste Disposal and Recovery Facility (High Impact)		

<sup>29</sup> And appropriately scaled ancillary facilities

**Note:** Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “RW” RETAIL WAREHOUSING

**Objective:** Provide for retail warehousing development.

**Vision:** Facilitate the sale of bulky goods/goods in bulk within high quality settings and highly accessible locations, with an emphasis on exemplar sustainable design and aesthetic quality.

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Offices ancillary to permitted use	Open Space	Restaurant/Cafe <sup>23</sup>
Retail Warehouse	Sustainable Energy Installation	Telecommunications Structures
Utility Installations		
Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Boarding Kennels
Burial Grounds	Car Hire Holding Area	Cargo Yards
Caravan Park – Holiday	Caravan Park – Residential	Carpark - Non-Ancillary
Childcare Facilities	Civic Waste Facility	Community Facility
Concrete/Asphalt	Conference Centre	Cultural Facility
Dancehall/Nightclub	Education	Enterprise Centre
Exhibition Centre	Extractive Industry/Quarrying	Fast Food Outlet/Take-Away
Farm Shop	Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage
Funeral Home/Mortuary	General Aviation	Golf Course
Guest House	Health Centre	Health Practitioner
Heavy Vehicle Park	High Technology Manufacturing	Holiday Home/Apartments
Home-Based Economic Activity	Hospital	Industry – General
Industry – Light	Industry - High Impact	Logistics
Office ≤ 100sq.m.	Office > 100sq.m. and < 1,000sq.m.	Offices ≥ 1,000sq.m.
Park and Ride Facilities	Place of Worship	Plant Storage
Public House	Public Transport Station	Recreational Facility/Sports Club
Research and Development	Residential	Residential Care Home/ Retirement Home
Residential Institution	Retirement Village	Retail - Local < 150 sqm nfa
Retail - Convenience ≤ 500 sqm nfa	Retail - Comparison ≤ 500 sqm nfa	Retail - Comparison >500sqm nfa
Retail - Supermarket ≤ 2500 sqm nfa	Retail - Superstore > 2500 sqm nfa	Retail - Hypermarket > 5000 sqm nfa
Retail - Factory Outlet Centre	Retail - Warehouse Club	Road Transport Depot
Sheltered Accommodation	Taxi Office	Training Centre
Traveller Community Accommodation	Vehicle Sales Outlet - Small Vehicles	Vehicle Sales Outlet - Large Vehicles



**Not Permitted contd.**

Vehicle Servicing/Maintenance Garage	Veterinary Clinic	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	Wholesale

<sup>23</sup> Only where contained within and ancillary to a retail warehouse unit

**Note:** Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.





## ZONING OBJECTIVE “TC” TOWN AND DISTRICT CENTRE

**Objective:** *Protect and enhance the special physical and social character of town and district centres and provide and/or improve urban facilities.*

**Vision:** *Maintain and build on the accessibility, vitality and viability of the existing Urban Centres in the County. Develop and consolidate these Centres with an appropriate mix of commercial, recreational, cultural, leisure and residential uses, and to enhance and develop the urban fabric of these Centres in accordance with the principles of urban design, conservation and sustainable development. Retail provision will be in accordance with the County Retail Strategy, enhance and develop the existing urban fabric, emphasise urban conservation, and ensure priority for public transport, pedestrians and cyclists while minimising the impact of private car based traffic. In order to deliver this vision and to provide a framework for sustainable development, Urban Centre Strategies will be prepared for centres in accordance with the Urban Fingal Chapter objectives.*

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Bed and Breakfast	Betting Office	Carpark - Non-Ancillary
Childcare Facilities	Community Facility	Cultural Facility
Dancehall/Nightclub	Education	Exhibition Centre
Fast Food Outlet/Take-Away	Funeral Home/Mortuary	Garden Centre
Guest House	Health Centre	Health Practitioner
Holiday Home/Apartments	Home-Based Economic Activity	Hospital
Hotel	Office Ancillary to Permitted Use	Office ≤ 100sqm
Office > 100sqm and < 1,000sqm	Office ≥ 1,000sqm	Open Space
Petrol Station	Place of Worship	Public House
Public Transport Station	Recreational Facility/Sports Club	Research and Development
Residential	Residential Care Home/ Retirement Home	Residential Institution
Restaurant/Café	Retail - Local < 150 sqm nfa	Retail - Convenience ≤ 500 sqm nfa
Retail - Comparison ≤ 500 sqm nfa	Retail - Comparison >500sqm nfa <sup>27</sup>	Retail - Supermarket ≤ 2,500 sqm nfa
Retirement Village	Sheltered Accommodation	Taxi Office
Telecommunications Structures	Training Centre	Traveller Community Accommodation
Utility Installations	Vehicle Sales Outlet - Small Vehicles	Vehicle Servicing/Maintenance Garage
Veterinary Clinic		
Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agri-Tourism	Air Transport Infrastructure
Boarding Kennels	Car Hire Holding Area	Caravan Park – Holiday
Caravan Park – Residential	Cargo Yards	Civic Waste Facility
Concrete/Asphalt	Extractive Industry/Quarrying	Farm Shop
Fuel Depot/Fuel Storage	General Aviation	Golf Course
Heavy Vehicle Park	Industry – General	Industry - High Impact



Not Permitted contd.		
Logistics	Plant Storage	Retail - Hypermarket > 5,000 sqm nfa
Road Transport Depot	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)		

<sup>27</sup> Proposals for this use class are only permitted in principle for TC zonings listed in Level 3 of the Fingal Retail Hierarchy, included in Chapter 6

**Note:** Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



## ZONING OBJECTIVE “WD” WAREHOUSING AND DISTRIBUTION

**Objective:** Provide for distribution, warehouse, storage and logistics facilities which require good access to a major road network within a good quality environment.

**Vision:** Facilitate logistics and warehouse type activity including storage, distribution and associated re-packaging of goods and products. Distribution and storage uses have specific transportation requirements as they can generate considerable traffic volumes and hence benefit from being located within a purpose built, well designated environment which is well connected to the strategic road network and allows for the efficient movement of goods.

### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Cargo Yards	Fuel Depot/Fuel Storage	Heavy Vehicle Park
Logistics	Office Ancillary to Permitted Use	Open Space
Plant Storage	Restaurant/Café <sup>5</sup>	Retail - Local < 150 sqm nfa <sup>5</sup>
Road Transport Depot	Sustainable Energy Installation	Telecommunications Structures
Utility Installations	Vehicle Servicing/Maintenance Garage	Warehousing
Wholesale		
Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agri-Tourism	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Boarding Kennels
Burial Grounds	Caravan Park – Holiday	Caravan Park – Residential
Casual Trading	Community Facility	Concrete/Asphalt
Conference Centre	Cultural Facility	Dancehall/Nightclub
Education	Enterprise Centre	Exhibition Centre
Extractive Industry/Quarrying	Fast Food Outlet/Take-Away	Farm Shop
Food, Drink and Flower Preparation/Processing	Funeral Home/Mortuary	Garden Centre
General Aviation	Golf Course	Guest House
Health Centre	Health Practitioner	High Technology Manufacturing
Holiday Home/Apartments	Home-Based Economic Activity	Hospital
Hotel	Industry – General	Industry – Light
Industry - High Impact	Office ≤ 100sqm	Office > 100sqm and < 1,000sqm
Office ≥ 1,000sqm	Place of Worship	Public House
Recreational Facility/Sports Club	Research and Development	Residential
Residential Care Home/ Retirement Home	Residential Institution	Retail - Convenience ≤ 500 sqm nfa
Retail - Comparison ≤ 500 sqm nfa	Retail - Comparison >500sqm nfa	Retail - Supermarket ≤ 2,500 sqm nfa
Retail - Superstore > 2,500 sqm nfa	Retail - Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre
Retail Warehouse	Retail - Warehouse Club	Retirement Village



**Not Permitted contd.**

Sheltered Accommodation	Taxi Office	Traveller Community Accommodation
Vehicle Sales Outlet - Small Vehicles	Vehicle Sales Outlet - Large Vehicles	Veterinary Clinic
Waste Disposal and Recovery Facility (High Impact)		

<sup>5</sup> To serve the local working population only.

**Note:** Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.





# Development Management Standards

## Chapter 12

## CHAPTER 12

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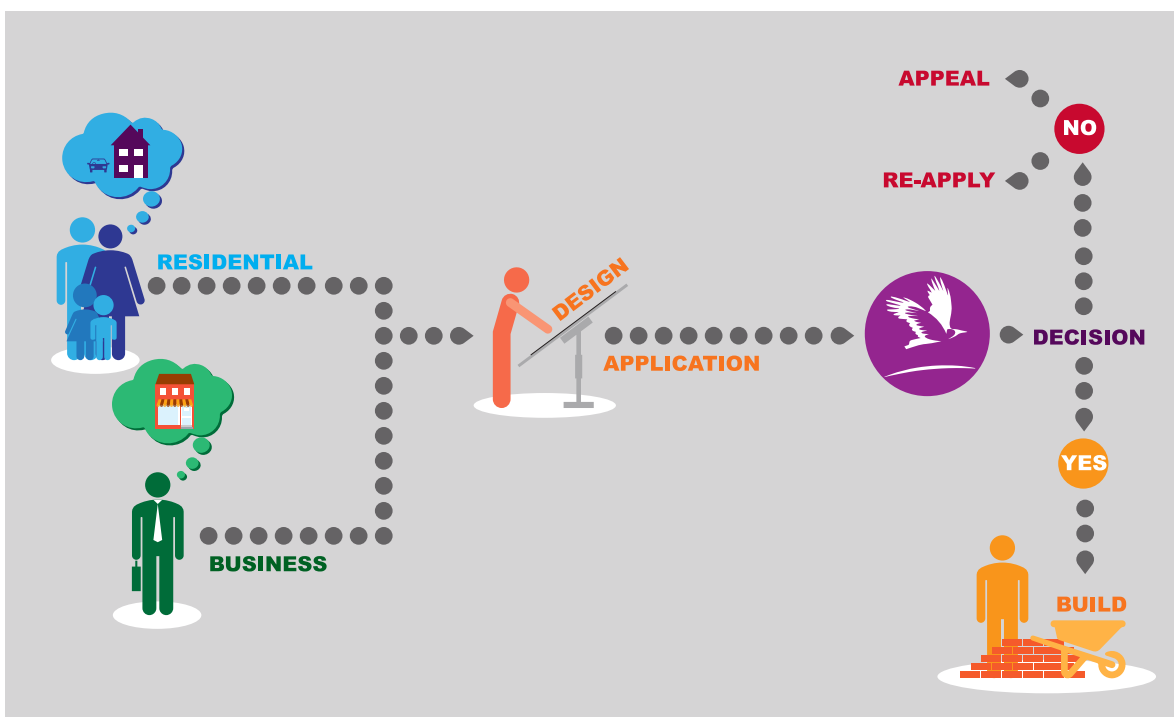


## CHAPTER 12

# DEVELOPMENT MANAGEMENT STANDARDS

### 12.1 Background

Development Management is one of the main implementation tools of the Development Plan. This Chapter sets out the development standards and criteria to ensure development occurs in an orderly and efficient manner. In all development proposals, it is the aim of the Planning Authority to promote a high standard of design and amenity and to complement the existing character of a particular area. Proposals must comply with the standards and criteria that apply to particular development types, be consistent with the objectives set out in the preceding Chapters and be compliant with relevant legislative guidance.



### Pre-Planning

Section 247 of the *Planning and Development Act, 2000 (as amended)* provides a formal procedure for applicants to seek pre-planning guidance from the Planning Authority in relation to their proposed development. The Planning Authority provides pre-application consultations where requested and actively encourages such consultations prior to the lodging of a planning application.

### Enforcement

Development will be controlled in accordance with policies and objectives set out in the County Development Plan and in accordance with the principles of proper planning and sustainable development. With regard to the enforcement provisions of Part VIII of the *Planning and Development Act, 2000 (as amended)*, the role of the Planning Authority is to undertake enforcement



action where necessary with respect to non-compliance with conditions attached to planning permissions and the carrying out of non exempted development without the benefit of planning permission. Furthermore the planning authority has special control powers under current legislation pertaining to such areas as protected structures and tree preservation orders. In addition, the Planning Authority will continue the practice of granting planning permission with the inclusion of conditions requiring levies and/or bonds to be paid to ensure compliance with the conditions of the permission. The provisions of Section 35 of the Act may be evoked where appropriate.

## 12.2 Common Principles for all Planning Applications

All development schemes shall promote the principles of accessibility, green infrastructure and sustainable design together with best practice in architectural design and conservation.

### Access for All

The Council recognises the need for universal equality of access to all aspects of the built and external environment as an essential prerequisite of equal opportunity and the development of an inclusive society. Part M of the Building Regulations sets out standards to ensure that buildings are accessible to and usable by everyone, including older people, people with disabilities and people with children. The Technical Guidance Document in relation to Part M provides guidance on the access requirements for public buildings and for residential dwellings.

The Council will seek to encourage the implementation of best practice standards with regard to access in both indoor and outdoor environments. In assessing planning applications, which relate to protected structures, regard shall be had to the protected status of the structure and the need to protect the special character. An important element in achieving sustainability in the design of residential units is the ability of the design to accommodate the changing needs of a family. Housing with long term adaptability and potential for flexibility allows for change as circumstances alter or families grow. Adaptability that allows for the alteration of the fabric of a building and flexibility which allows for spaces to accommodate a range of uses, are key considerations in the design of a home. The guiding principle of accessibility shall be clearly demonstrated in development proposals.

### Green Infrastructure

Existing green infrastructure should be identified at the initial stages of the planning process for development and should guide the design of an appropriate site layout. A landscaping plan shall be submitted with an application that clearly illustrates how existing green infrastructure and opportunities to create new natural amenities, open space and linkages have informed and are incorporated into development management layout and proposals.

### Sustainable Design

Layout and building design must conform to the highest possible standards of energy efficiency. Buildings shall be designed to minimise resource consumption, reducing waste, water and energy use. Design shall optimise natural ventilation and minimise glare and excess solar gain, avoiding large areas of glazing and providing an appropriate balance between solid and void elements.





Energy-saving and energy generating technologies, such as roof top solar panels and geothermal energy, shall be incorporated at the design stage where possible. Sustainably sourced materials and existing re-used/recycled materials shall also be used where possible. Measures which will allow occupants to adapt to the impacts of climate change are promoted within developments and include natural ventilation, summer shading, openable windows, the incorporation of living roofs and walls, planting and trees, as well as the inclusion of sustainable urban drainage systems (SuDS) and permeable surfaces in adjoining spaces. Measures to mitigate and adapt to the impacts of climate change shall be appropriate to the special and architectural character of an area.

These sustainable design elements shall be considered from the outset of the design process as they are integral to density, building orientation, height, form and materials and overall aesthetics and functionality of a proposed scheme.

## Assessments Required for Particular Projects

### Environmental Impact Assessment

The *Planning and Development Regulations 2001, as amended*, specify mandatory thresholds above which Environmental Impact Statements (EIS) are required in relation to types and scale of development proposals. Where it appears to the Planning Authority that a development proposal would be likely to have significant effects on the environment, a 'sub threshold/discretionary EIS' can be requested by notice in writing.

### Screening for Appropriate Assessment

Under Article 6 of the *Habitats Directive* there is a requirement to establish whether, in relation to plans and projects, if Appropriate Assessment (AA) is required. If, following screening, it is considered that AA is required, the proponent of the plan or project must prepare a Natura Impact Statement. A plan or project will only be authorised after the competent authority has ascertained, based on scientific evidence, Screening for Appropriate Assessment, and a Stage 2 Appropriate Assessment where necessary, that:

- The plan or project will not give rise to significant adverse direct, indirect or secondary effects on the integrity of any European (Natura 2000) site (s) (either individually or in combination with other plans or projects), or
- The plan or project will have significant adverse effects on the integrity of any European (Natura 2000) site(s) (that does not host a priority natural habitat type and/or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons of overriding public interest – including those of a social or economic nature. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of European (Natura 2000) sites, or
- The plan or project will have a significant adverse effect on the integrity of any European (Natura 2000) site(s) (that hosts a natural habitat type and/or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons of overriding public interest - restricted to reasons of human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of European (Natura 2000) site(s).



Other Assessments which may be deemed necessary for Planning Proposals:

- Flood Risk Assessment,
- Traffic Impact Assessment,
- Landscape Appraisal,
- Archaeological Assessment,
- Architectural Assessment.

This list is not exhaustive.

#### Objective DMS01

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a European site or sites are subject to Screening for Appropriate Assessment.

#### Objective DMS02

Ensure Local Authority development proposals are subject to environmental assessment, as appropriate, including Screening for Appropriate Assessment and Environmental Impact Assessment.

## 12.3 Design Criteria for Urban Development

### High Quality Urban Design

Urban design is central to creating vibrant cities, towns and villages. The Council is committed to ensuring that best practice urban design principles are applied to all developments. High quality urban design will produce high quality and attractive places where people wish to live, work and enjoy. It is the policy of the Council to ensure all development is of a high quality design and promotes the achievement of accessible, safe and sustainable built and natural environments, which reflect the special character and heritage of the County and its varied townscapes and landscapes.



Design principles shall be based on the *Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities* and *Best Practice Urban Design Manual* (DoECLG 2009). These guidelines set out twelve design principles that are to be applied in future development schemes.

### Objective DMS03

Submit a detailed design statement for developments in excess of 5 residential units or 300 sq m of retail/commercial/office development in urban areas. The design statement is required to:

- Explain the design principles and design concept.
- Demonstrate how the twelve urban design criteria (as per the '*Urban Design Manual - A Best Practice Guide*') have been taken into account when designing schemes in urban areas. Each of the twelve criteria is of equal importance and has to be considered in an integrated manner.
- Outline how the development meets the Development Plan Objectives, and the objectives of any Local Area Plan, Masterplan, Urban Centre Strategy, Framework Plan or other similar Plan affecting the site.
- Include photographs of the site and its surroundings.
- Include other illustrations such as photomontages, perspectives, sketches.
- Outline detailed proposals for open space and ensure the provision of open space is designed in from the beginning when designing a new scheme.
- Outline a detailed high quality open space and landscape design plan including specifications, prepared by suitably qualified professionals.
- Outline how Green Infrastructure integrates into the scheme.

## Town and Village Centres

Town, village, district and local centres are the primary focus of economic, community and residential development throughout the County. To ensure this development takes place in a sustainable and efficient manner, mixed use developments are essential. Such mixed uses should complement each other and where this is not possible segregation of uses should take place.

### Objective DMS04

Assess planning applications for change of uses in all urban and village centres on their positive contribution to diversification of the area together with their cumulative effects on traffic, heritage, environment, parking and local residential amenity.

## Building Lines

The Council will generally seek to ensure that development is not carried out in front of established building lines, or in a position that would be in conflict with a building line. In deciding where a building line should be located, the form of development to which it is related will be considered. Where located along roads of traffic importance, increased building lines may be required to provide for greater amenity and safety of road users and residents. On existing roads, change may be required to building lines to facilitate future road widening.



## Public Art

### Objective DMS05

Require new residential developments in excess of 100 units and large commercial/retail developments in excess of 2000 sq m to provide for a piece of public art to be agreed with the Council.

## Shopfronts

The front of a shop, which includes any signage, is the public face of that premises. Good shopfront design makes a valuable contribution to the quality of shopping areas. Poor quality shopfronts can seriously erode the character of a streetscape and be visually intrusive. The scope of shopfronts encompasses not only shops but other business frontages such as restaurants, public houses, banks, offices and any ground floor activity on our main streets.

Careful management needs to be exercised with regard to shopfront treatment. High quality contemporary design will be encouraged for new shopfronts. However, any new shopfront design will have to respect the character and architectural heritage of existing streetscapes.

Corporate logos, designs and colours may not be appropriate in all locations. The use of film or screening that obscures the glazed area of a shopfront window will be discouraged. The use of such material often creates a sense of dead frontage on a streetscape. Security shutters can be another source of visual clutter and careful management of these is required. New security shutters should be positioned behind the window glazing in the interest of visual amenity.

A guidance document has been published in relation to the provision of high quality shop fronts for Malahide. This document outlines Guiding Design Considerations which are relevant to all shopfront design and are set out below. Additional guidance documents will be produced for other areas throughout the County.

### Malahide Public Realm Strategy – Design Guide for Shopfronts

All shopfront design, whether it be modern or traditional, should consider the streetscape, the building itself and the design detail of the shop unit.

#### The Streetscape

It is important to be aware of the street's character and to consider the effect the design might have on the streetscape. Shopfronts should reflect the historic urban grain, building widths and contribute to good design and traditional character of the village.

#### The Building

It is important to consider the effect the shopfront might have on the building itself, as well as the adjoining buildings and shopfronts. Good shopfront design should be sensitive to the character of the building, particularly where it is within the Architectural Conservation Area, and maintain its traditional frontage. It is important to maintain a vertical emphasis, and have a relationship with the first floor opens/window alignments and proportions. Sizing and colour of signage/fascia relative to the wall of the shop is also important.



**Malahide Public Realm Strategy – Design Guide for Shopfronts contd.****The Detail**

The design details of the shopfront are of high importance. Ornaments, windows, door detail and associated colours provide a visual interest and should be maintained. The colour of the shopfront should be carefully considered and should enhance the building as well as the streetscape.

**Objective DMS06**

Produce guidance for quality shopfront designs for designated locations throughout the County to be determined in consultation with the relevant stakeholders.

**Objective DMS07**

Ensure new shopfront design respects the character and architectural heritage of the existing streetscape. Encourage, where appropriate, the use of contemporary shop front design.

**Objective DMS08**

Prevent the use of film or screening that obscures the glazed area of a shopfront window where it negatively impacts upon the streetscape.

**Objective DMS09**

Ensure that corporate logos, lighting, designs and colours are not used at the expense of the streetscape.

**Objective DMS10**

Require that security shutters on new shopfronts are placed behind the window glazing and are transparent and encourage the use of transparent security shutters in all existing shopfronts having regard to a history of vandalism.

**Other Signage**

The presence and location of signage can have a major impact on the visual amenity of an area. Poorly positioned and unnecessary signage can reduce the overall visual quality of an area.

Particular attention will be paid to the design and location of new advertising in those areas where the Council intends to implement town and village improvement schemes in order to maximise the potential environmental benefits of such schemes and also in areas the subject of Masterplans, Urban Framework Plans or Public Realm Strategies.

Advertising signage, where permitted, should be simple in design, sympathetic to its surroundings, non-illuminated and not unduly obtrusive. The Council aims to reduce the amount of fixed structure signage and to ensure that unauthorised and redundant signage and advertisements are removed.

**Objective DMS11**

Evaluate signage proposals in relation to the surroundings and features of the buildings and structures on which signs are to be displayed, the number and size of signs in the area (both existing and proposed) and the potential for the creation of undesirable visual clutter.



**Objective DMS12**

Encourage any new cultural, community and civic signage around the County to be displayed both in the Irish and English languages.

**Objective DMS13**

Demonstrate energy reduction measures in new and replacement advertising structures.

**Objective DMS14**

Resist new billboard and other large advertising structures and displays.

**Objective DMS15**

Take enforcement measures so as to secure the removal of unauthorised advertisements from private property and to remove unauthorised advertisements from public areas. Where appropriate the Council will use the powers available under Section 209 of the *Planning and Development Act, 2000 (as amended)*, to repair, tidy or remove advertisements structures or advertisements, or use the provisions of the *Litter Pollution Act*.

## Green Roofs and Walls

See also 12.7, *Open Space, Quality, Green Roofs*

A green roof or wall comprises part of a building that is partially or completely covered with vegetation and soil, or a growing medium, which is planted over a waterproofing membrane. Additional layers such as a roof barrier and drainage and irrigation systems are usually included as part of the green roof system.

Green roofs have a number of environmental benefits including the absorption and controlled release of rainwater rather than direct run-off into surface water drainage systems. In urban areas, they provide wildlife habitat, improve air quality, improve energy efficiency and reduce the ‘urban heat island effect’, which happens when buildings absorb and trap heat, thereby increasing the temperature in the surrounding area. The use of green roofs will be promoted and encouraged as part of an integrated approach to the provision of green infrastructure, taking particular account of benefits in terms of SuDS provision.

Green walls are also referred to as living walls, biowalls or vertical gardens and have many benefits including:

- Thermal insulation,
- Good for acoustics – it absorbs sound and prevents reflections,
- Good for wildlife,
- Provides for carbon sequestration. Carbon sequestration is the removal and storage of carbon from the atmosphere in carbon sinks,
- Visual benefits through providing visual interest in an otherwise blank façade.

**Objective DMS16**

Promote and encourage the use of green walls and roofs for new developments that demonstrate benefits in terms of SuDS as part of an integrated approach to green infrastructure provision.

**Objective DMS17**

Promote and encourage the use of green walls and roofs as part of an integrated approach to green infrastructure provision.



## Utility Facilities

The quality of well finished buildings and high quality landscaping schemes has often been eroded by the poor location and badly thought out design of utility facilities, such as electricity substations, especially those located to the front and side of buildings. It is recognised that utility facilities are necessary, especially for larger scale developments. However, they should be sensitively located.

### Objective DMS18

Locate, where possible, new utility structures such as electricity substations and telecommunication equipment cabinets, not adjacent to or forward of the front building line of buildings or on areas of open space.

### Objective DMS19

Require new utility structures such as electricity substations and telecommunication equipment cabinets to be of a high quality design and to be maintained to a high standard by the relevant service provider.

## 12.4 Design Criteria for Residential Development

### Residential Zoning

There are two primary Development Plan zonings for residential areas. Firstly zoning objective RS is to “provide for residential development and to protect and improve residential amenity”. The vision is to ensure that any new development in existing residential areas has a minimal impact on existing amenity. Secondly, zoning objective RA is to “provide for new residential communities subject to the provision of the necessary social and physical infrastructure”. The vision for this zoning is to ensure the provision of high quality new residential developments with good layout and design, within close proximity to community facilities, and with an appropriate mix of house sizes, types and tenures.

Some RA zoning areas will be subject to either a Local Area Plan or a Masterplan. These locations are marked on the Development Plan maps.

### Mix of Dwelling Types

The dwelling mix in any residential scheme should provide a balanced range of dwelling types and sizes to support a variety of household types. On smaller infill sites, the mix of dwellings should contribute to the overall dwelling mix in the locality.

Design Statements for residential or mixed use development proposals with a residential element will be required to address the mix of dwelling types.

### Residential Density

In general the number of dwellings to be provided on a site should be determined with reference to the Departmental Guidelines document *Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities* (2009). As a general principle and to promote sustainable forms of development, higher residential densities will be promoted within walking distance of town and district centres and high capacity public transport facilities.



## Apartment Development

Apartment developments should be of high quality design and site layout having due regard to the character and amenities of the area. Apartment developments are encouraged to provide dual aspect units. Furthermore, it is essential that apartment developments should provide a mix of units to cater for different size households.

As per the Department guidelines, there is a requirement that the minimum number of dual aspect apartments that may be provided in any single apartment scheme shall be 50%. In certain circumstances, usually on inner urban sites, near to city or town centres, including SDZ areas, where it is necessary to ensure good street frontage and subject to high quality design, this may be further reduced to an absolute minimum of 33%. Ideally, 3 bedroomed apartments should be dual aspect. These requirements may be relaxed where it is proposed to refurbish an older building in a constrained urban context. North facing single aspect apartments will only be considered where overlooking a significant amenity such as a public park, garden or formal space, or a water body or some other amenity feature.

Ground level apartment floor to ceiling heights shall be a minimum of 2.7m. This is an absolute minimum requirement and applicants should consider the potential for increasing the minimum apartment floor-to-ceiling height to 2.7 metres where height restrictions would not necessitate a reduction in the number of floors and should consider 3.0 metres on the ground floor of multi-storey buildings.

Up to 8 apartments per floor per individual stair/lift core may be provided in apartment schemes. Where this is not possible, applicants and developers should maximise the number of apartments per floor per stair/lift core.

### Objective DMS20

Require the provision of a minimum of 50% of apartments in any apartment scheme are dual aspect.

### Objective DMS21

Allow a reduced percentage of dual aspect apartments only in circumstances where it is necessary to ensure good street frontage and subject to high quality design. In no instance will the provision be less than 33% of the number of apartments in the scheme.

### Objective DMS22

Require a minimum floor to ceiling height of 2.7 metres in apartment units, at ground floor level.

### Objective DMS23

Permit up to 8 apartments per floor per individual stair/lift core within apartment schemes.





## Quantitative Standards

The design and layout of individual dwellings should provide a high quality living environment for residents. Designers should have regard to the targets and standards set out in Tables 12.1, 12.2 and 12.3 with regard to minimum room sizes, dimensions and overall floor areas when designing residential accommodation. Dwellings should also be designed to provide adequate room sizes that create good quality and adaptable living spaces.

In order to ensure good quality development, it is a requirement that the majority of all apartments in a proposed scheme of 100 or more apartments must exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total, but are not calculable as units that exceed the minimum by at least 10%). For developments of between 10 and 99 units, this requirement is varied to allow greater flexibility. In such schemes it is acceptable to redistribute part of the minimum 10% additional floorspace requirement throughout the scheme, i.e. to all proposed units.

In general, adequate space should be provided for the following:

- The normal range and typical arrangement of furniture for each room.
- A reasonable degree of freedom of circulation, appropriate to the likely activities.
- The movement of larger items of furniture into and between rooms.
- Space for family gatherings, including occasional visitors.
- Working area and storage facilities appropriate to likely activities.
- Door swings which do not interfere with other doors, furniture or circulation routes.
- The location of radiators and other service fittings in a way that does not limit the arrangement of furniture within a room.

### Objective DMS24

Require that new residential units comply with or exceed the minimum standards as set out in Tables 12.1, 12.2 and 12.3.

### Objective DMS25

Require that the majority of all apartments in a proposed scheme of 100 or more apartments must exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10%.

### Objective DMS26

For apartment schemes between 10 and 99 units, require that the majority of all apartments in a proposed scheme must exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10%. This may be redistributed throughout the scheme, i.e. to all proposed units.

### Objective DMS27

Require that all planning applications for residential development include floor plans for each room indicating typical furniture layouts and door swings.

Table 12.1 Houses

Dwelling Type	Number of floors	Minimum Gross Floor Area (sq m)	Dwelling Main Living Room (sq m)	Dwelling Aggregate Living Area (sq m)	Dwelling Aggregate Bedroom Area (sq m)	Storage Area (sq m)
4 Bed/ 7 Pers.	3	120	15	40	43	6*
4 Bed/ 7 Pers.	2	110	15	40	43	6*
4 Bed/ 7 Pers.	1	100	15	40	43	6*
4 Bed/ 6 Pers.	3	115	15	37	36	6*
4 Bed/ 6 Pers.	2	105	15	37	36	6*
4 Bed/ 6 Pers.	1	95	15	37	36	6*
4 Bed/ 5 Pers.	3	107	13	34	32	5*
4 Bed/ 5 Pers.	2	97	13	34	32	5*
4 Bed/ 5 Pers.	1	87	13	34	32	5*
3 Bed/ 6 Pers.	3	110	15	37	36	6*
3 Bed/ 6 Pers.	2	100	15	37	36	6*
3 Bed/ 6 Pers.	1	90	15	37	36	6*
3 Bed/ 5 Pers.	3	102	13	34	32	5*
3 Bed/ 5 Pers.	2	92	13	34	32	5*
3 Bed/ 5 Pers.	1	82	13	34	32	5*
3 Bed/ 4 Pers.	3	93	13	30	28	4*
3 Bed/ 4 Pers.	2	83	13	30	28	4*
3 Bed/ 4 Pers.	1	73	13	30	28	4*
2 Bed/ 4 Pers.	2	80	13	30	25	4.5*
2 Bed/ 4 Pers.	1	70	13	30	25	4.5*
2 Bed/ 3 Pers.	2	70	13	28	20	3.5*
2 Bed/ 3 Pers.	1	64	13	28	20	3.5*
1 Bed/ 2 Pers.	1	50	11	23	11.4	2.5

Table 12.2 Apartments / Duplexes

Dwelling Type	Minimum Gross Floor Area (sq m)	Aggregate Living Area (sq m)	Aggregate Bedroom Area (sq m)	Storage Area (sq m)
3 bed	90	34	31.5	9
2 bed	73	30	24.4	6
1 bed	45	23	11.4	3

\* No individual storage room within an apartment/duplex should exceed 3.5 sq m. Some storage may be provided in a basement or carpark area, this may be used to satisfy up to half of the minimum storage requirement for individual apartment units.



Table 12.3 Minimum Room Sizes and Widths for Houses and Apartments

<b>Minimum bedroom size</b> (Minimum bedroom floor areas exclude built in storage space)	
Single bedroom	7.1 sq m
Double bedroom	11.4 sq m
Double bedroom including en-suite	13 sq m
<b>Minimum room widths</b>	
Living Room	
One bedroom	3.3 metres
Two bedroom	3.6 metres
Three Bedroom	3.8 metres
Double bedroom	2.8 metres
Single bedroom	2.1 metres

## Separation Distances

A minimum standard of 22 metres separation between directly opposing rear first floor windows shall be observed, normally resulting in a minimum rear garden depth of 11 metres. However, where sufficient alternative private open space (e.g. to the side) is available, this may be reduced - subject to the maintenance of privacy and protection of adjoining residential amenities.

All proposals for residential development, particularly apartment developments, over three storeys high, shall provide for acceptable separation distances between blocks to avoid negative effects such as excessive overlooking, overbearing and overshadowing effects and provide sustainable residential amenity conditions and open spaces. The minimum standard distance of 22 metres between opposing windows will apply in the case of apartments up to three storeys in height. In taller blocks, a greater separation distance may be prescribed having regard to the layout, size and design. In certain instances, depending on orientation and location in built-up areas, reduced separation distances may be acceptable. Any relaxing of standards will be assessed on a case-by-case basis and should not be seen as setting a precedent for future development.

### Objective DMS28

A separation distance of a minimum of 22 metres between directly opposing rear first floor windows shall generally be observed unless alternative provision has been designed to ensure privacy. In residential developments over 3 storeys, minimum separation distances shall be increased in instances where overlooking or overshadowing occurs.

A separation distance of at least 2.3 metres should be provided between the side walls of each house, pair of semi-detached houses or each terrace of houses in order to allow for adequate maintenance and access.

### Objective DMS29

Ensure a separation distance of at least 2.3 metres is provided between the side walls of detached, semi-detached and end of terrace units.

## Daylight, Sunlight and Overshadowing

High levels of daylight and sunlight provide for good levels of amenity for residents. The internal layout of residential units should be designed to maximise use of natural daylight and sunlight. Daylight and sunlight levels, as a minimum, should be in accordance with *Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice* (BRE2011) and *British Standard (B.S.). 8206 Lighting for Buildings, Part 2 2008: Code of Practice for Daylighting* or any update on these documents.

### Objective DMS30

Ensure all new residential units comply with the recommendations of *Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice* (B.R.209, 2011) and *B.S. 8206 Lighting for Buildings, Part 2 2008: Code of Practice for Daylighting* or other updated relevant documents.

## Acoustic Privacy

Acoustic privacy is a measure of sound insulation between dwellings and between external and internal spaces. Excessive transmission of sound between structurally adjoining residential units can cause a nuisance to occupiers. New residential units must be constructed to a high standard to ensure transmission of sound is within acceptable standards. Development should have regard to the guidance on sound insulation and noise reduction for buildings contained in 2014 *Building Regulations Technical Guidance Document Part E*. The following principles are recommended for minimising disruption from noise in residential units:

- Utilise the site and building layout to maximise acoustic privacy by providing good building separation within the development and from neighbouring buildings and noise sources.
- Arrange units within the development and the internal layout to minimise noise transmission by locating busy, noisy areas next to each other and quieter areas next to quiet areas.
- Keep stairs, lifts, and service and circulation areas away from noise-sensitive rooms like bedrooms. Particular attention should be paid to the siting and acoustic isolation of the lift motor room.

### Objective DMS31

Require that sound transmission levels in semi-detached, terraced, apartments and duplex units comply as a minimum with the 2014 *Building Regulations Technical Guidance Document Part E* or any updated standards and evidence will need to be provided by a qualified sound engineer that these levels have been met.

## Open Plan Estates

It is important to maintain the openness of residential development, particularly schemes where openness is a defining feature of the development. This can be achieved through the removal of the exempted development rights with regard to the provision of boundary walls, railing or other features to the front of houses.

## Gated Communities

Gated communities are communities or developments in which access to the public is not readily available due to the erection of different types of physical barriers. Gated communities serve to exclude and divide communities and do not support the development of a permeable, connected and linked urban area.



**Objective DMS32**

Prohibit proposals that would create a gated community for any new residential developments.

## Management Companies and Facilities for Apartment Developments

Higher density apartment type development will require a management company to maintain communal areas. Higher density apartment type development should consider the provision of common service areas such as laundry rooms, storage facilities, management offices and communal rooms for the enjoyment of all the residents.

**Objective DMS33**

Require properly constituted management companies in apartment type schemes are set up and necessary management structures are put in place for the benefit of the residents.

**Objective DMS34**

Provide in high density apartment type schemes in excess of 100 units facilities for the communal use of residents as deemed appropriate by the Council.

**Objective DMS35**

Require the provision of communal laundry rooms and storage facilities in high density apartment type developments where deemed appropriate.

## Refuse Storage and Bins

Storage of refuse bins can be an issue in new residential schemes, where adequate storage, recycling and composting areas, and future expansion of separated waste disposal may have to be accommodated.

In the case of communal refuse storage provision, the collection point for refuse should be accessible both to the external collector and to the resident and be secured against illegal dumping by non-residents. In the case of individual houses, the applicant shall clearly show within a planning application the proposed location and design of bin storage to serve each dwelling, and having regard to the number of individual bins required to serve each dwelling at the time of the application and any possible future requirements for refuse storage/collection.

**Objective DMS36**

Ensure all new residential schemes include appropriate design measures for refuse storage areas, details of which should be clearly shown at pre-planning and planning application stage. Ensure refuse storage areas are not situated immediately adjacent to the front door or ground floor window, unless adequate screened alcoves or other such mitigation measures are provided.

**Objective DMS37**

Ensure the maximum distance between the front door to a communal bin area does not exceed 50 metres.



## Naming of New Residential Areas

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The naming of a residential area should be carefully considered and have a local significance.

### Objective DMS38

Naming of streets and residential estates shall reflect the local placenames and local people of note, heritage, language or topographical features as appropriate and shall incorporate old placenames from the locality as much as possible and where appropriate shall be in Irish. The use of bi-lingual signage will be required.

## Pigeon Lofts

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### Location

Pigeon lofts should be located as far as possible from neighbouring dwellings. In general, they should be a minimum distance of 10 metres from adjoining residential units, but in locations where this is not possible, the particular circumstances of each case will be considered.

### Construction

Pigeon lofts should be of sound construction with a concrete floor or sub-floor. They should be constructed so as to ensure ease of cleaning and to provide adequate ventilation, while being secure against rodents.

### Design

The external design and finish of pigeon lofts should be of good quality and they should be maintained in good condition.

### Height and Area

The appropriate size of a loft would depend on the nature of the property and the proximity of neighbours. As a general rule, pigeon lofts should not exceed 25 sq m in area, and should have a maximum height of 3 metres with a pitched roof, or 2.5 metres with a flat roof.

### Restrictions

In no circumstances will an open loft be permitted (An open loft is one where pigeons may enter or leave at any time).

## Other Residential Development

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The development of underutilised infill and corner sites in existing residential areas is generally encouraged. However, it is recognised that a balance is needed between the protection of amenities, privacy, the established character of the area and new residential infill. The use of contemporary and innovative design solutions will be encouraged for this type of development.

Corner site development refers to sub-division of an existing house curtilage and/or an appropriately zoned brownfield site to provide an additional dwelling in existing built up areas.

All new dwellings shall comply with Development Plan standards in relation to accommodation



size, garden size and car parking. Where the proposed height is greater than that of the surrounding area a transitional element should be provided.

#### Objective DMS39

New infill development shall respect the height and massing of existing residential units. Infill development shall retain the physical character of the area including features such as boundary walls, pillars, gates/gateways, trees, landscaping, and fencing or railings.

#### Objective DMS40

New corner site development shall have regard to:

- Size, design, layout, relationship with existing dwelling and immediately adjacent properties.
- Impact on the amenities of neighbouring residents.
- The existing building line and respond to the roof profile of adjoining dwellings.
- The character of adjacent dwellings and create a sense of harmony.
- The provision of dual frontage development in order to avoid blank facades and maximise surveillance of the public domain.
- Side/gable and rear access/maintenance space.
- Level of visual harmony, including external finishes and colours.

### Extensions to Dwellings

The need for people to extend and renovate their dwellings is recognised and acknowledged. Extensions will be considered favourably where they do not have a negative impact on adjoining properties or on the nature of the surrounding area.

First floor rear extensions will be considered on their merits, noting that they can often have potential for negative impacts on the amenities of adjacent properties. The Planning Authority must be satisfied there will be no significant negative impacts on surrounding residential or visual amenities. The following factors will be considered:

- Overshadowing, overbearing and overlooking, along with proximity, height and length along mutual boundaries.
- Remaining rear private open space, and its usability.
- External finishes and design, which shall generally match the existing.

Ground floor rear extensions will be considered in terms of their length, height, proximity to mutual boundaries and remaining usable rear private open space. Side extensions will be evaluated against proximity to boundaries, size and visual harmony with existing (especially front elevation), and impacts on residential amenity. First floor side extensions built over existing structures and matching existing dwelling design and height will generally be acceptable. Though in certain cases a set-back of an extension's front facade and its roof profile and ridge may be sought to protect amenities, integrate into the streetscape and avoid a 'terracing' effect. External finishes shall generally match the existing.

Roof alterations/expansions to main roof profiles, for example, changing the hip-end roof of a semi-detached house to a gable/'A' frame end or 'half-hip', will be assessed against a number of criteria including:

- Consideration and regard to the character and size of the structure, its position on the streetscape and proximity to adjacent structures.
- Existing roof variations on the streetscape.
- Distance/contrast/visibility of proposed roof end.
- Harmony with the rest of the structure, adjacent structures and prominence.



Dormer extensions to roofs will be considered with regard to impacts on existing character and form, and the privacy of adjacent properties. The design, dimensions and bulk of any roof proposal relative to the overall size of the dwelling and gardens will be the overriding considerations. Dormer extensions (whether for functional roof space or light access) shall generally not form a dominant part of a roof. Consideration may be given to dormer extensions proposed up to the ridge level of a house, but in all cases no dormer extension shall be higher than the existing ridge height of the house. The proposed quality of materials/finishes for dormers will be considered carefully as this can greatly improve their appearance. The level and type of glazing within a dormer structure should have regard to existing window treatments and fenestration of the dwelling.

#### Objective DMS41

Dormer extensions to roofs will only be considered where there is no negative impact on the existing character and form, and the privacy of adjacent properties. Dormer extensions shall not form a dominant part of a roof. Consideration may be given to dormer extensions proposed up to the ridge level of a house and shall not be higher than the existing ridge height of the house.

#### Objective DMS42

Encourage more innovative design approaches for domestic extensions.

### Family Flats

Family flats (often known as granny flats) are a way of providing additional accommodation with a level of independence for an undefined temporary period of time. Family flats allow for semi-independent accommodation for an immediate family member (dependent on the main occupants of the dwelling). Applications for family flats will be considered favourably subject to criteria set out in Objective DMS 43 below.

#### Objective DMS43

Ensure family flats:

- Are for a member of the family with a demonstrated need.
- Are linked directly to the existing dwelling via an internal access door and do not have a separate front door.
- When no longer required for the identified family member, are incorporated as part of the main unit on site.
- Do not exceed 60 sq m in floor area.
- Comply with the design criteria for extensions, as above.

### Residential Areas of Character

There are residential areas in the County that have uniqueness through their design, character, density and height. New developments within residential areas considered to be of noted character should respect the overall character of the area.

#### Objective DMS44

Protect areas with a unique, identified residential character which provides a sense of place to an area through design, character, density and/or height and ensure any new development in such areas respects this distinctive character.





## Student Accommodation

All proposals for student accommodation should comply with the Department of Education and Science *Guidelines on Residential Development for Third Level Students* (1999), the subsequent supplementary document (2005) and the 'Student Accommodation Scheme', Office of Revenue Commissioner (2007). These documents provide definitions of 'students' and 'educational institutions' and recommendations in relation to minimum bed-space and other similar requirements.

Given the growth in recent years of the number of third level students, there is a demand for specific residential accommodation to cater for this need.

### Objective DMS45

Support the provision of on-campus accommodation and consider the provision of student accommodation off-campus having regard to:

- The location and accessibility to Educational Facilities and the proximity to existing or planned public transport corridors, cycle and pedestrian routes and green routes.
- The potential impact on existing residential amenities.
- The level and quality of on-site facilities, including storage facilities, waste management, cycle parking, leisure facilities, car parking and amenity.
- The architectural quality of the design, internal layouts should take cognisance of the need for flexibility for future possible changes of use.
- The number of existing similar facilities in the area.

In all schemes the applicants will be required to provide a written documentary confirmation for a 'Qualifying Lease' as defined in the *Guidelines on Residential Developments for Third Level Students* published by the Department of Education and Science in 1999 and - noting the supplementary review document in 2005 - to prove that the accommodation is let to students within the academic year.

All permissions for student housing shall have a condition attached requiring planning permission for a change of use from student accommodation to other type of accommodation. Future applications for this type of change of use will be resisted except where it is demonstrated that continuing over-provision of student accommodation exists in the County.

## Residential Care Homes, Retirement Homes, Nursing Homes, Retirement Villages and Sheltered Accommodation

The Council recognises that the provision of care for the elderly and other vulnerable people is an essential community requirement. Although there has been pressure for such facilities in rural areas, there is a presumption against this type of development in the open countryside for reasons relating to sustainability, poor accessibility and lack of public transport, social exclusion and isolation.

### Objective DMS46

Require that residential care homes, retirement homes, nursing homes, retirement villages and sheltered accommodation be located in towns and villages for reasons of sustainability, accessibility, social inclusion, and proximity to the availability of services, except where a demonstrated need to locate in a rural environment because of the nature of the care required can be clearly established.



**Objective DMS47**

Require that applications for residential care homes, retirement homes, nursing homes, retirement villages and sheltered accommodation consider and demonstrate the following:

- The potential impact on residential amenities of adjoining properties.
- Adequate provision of open space.
- Provision of adequate parking facilities.
- The design and proposed materials.
- The size and scale of the proposal must be appropriate to the area.
- A location within close proximity of high quality public transport links and the site should be well served by good footpath links.

It is essential that adequate and suitable open space area and other facilities are provided for residential care homes, retirement homes, nursing homes, retirement villages and sheltered accommodation. It is recognised that reduced quantity standards may be appropriate in some cases due to the level of care that is provided or by virtue of the location of the facility. Planning applications for such development should include detailed open space and landscaping plans that take account of the location of the facility, the availability/ suitability of existing open space and the needs of the residents of the facility.

**Objective DMS48**

Accept reduced open space quantity standards for certain developments, namely residential care homes, retirement homes, nursing homes, retirement villages and sheltered accommodation where a reduction is deemed appropriate by virtue of the specific open space needs of the residents and where suitable accessible open space is available. High quality open space and landscaping plans shall be submitted with planning applications for these developments.

## 12.5 Design Criteria for Rural Villages and Rural Clusters

Chapter 5, Rural Fingal, sets out the development approach for the Rural Villages and Rural Clusters. The Rural Settlement Strategy in Chapter 5 also sets out the requirements to meet the housing need for areas zoned Rural Cluster.

The designated Rural Villages of Fingal are Ballyboghil, Balscadden, Ballymadun, Coolquay, Garristown, Kinsaley, Naul, Oldtown, Rivermeade and Rowlestown. These are mostly traditional village-type settlements, and have the RV zoning objective which aims to protect the special character of Rural Villages and provide for improved village facilities and local housing need in accordance with approved Local Area Plans and infrastructure provision. Village development shall be guided by the adopted Local Area Plans and Village Development Framework Plans.

There are 37 Rural Clusters within Fingal located at:

Balcarrick, Baldwinstown Cross, Ballough (Lusk), Ballykea, Blackhills (Ardgillan), Balcultry, Baltrasna, Baskin Lane, Castlefarm (Kilsallaghan), Colecut, Dallyhaysy (Balbriggan), Dermotstown (Bog O' the Ring), Feltrim (Malahide), Grougha, Moonlone Lane (Naul), Dubber Cross, Effelstown (Lusk/Rush train station), Holmpatrick, Hedgestown (Five Roads), Jordanstown, Killalane, Magilstown, Malheney (Man O' War), Milverton, Moyne Road, New Haggard, North Beach, Palmerstown, Staffordstown/Corduff, The Quay (Portrane), Thornton, Tobersool, The Commons (Lusk), Turvey Lane, Wimbletown (Ballyboghil), Wimbletown South, and Wyanstown (Oldtown).



Rural Clusters provide an alternative to one-off housing in the countryside through the consolidation of rural residential development within existing small clusters. Sensitive layout and design of new houses within the Rural Clusters will ensure that they contribute positively to the rural character of the area. The layout and design of new housing within the Rural Clusters should be consistent with Section 12.6 below – Design Criteria for Housing in the Countryside.

## 12.6 Design Criteria for Housing in the Countryside

The countryside for the purposes of this section of the Plan are those areas with the rural zoning objectives identified as Rural (RU), Greenbelt (GB), and High Amenity (HA). The reuse of existing buildings within the countryside for residential development will be encouraged.

The Rural Settlement Strategy in Chapter 5 Rural Fingal sets out the requirements to meet the housing need in the areas of the County zoned RU, GB and HA.

It is an objective of this Development Plan to limit the visual impact of new houses upon the countryside. Prior to the decision on planning permission, the visual impact of any proposed house upon the rural landscape must be evaluated.

The location of any proposed new house should be such as to limit the increase of new entrances onto any public road. Therefore, newly constructed homes will be directed, where possible, to sites which are located adjacent to existing homes or farmyards belonging to the family of the owner of the new home. Such sites should be served by a single entrance for both the existing and the proposed development.

### Objective DMS49

Ensure that new dwellings in the rural area are sensitively sited, demonstrate consistency with the immediate Landscape Character Type, and make best use of the natural landscape for a sustainable, carbon efficient and sensitive design. A full analysis/feasibility study of the proposed site and of the impact of the proposed house on the surrounding landscape will be required in support of applications for planning permission.

### Objective DMS50

Ensure that any planning application for a house within an area which has a Greenbelt or High Amenity zoning objective is accompanied by a comprehensive Visual Impact Statement and Screening for Appropriate Assessment, as necessary.

### Objective DMS51

Encourage new dwellings in the rural area to be sited at a location in close proximity to the family home where the drainage conditions can safely accommodate the cumulative impact of such clustering and where such clustering will not have a negative visual and amenity impact on the original house. Where such an arrangement is clearly demonstrated not to be available, permit the new dwelling to be located on an alternative site which is within two kilometres from the family home, or, in the case of applications made under Objective RF40 and RF41, within two kilometres outside the Inner Noise Zone.



Table 12.4 – Design Guidelines for Rural Dwellings

Design Guidelines for Rural Dwellings
<p>The Council will use the following guidance in assessing planning applications for a rural house:</p> <p><b>Site Assessment Study</b></p> <ul style="list-style-type: none"> <li>• A full analysis/feasibility study of the proposed site and its surrounding landscape should be carried out as the first step in preparing a design, and subsequently a planning application, for a house in the countryside.</li> </ul>
<p><b>Siting &amp; Design</b></p> <ul style="list-style-type: none"> <li>• The location, siting, orientation and the design of a proposed new dwelling in a rural location should be sensitive to its surroundings. The proposed development should be consistent with the character and appearance of the land, including the building's shape, height, and form, and with the ecology, natural features, and contours of the area, and the way in which these components combine.</li> <li>• Direction should be taken from the existing environment and should take advantage of natural features such as trees, hedgerows, watercourses, hills and other land formations to shelter, shade and service the house.</li> <li>• If any structures exist on the proposed site, then consideration should be given to their re-use, adaptation and extension in preference to new build.</li> <li>• Where historic or vernacular buildings are located on the site or land holding, consideration should seriously be given to their retention, and incorporation into any proposed development.</li> <li>• Clustering with existing rural buildings is generally preferable to stand-alone locations.</li> <li>• The new dwelling should seek to integrate as much as possible into the landscape and not be a prominent feature that visually dominates its rural surroundings. New buildings should respect their landscape context and not block scenic views or break the skyline or waterline as seen from vantage points or main roads. Cutting and filling of sites is not desirable.</li> <li>• Full consideration should be given to solar gain and orientation within the proposed development to maximise energy efficiency.</li> <li>• The applicant should determine if the proposed development is located on any designated natural heritage, archaeological or architectural heritage site. The existence of any of these designated sites within the proposed development site may have implications for the proposed dwelling.</li> </ul>
<p><b>Materials &amp; Detailing</b></p> <ul style="list-style-type: none"> <li>• The detail, texture, colour, pattern, and durability of materials of the proposed development should be sustainable and of a high quality, and will be sensitive to its proposed location.</li> <li>• New dwellings should be guided by the range of materials used in the past in Fingal, and where contemporary materials are proposed they should complement and work well with those traditionally used. In Fingal, the materials that were typically used historically to construct dwellings and outbuildings were stone, mud, timber, thatch, slate, iron and lime. While historic brickworks did exist within Fingal, in general brick was not commonly used for wall finishes.</li> <li>• The number of materials and finishes used in the construction of a new dwelling and associated structures, such as vehicular entrances, garage, or shed, should be limited.</li> <li>• New dwellings should be restrained in their ornamentation and embellishment. Cosmetic features such as mock classical columns, Spanish arches, mock-Tudor detailing and balustrades should be avoided.</li> <li>• Simple design forms and roof designs with narrow spans and pitches/profiles are preferable.</li> <li>• Particular attention should be paid to fenestration details, particularly window openings and design. Windows should be in proportion to the development and complement the style of the building.</li> <li>• The natural light reaching the building should be maximised.</li> </ul>
<p><b>Boundary Treatments</b></p> <ul style="list-style-type: none"> <li>• Where hedgerows or native planting exist around the site, the proposed development should be designed so that they are retained and augmented as far as practical. Where limited removal is required in order to meet with visibility standards, new hedgerow consisting of species native to the area or mixed with other alternative species acceptable to the Council will be planted inside the line of visibility.</li> </ul>



**Design Guidelines for Rural Dwellings contd.**

- Boundary treatment should reflect local traditions for similar buildings where applicable. Stonewalling executed in the traditional dry construction method or limestone walls with lime mortar, earthen banks and indigenous hedging are all considered appropriate at entrances. Over-scaled and elaborate designs should be avoided.
- The design of entrance gates should be in keeping with the rural setting and look to traditional agricultural gate forms and styles. Entrances which are not demonstrated to be in character with the rural location of the proposed development will not be permitted.
- Entrances, driveways, and surfaced areas should be located so as to minimise the visual impacts of these proposed structures for example by following existing contour lines.
- All applications for planning permission for a rural house should include detailed drawings and specifications for entrance treatments, including any additional elements such as name plaques, post boxes, intercoms and security features, which should all be discrete.

**Access & Site Lines**

- The applicant must demonstrate that safe vehicular access to and from a proposed house is provided in terms of visibility from a proposed entrance, but also in terms of impact on road traffic on the adjoining public road, through generation of turning and stopping movements by vehicles leaving and entering the proposed site.
- All applications for planning permission must include (at a minimum scale of 1:500) comprehensive details of the way in which access to the site can be provided in a satisfactory way. Where satisfactory access can be achieved only by removing large stretches of roadside hedgerow/ditches/stone boundaries, an alternative site for the proposed development should be sought.
- The sharing of vehicular entrances will be encouraged where appropriate in order to avoid a proliferation of access points. Where a new house is to be sited adjacent to existing dwellings, use of existing entrances, avenues and driveways should be considered.

**Surface & Wastewater Treatment**

- Domestic wastewater treatment plant and percolation areas must comply with the requirements of the *Code of Practice Wastewater Treatment Systems Serving Single Dwellings* (EPA, 2009) or other superseding standards. These details should be included in any application for a new or replacement dwelling or an extension to an existing dwelling where there is an increase in demand on the treatment capacity of any existing system.

**Landscaping**

- Landscaping proposals must be submitted with all planning applications for development. These should include as far as possible native species or other species which have been agreed with the Council.

**Objective DMS52**

Ensure that the design and siting of any new house conforms to the principles of Design Guidelines for Rural Dwellings as outlined in Table 12.4.

**Objective DMS53**

Ensure that the requirements set out for on-site treatment systems are strictly complied with, or with the requirements as may be amended by future national legislation, guidance, or Codes of Practice.

**Objective DMS54**

Development requirements where on-site treatment systems are proposed are:

- Ensure each new dwelling has a minimum site area of 0.2ha.
- Prevent possible pollution of groundwater and surface water via:
  - The design and installation of the proposed proprietary treatment plant in accordance with an appropriate harmonised standard, a European technical approval, a National technical specification, an appropriate Irish standard, an Irish Agreement Board Certificate, or an alternative National technical specification of any EU Member State.

**Objective DMS54 contd.**

- The proposed plant and secondary treatment is to be located in accordance with the *Code of Practice: Wastewater Treatment and Disposal Systems serving Single Houses* (p.e. <=10) published by the EPA, 2009.
- The applicant must enter into a maintenance agreement for the proposed treatment plant.
- A site characterisation test form must be completed by a suitably qualified and competent person. Notwithstanding this, the Council may require additional tests to be carried out under its supervision.
- Pending the installation of the treatment plant and polishing filter/percolation area, the applicant will be required to lodge a monetary deposit with the Council. The deposit will be refunded on receipt of a certificate from a suitably qualified and competent person confirming that all necessary works have been carried out in accordance with the manufacturer’s instructions.

**Objective DMS55**

Implement the recommendations of the Ground Water Protection Scheme.

## 12.7 Open Space

The provision of accessible open space is an integral part of the provision of high-quality green infrastructure for communities and forms a core element in the emerging Green Infrastructure Strategy for the County. To achieve high quality open space, Fingal County Council has five basic principles of open space provision:

***Hierarchy, Accessibility, Quantity, Quality and Private Open Space.***



### Hierarchy and Accessibility

Table 12.5 outlines the public open space hierarchy and accessibility standards. The standards allow the provision of a wide variety of accessible public open spaces to meet the diverse needs of the County’s residents. For all developments with a residential component a mix of public open space types should be provided where achievable.

Table 12.5 Open Space Hierarchy and Accessibility

Type of Public Open Space	Areas	Accessibility from homes	Note
Pocket Parks (Class 2 as per Development Contribution Scheme) Facilities for smaller children, but not necessarily formal play facilities. Have an important visual and social function also. Pocket parks must not be to the side or back of houses and must be adequately overlooked.	Between 500 sq m – 0.2 hectares	Every home within 150m walking distance	Provide pocket parks in all cases. No contributions in lieu
Small Parks (Class 2 as per Development Contribution Scheme) Depending on their size, these will accommodate playground facilities, kick about areas, and passive recreation.	Between 0.2 – 2 hectares	Within 400m walking distance of homes	
Local Parks (Class 1 as per Development Contribution Scheme) Accommodate playground facilities and a number of playing fields. Passive recreational and biodiversity areas will also be accommodated in these parks.	Between 2 hectares – 20 hectares.	400 metres.	
Urban Neighbourhood Parks (Class 1 as per Development Contribution Scheme). A wide variety of facilities and uses can be provided here due to their size. Biodiversity areas will also be accommodated in these parks.	Between 20 hectares – 50 hectares	Within 1km	
Regional Parks (Class 1 as per Development Contribution Scheme) Provide for a large range of uses. Formal and informal play areas, passive recreation areas, biodiversity areas and often a distinct attraction will be available on site.	Over 50 hectares	Within 5km	

\*Areas not counted in the Open Space calculation include:

- Environmental Open Space, i.e. incidental or narrow pieces of open space used for the preservation of trees and or as a visual relief and screen planting e.g. along roads.
- Green corridors
- Areas of open space under high voltage electricity lines.

Where any open space is to be provided on foot of a planning permission, the space in question should be well overlooked and designed and located to sympathetically complement the layout of the development and should be visible from, and accessible to, the maximum number of dwellings/units within the proposed scheme. Inaccessible, hidden or otherwise backland open space and narrow linear strips of open space will not be acceptable. Fragmented open spaces within a development layout, which result specifically from the necessity to protect existing site features (for example a stand of mature trees) may not be included in the calculation of open space requirements, as they are necessary to ensure the protection of existing amenities.

Public and/or communal open spaces should be overlooked and designed to ensure that potential for anti-social behaviour is minimised through passive surveillance. *'Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities'* (2009) provides detailed guidance on the provision of open space for new residential developments while the *'Retail Design Manual'* (2012) provides guiding principles on how landscaping and open spaces can assist improved public realm and promote attractive retailing centres.

Permeability and accessibility is essential as part of an integrated approach to the provision of linked open spaces. Where pedestrian and cycleway opportunities are presented, substantial links between developments will be encouraged. Where developments adjoin, links through amalgamating the open space shall be provided.



**Objective DMS56**

Integrate and provide links through adjoining open spaces to create permeable and accessible areas, subject to Screening for Appropriate Assessment and consultation, including the public, as necessary.

**Quantity**

For all developments with a residential component, the overall standard for public open space provision is a minimum 2.5 hectares per 1000 population. In order to provide existing and future communities with adequate recreational and leisure opportunities, the Council will employ a flexible approach to the delivery of public open space and more intensive recreational/amenity facilities. It is the intention of the Council, however, to ensure, except under exceptional circumstances, public open space provision exceeds 10% of a development site area. The development site area cannot include lands zoned RU, GB, OS or HA.

**Objective DMS57**

Require a minimum public open space provision of 2.5 hectares per 1000 population. For the purposes of this calculation, public open space requirements are to be based on residential units with an agreed occupancy rate of 3.5 persons in the case of dwellings with three or more bedrooms and 1.5 persons in the case of dwellings with two or fewer bedrooms.





**Objective DMS57A**

Require a minimum 10% of a proposed development site area be designated for use as public open space.

The Council has the discretion for the remaining open space required under Table 12.5 to allow provision or upgrade of small parks, local parks and urban neighbourhood parks and/or recreational/amenity facilities outside the development site area, subject to the open space or facilities meeting the open space ‘accessibility from homes’ standards for each public open space type specified in Table 12.5.

The Council has the discretion for the remaining open space required under Table 12.5 to allow provision or upgrade of Regional Parks in exceptional circumstances where the provision or upgrade of small parks, local parks and urban neighbourhood parks and/or recreational/amenity facilities is not achievable. This is subject to the Regional Park meeting the open space ‘accessibility from homes’ standard specified in Table 12.5.

**Objective DMS57B**

Require a minimum 10% of a proposed development site area be designated for use as public open space.

The Council has the discretion to accept a financial contribution in lieu of remaining open space requirement required under Table 12.5, such contribution being held solely for the purpose of the acquisition or upgrading of small parks, local parks and urban neighbourhood parks and/or recreational/amenity facilities subject to the open space or facilities meeting the open space ‘accessibility from homes’ standards for each public open space type specified in Table 12.5.

The Council has the discretion to accept a financial contribution in lieu of the remaining open space requirement to allow provision or upgrade of Regional Parks in exceptional circumstances where the provision or upgrade of small parks, local parks and urban neighbourhood parks and/or recreational/amenity facilities is not achievable, subject to the Regional Park meeting the open space ‘accessibility from homes’ standard specified in Table 12.5.

Where the Council accepts financial contributions in lieu of open space, the contribution shall be calculated on the basis of 25% Class 2 and 75% Class 1 in addition to the development costs of the open space.

**Objective DMS58**

Require an equivalent financial contribution in lieu of open space provision in smaller developments of less than three units where the open space generated by the development would be so small as not to be viable.

Where the Council accepts financial contribution in lieu of open space, the contribution shall be calculated on the basis of 25% Class 2 and 75% Class 1.

**Objective DMS59**

Ensure every home within a new residential scheme is located within 150 metres walking distance of a pocket park, small park, local park, urban neighbourhood park or regional park.

**Objective DMS60**

Require the monetary value in lieu of open spaces to be in line with the Fingal County Council Development Contribution Scheme.



#### Objective DMS61

Retain in open space use institutional lands, landscaped demesnes and similar properties with established recreational or amenity uses, as far as practicable. However, in the event of permission for development being granted on these lands, open space provision in excess of the normal standards will be required to maintain the open character of such parts of the land as are considered necessary by the Council for this purpose.

#### Objective DMS62

Areas of open space of less than 500 square metres will not be taken in charge by Fingal County Council for maintenance purposes.

#### Objective DMS63

The Council will require that open space be provided in a form and layout which facilitates maintenance.

#### Objective DMS64

The design of areas to be taken in charge as public open space should vary according to the density of the development. More ornate and maintenance intensive designs are not appropriate to low density development.

### Intensive Recreational Facilities

In certain circumstances, where the open space standards cannot be achieved or where more intensive recreational uses are deemed to be desirable, the Council may consider arrangements whereby appropriate intensive facilities may be provided in lieu of open space of lesser utility.

**Objective DMS65**

Require a minimum open space provision equal to 70% of the open space requirement in addition to intensive recreational/ amenity facilities.

**Quality****Design of Public Open Spaces**

Open spaces must be designed to a high specification. Great emphasis must be placed on the quality and long-term sustainability of open space and details of the proposed landscaping, hard and soft, of these spaces will be required at the planning application stage. Public open spaces should be overlooked and designed in such a way that anti-social behaviour is reduced through passive surveillance. Potential for anti-social behaviour associated with open spaces and associated screen planting must be designed out.

**Objective DMS66**

Ensure open spaces are not located to the side or the rear of housing units.

**Objective DMS67**

Ensure open space provision is suitably proportioned and inappropriate narrow tracts are not provided.

**Objective DMS68**

Ensure, where possible, complementary facilities, such as dressing rooms and storage facilities, are provided as part of the open space provision, for new and existing areas.

**Objective DMS69**

Ensure developers lay out and maintain open space areas to a high standard, until such a time as they are taken in charge and facilitate the early handover of areas of public open space to the Council. The Council, at its discretion, may in certain circumstances accept a financial contribution in order to complete the landscaping and development of these areas.

**Objective DMS70**

Require properly constituted management companies to be set up and ensure that the necessary management structures are put in place where it is intended that open spaces will be retained in private ownership. Arrangements must be approved by the Council before completion of the project and must be in operation before release of required bonds.

**Green Corridors**

Green corridors are linear open spaces along paths, water courses, planting or other natural features that provide opportunities for walking and cycling, informal recreation, and biodiversity and wildlife migration. They will not generally be included as part of the quantitative calculation for open space provision, except with the agreement of the Planning Authority. Green corridors should be incorporated into all new large developments, as part of Green Infrastructure provision, linking large areas of open space and linking with areas outside the development site.

**Objective DMS71**

Provide green corridors in all new developments where the opportunity exists.



## Green Roofs

See also 12.3 Design Criteria for Urban Development, Green Roofs and Walls

In addition to their environmental benefits, green roofs also provide potential for additional amenity space, particularly in high density development. Green roofs do not form part of the public open space provision.

### Objective DMS72

Encourage the use of green roofs as amenity space.

## Sustainable urban Drainage Systems

Sustainable urban Drainage Systems (SuDS) can best be defined as offering a “total” solution to rainwater management and must be included in all new developments. Ponds, artificial wetlands and water features can make a positive contribution to the provision of Sustainable Drainage Systems (SuDS) and to the amenity of an area. Properly designed and located SuDS features can be incorporated within and can complement the amenity and aesthetic value of open spaces. SuDS areas do not form part of the public open space provision, except where they contribute in a significant way to the design and quality of open space. The determination shall be at the discretion of the Planning Authority.

### Objective DMS73

Ensure as far as practical that the design of SuDS enhances the quality of open spaces. SuDS do not form part of the public open space provision, except where it contributes in a significant and positive way to the design and quality of open space. In instances where the Council determines that SuDS make a significant and positive contribution to open space, a maximum 10% of open space provision shall be taken up by SuDS. The Council will give consideration to the provision of SuDS on existing open space, where appropriate.

### Objective DMS74

Underground tanks and storage systems will not be accepted under public open space, as part of a SuDS solution.

## Playground Facilities

Playground facilities should cater for defined age groups and provide for a variety of facilities and play opportunities. All residential schemes in excess of 50 units should incorporate playground facilities which should be provided at a rate of 4 sq m per residential unit.

### Objective DMS75

Provide appropriately scaled children’s playground facilities within residential development. Playground facilities shall be provided at a rate of 4 sq m per residential unit. All residential schemes in excess of 50 units shall incorporate playground facilities clearly delineated on the planning application drawings and demarcated and built, where feasible and appropriate, in advance of the sale of any units.

### Objective DMS76

Ensure that in the instance of an equipped playground being included as part of a specific facility, it shall occupy an area of no less than 0.02 hectares. A minimum of one piece of play equipment shall be provided for every 50 sq m of playground.



## Tree Policy

Trees provide both valuable amenity and wildlife habitat. Visually they add to an area, softening the impact of physical development on the landscape while also fulfilling an important role in the improvement of air quality in urban areas and providing wildlife habitats. *'The Forest of Fingal – A Tree Strategy for Fingal'* sets out the Council's policy for street tree planting, management and maintenance.

### Objective DMS77

Protect, preserve and ensure the effective management of trees and groups of trees.

### Objective DMS78

Ensure during the course of development, trees and hedgerows that are conditioned for retention are fully protected in accordance with *'BS5837 (2012) Trees in relation to the Design, Demolition and Construction – Recommendations'* or as may be updated.

### Objective DMS79

Require the use of native planting where appropriate in new developments in consultation with the Council.

### Objective DMS80

Ensure trees, hedgerows and other features which demarcate townland boundaries are preserved and incorporated where appropriate into the design of developments.

### Objective DMS81

Consider in tree selection the available rooting area and proximity to dwellings or business premises particularly regarding shading of buildings and gardens.

### Objective DMS82

Promote the planting of large canopy trees on public open space and where necessary provide for constructed tree pits as part of the landscape specification.

### Objective DMS83

Ensure roadside verges have a minimum width of 2.4 metres at locations where large trees are proposed and where necessary provide for constructed tree pits as part of the landscape specification. Road verges shall be a minimum of 1.2 metres wide at locations where small canopy trees are proposed.

## Private Open Space

All residential units be they traditional type housing or apartments are to be provided with private open space. Open space standards will set out qualitative and quantitative standards so as to ensure that the maximum benefit is derived from the open space.

### Objective DMS84

Ensure trees removed from residential areas are replaced, where appropriate, as soon as resources allow.

### Objective DMS85

Ensure private open spaces for all residential unit types are not unduly overshadowed.

### Objective DMS86

Ensure boundary treatment associated with private open spaces for all residential unit types is designed to protect residential amenity and visual amenity.

## Houses

One of the characteristics of traditional type housing is the provision of private open space, usually to the rear of the front building line of the house.

### Objective DMS87

Ensure a minimum open space provision for dwelling houses (exclusive of car parking area) as follows:

- 3 bedroom houses or less to have a minimum of 60 sq m of private open space located behind the front building line of the house.
- Houses with 4 or more bedrooms to have a minimum of 75 sq m of private open space located behind the front building line of the house.

Narrow strips of open space to the side of houses shall not be included in the private open space calculations.

### Objective DMS88

Allow a reduced standard of private open space for 1 and 2 bedroom townhouses only in circumstances where a particular design solution is required such as to develop small infill/ corner sites. In no instance will the provision of less than 48 sq m of private open space be accepted per house.

## Apartment and Duplex Units

Private open space associated with apartments and duplexes is important to ensure a suitable level of amenity for occupiers. Balconies and terraced areas are the primary form of private open space for apartment and duplex type schemes.

The provision and proper future maintenance of well-designed communal amenity space is essential in meeting the amenity needs of residents. Whilst private and communal amenity space may adjoin each other, there should generally be a clear distinction with an appropriate boundary treatment and/or a 'privacy strip' between the two.

Designers should have regard to the targets and standards set out in Table 12.6 with regard to minimum space provision.

### Objective DMS89

Require private balconies, roof terraces or winter gardens for all apartments and duplexes comply with or exceed the minimum standards set out in Table 12.6.

### Objective DMS90

Require balconies, ground floor private open space, roof terraces or winter gardens be suitably screened in a manner complimenting the design of the building so as to provide an adequate level of privacy and shelter for residents.

### Objective DMS91

Require communal amenity space within apartment developments, in the form of semi-private zones such as secluded retreats and sitting out areas, complies with or exceeds the minimum standards set out in Table 12.6.

### Objective DMS92

Permit in appropriate layouts (e.g. courtyard layouts) the provision of a combination of private and semi-private open spaces.



Table 12.6 – Open Space requirement for Apartment and Duplex Units

	Private amenity space	Communal amenity space
Studio	4 sqm	4 sqm
One bed	5 sqm	5 sqm
Two bed	7 sqm	7 sqm
Three bed	9 sqm	9 sqm

## 12.8 Community Infrastructure, Facilities and Services

### Community Buildings

As a general principle the location and provision of community facilities is a pre-requisite to the creation and enhancement of viable, sustainable and successful local communities.

#### Objective DMS93

Any application for community facilities such as leisure facilities, sports grounds, playing fields, play areas, community halls, organisational meeting facilities, medical facilities, childcare facilities, new school provision and other community orientated developments, shall have regard to the following:

- Overall need in terms of necessity, deficiency, and opportunity to enhance or develop local or County facilities.
- Practicalities of site in terms of site location relating to uses, impact on local amenities, desirability, and accessibility.
- Conformity with the requirements of appropriate legislative guidelines.



## Childcare Facilities

It is recognised that childcare must be of suitably high quality. The Council will seek to facilitate the provision of childcare facilities in appropriate locations throughout the County and may require their provision in large residential, public community, commercial and retail developments in accordance with the provisions of the DoEHLG *'Childcare Facilities Guidelines for Planning Authorities'* (2001).

### Objective DMS94

Any application for childcare facilities shall have regard to the following:

- Suitability of the site for the type and size of facility proposed.
- Adequate sleeping/rest facilities.
- Adequate availability of indoor and outdoor play space.
- Convenience to public transport nodes.
- Safe access and convenient off-street car parking and/or suitable drop-off and collection points for customers and staff.
- Local traffic conditions.
- Intended hours of operation.

Applications for childcare facilities in existing residential areas will be treated on their own merits, having regard to the likely effect on the amenities of adjoining properties, and compliance with the above criteria. Detached houses or substantial semi-detached properties are most suitable for the provision of full day care facilities. For new residential developments, the most suitable facility for the provision of full day care should be a purpose built, ground floor, stand-alone property.

### Objective DMS95

Residential properties with childcare shall retain a substantial residential component within the dwelling, and shall be occupied by the operator of the childcare facility.

In assessing applications for new childcare facilities, the Planning Authority will consult with the Fingal County Childcare Committee to assess the need for the type of facility proposed at the intended location.

## Educational Facilities

The Council will consider school developments having regard to specific requirements of the Department of Education and Skills and guidance set out within *'The Provision of Schools and the Planning System, A Code of Practice for Planning Authorities, the Department of Education and Science, and the Department of the Environment, Heritage and Local Government, 2008'*.

In general, new schools shall be developed in areas where new/additional schools are required as identified by the Department and/or within existing school/ education sites.

Any application for education facilities, including new schools and/or redevelopment/extensions of existing schools, shall have regard to the following:

- Overall need in terms of necessity, deficiency and opportunity to enhance or develop schools.





- Site location, proximity of school to catchment area, size of site relative to outdoor space requirements and the future needs of the school (i.e. sufficient space provided for future expansion).
- Traffic and transport impact on the surrounding road network.
- Good, safe accessible pedestrian and cyclist routes to and from the school from nearby residential and commercial areas.
- Adequate cycle facilities.
- Safe access and adequate car parking layout to facilitate drop off/pick up.
- Adequate signage, lighting and boundary treatments.
- Impact on local amenities and out of school hours uses/dual functioning of school facilities.
- Conformity with the requirements of appropriate legislative guidelines.
- Conformity with land use zoning objectives.
- In all cases, a School Travel Plan shall be submitted with an application for any school development, requirements of which should be ascertained at pre-planning stage.
- Dual function of sports facilities/halls etc. outside of school hours will be encouraged where the use of such facilities will be of a benefit to the wider community, however any outside hours usage of the school should not be to the detriment of adjoining residential amenities. Full details of all anticipated uses outside of school hours should be provided with the planning application.

Temporary classrooms will be assessed on a case-by-case basis and will generally be accepted for a period not exceeding five years and such classrooms should not interfere with onsite car/ cycle parking spaces or unduly impact the usability of outdoor play/sports facilities.

Extensions to schools will generally be accepted where they will replace existing temporary classroom structures on site. School extensions should be located having regard to adjoining amenities and amenities within the school site.

## Places of Worship

Development proposals for the habitual use of a building as a place of public worship or religious instruction will be considered in the context of the land use zoning and the need to protect the amenities of established uses from impacts arising from traffic, noise or other disturbance. Planning applications for places of worship should be accompanied by details of the capacity of the facility (e.g. seating capacity), a traffic assessment and intended hours of operation.

### Objective DMS96

Facilitate the development of additional places of worship through the designation and/ or zoning of lands for such community requirements and examine locating places of worship within shared community facilities, to be delivered through actively engaging with the community to understand diverse religious needs for a place of worship and consulting with faith communities to understand which ones are compatible for shared premises/sites.

### Objective DMS97

Require that new or enlarged places of worship be located in places where they do not create unacceptable traffic congestion or car parking difficulties nor cause a nuisance to existing residents or businesses.



## Health Centres/Services

The Planning Authority will distinguish between small scale medical practices involving one to two principals (i.e. doctor/dentist/physiotherapist owning the business) with a maximum of one to two employees, and larger medical practices accommodating two or more medical practitioners and two or more support staff.

The Planning Authority will consider on their own merits, any applications for the establishment of small-scale medical practices, or the extension/ refurbishment of existing small-scale medical practices, in residential areas. Applications should involve professional medical (commercial) activities carried out by the resident of the building or, the premises should incorporate an otherwise occupied living unit. The operation of these premises shall not have negative impacts on the residential amenities of the surrounding area. Parking and access arrangements shall be as per Table 12.8 requirements, while parking areas shall not dominate the front curtilage of the property in contrast to adjoining dwellings, and shall be similarly landscaped.

### Objective DMS98

Medical practices in residential areas shall be additions to the existing residential use of a dwelling and be subordinate to it.

Similar to childcare facilities in residential areas – small-scale medical practices should ideally be in larger and detached houses on their own grounds and with suitable and convenient access for those arriving by car, foot or public transport.

### Objective DMS99

Larger scale and group medical practices shall be located in Rural Villages, Local Centre, Town and District Centre, Metro Economic Corridor and Major Town Centre zonings. They shall not have negative impacts in terms of generating overspill of car parking, traffic hazard, negative impact on adjoining residential uses, and shall complement the existing uses and buildings and should have only modest signage.

In the case of veterinary surgeries, full details of all services provided on site shall be submitted including details of overnight facilities (including kennels/staff accommodation) and out of hours services shall be submitted together with noise mitigation measures where appropriate.

## Burial Grounds and Crematoria

Local Authorities have a statutory responsibility to provide for burial facilities. Many of the existing burial grounds within the County have reached or are nearing full capacity. Therefore, it will be necessary to provide additional burial grounds within the County over the next number of years.

### Objective DMS100

Provide and facilitate the development of additional burial grounds, including green graveyards / natural burial grounds in areas across Fingal as required during the life of the Development Plan and which preferably have good public transport links, taking cognisance of the needs of multi-faith and non-religious communities.



**Objective DMS101**

Ensure burial grounds are managed and maintained in a manner which respects their cultural heritage and which provides safety and universal access.

**Objective DMS102**

Facilitate the provision of a crematorium within the life of the Development Plan, subject to environmental assessment and Screening for Appropriate Assessment as appropriate.

## 12.9 Enterprise and Employment

The Planning Authority encourages high quality design, materials and finishes and good quality landscaping for all commercial and industrial developments.

In assessing planning applications a number of considerations will be taken into account:

- Conformity with relevant Development Plan land use policies and objectives.
- The mix of uses being proposed particularly in mixed use areas, i.e. areas zoned LC, MC, ME, TC, RV, where development and changes of use need to be orientated towards creating environments that are vibrant and lively.
- The intensity and nature of the proposed use.
- Achievement of an appropriate density and scale of development.
- Provision of open space and high quality landscaping plans.
- High quality design.
- Potential impact of traffic movement and parking provision.
- Impact on amenities of the surrounding areas.
- Energy efficiency and overall sustainability of the development.
- Waste management measures.

### Business Parks and Industrial Areas

Business parks and industrial areas in Fingal are intended to provide high quality physical environments for businesses and industry reflecting the character of the County. The principle aims are to achieve high quality design, visual continuity and pedestrian/cycle friendly environments whilst ensuring the functioning of business and industrial locations. It is also considered that good design will assist in the long term economic viability of these areas.

Table 12.7 - Design Guidelines for Business Parks and Industrial Areas

#### Site Design

##### Access & Circulation

- Sites should be designed to minimise conflicts between vehicles and pedestrians/cyclists.
- The number of access points to a site should be kept to a minimum.
- Access points should be designed to provide safe ingress/egress for vehicles and pedestrians.
- Alignment of opposite entrances is encouraged to promote continuity and provide uniformity.
- Mobility Management Plans will be encouraged for employee intensive developments.

##### Pedestrian/Cycle Connections

- Site design should accommodate pedestrian/cycle circulation in a safe and efficient manner.
- Pedestrian and cycle routes should be physically separated from vehicular circulation as much as possible.
- Intersections where pedestrian/cyclist and vehicles converge should be clearly marked for visual identification by both motorists and pedestrians/cyclists.



**Site Design contd.****Permeability**

- Permeability is influenced by a number of factors including building layout, road layout, setbacks, car parking and landscaping and an integrated approach is required to achieve good permeability.

**Lighting**

- Lighting creates a secure and attractive environment. Lighting can also be a source of pollution and should be designed to eliminate and minimise spill out beyond the site.
- Beacons, search lights, blinking lights, flashing or changing intensity lights will be discouraged.
- Lighting should not be used in a manner which would interfere with the safe movement of vehicles or the navigation of aircraft.
- Lighting should be directed away from adjacent buildings and the public road.
- Lighting in service areas should be contained within service yard boundaries.
- Security lighting should be confined to entrances and pedestrian areas and should not project onto the public road.
- Pedestrian circulation routes and entrances should be adequately lit.

**Loading/Service Areas**

- Loading bays and service dock areas should be located to the rear or sides of buildings where possible, away from the main building entrance, or relatively visible areas.
- Where possible, service, loading, generator and waste storage areas should be enclosed within the building.
- External loading and service areas should be appropriately screened.
- Loading areas should be designed to accommodate vehicular manoeuvring on site.

**Waste/Recycling**

- All waste and recycling areas should be covered/enclosed and appropriately screened from wind and public view.

**Silos and Ancillary Structures**

- Silos and ancillary structures should be screened as much as possible and located to the sides and rear of buildings.
- Where possible materials used for the construction of silos and ancillary structures should match that of the building.

**Storage (Plant, Materials, Machinery)**

- The storage of plant, materials and machinery should be reserved for the rear of buildings to minimise their visual impact.

**Set Backs**

- Set backs assist in establishing visual continuity and help create attractive streetscapes, generally:
  - A minimum 10 m set back comprising hard and soft landscaping should be provided between the building line of every building abutting a main road. This may be reduced, but generally no less than 7m set back, on internal roads.
  - The set back should provide a landscaped buffer area and should not be used for parking or other business related activity or advertising.

**Signage**

- All signage should be of an appropriate design so as to be compatible with the character of the area.
- All signage should be constructed with a palate of materials consistent with the predominant material and architectural character of the attendant building.
- The materials, location, size, colour, height, scale lighting and orientation of signage should not detract from the visual amenity of the area.
- Only one free standing 'identification' sign per unit will be permitted in order to avoid the over proliferation of signage. Additional informational and directional signage should be minimised. Where buildings have multiple units only one freestanding 'identification' sign will be permitted.
- The following signage will be discouraged: Signs which advertise general products or services, Animated, moving, flashing, rotating or sound-emitting signs, Billboards, Roof mounted signs or signs which project above the ridge height of the building, Internally illuminated awnings, Changeable message signs, Pole mounted signs and Wall signs.



**Site Design contd.****Public Art**

- Outdoor sculptures, appropriate art work, and special architectural and landscape features are encouraged in the development of individual sites and as features within public areas of estates. Such features help establish and reinforce visual identity and sense of place.

**Sustainability**

- The design and orientation of buildings should take advantage of local climate conditions utilising solar gain and daylight.
- The application of SuDS is required during the design phase of all developments.
- Appropriate energy conservation strategies should be employed in building design including building shape, mass, orientation and the choice of materials

**Building Orientation and Road Frontage**

- The siting and orientation of buildings should protect and enhance existing views and vistas, make optimal use of sunlight and angles, enhance the character of existing land forms and site features, and strengthen the relationship between buildings.
- The layout of buildings should form high quality public spaces with a high degree of passive surveillance.

**Massing and Form**

- Contemporary building design will be encouraged. Contemporary architectural treatments, materials and finishes should be incorporated into all aspects of building design.
- Buildings in industrial and general business areas should be designed in a manner consistent with adjoining buildings in terms of height and scale.
- Where residential areas are adjacent to industrial and business parks consideration should be given to having reduced heights at the abutting part of the site so as to minimise the contrast and impact between the two areas.
- Monolithic buildings should be avoided. The mass of large buildings should be broken into groups of clusters or sub-parts where possible to reduce perceived scale.
- A mix of building types will be encouraged ranging from incubator units to large units.
- Building design should be as flexible and innovative as possible to facilitate the changing needs of occupiers and their processes.

**Building Appearance and Materials and Colour Palette**

- Building materials should be aesthetically pleasing and durable.
- All buildings should relate visually to one another and uses should be compatible with adjacent uses.
- Use of similar architectural elements such as window shapes, roof forms, similar materials, colours and textures help in achieving visual continuity.
- Human scale buildings should be encouraged.

**Appearance**

- Buildings should be set within landscaped settings with high quality public plazas/spaces formed by high quality buildings.
- Landmark buildings will be encouraged at strategic locations to act as focal points.
- Buildings should be legible; this can partly be achieved through expressing the position of each floor in the external skin design using techniques like terracing, articulated structural elements, or changing building materials. Belt courses, or other horizontal trim bands or contrasting colours, and or materials can also achieve building legibility.



**Building Design contd.****Facades**

- Facades with a high level of visual interest are encouraged.
- The exterior character of buildings should enhance the character of the area and pedestrian/ cyclist and motorists experience.
- ‘Friendly’ facades can be achieved using decorative wall surfaces and landscape materials, modular materials such as brick and stone and windows that reveal indoor amenities and activity.
- Large expanses of blank walls and mirror glass are not conducive to creating friendly facades and should be avoided where possible.
- Visual continuity should be achieved through the use of muted colours.
- Generally, the use of dark colours should be reserved for the base of buildings with lighter colours used for the upper levels.

**Roofscape**

- Roofscapes should add to the visual continuity of business parks and industrial areas.
- Roof elements should be simple in form and continuous.
- Horizontal and undulating lines are encouraged.
- Flat, hipped and mansard roofs will be discouraged.
- Exhaust flues, chimneys and vents should be integrated into the building, preferably located to the rear or side of buildings, appropriately screened and coloured to match the overall design of the attendant building.

**Telecommunications and Antenna Equipment**

- Roof mounted equipment should be designed to blend into their host building. Roof-mounted equipment that will be visible against the skyline should be painted to blend with the sky background as viewed from adjoining roads and buildings.
- Roof mounted plant rooms will generally not be permitted. Such plants should be integrated into the overall design of buildings.
- Wall-mounted equipment should be mounted as flush to the building as is technically possible and should not extend above the roofline of the building.
- Utility screening should be comprised of durable materials. All utility lines (including power and telephone lines) should be installed underground where possible.

**Solar, Utility, Electrical and Mechanical Equipment**

- All ground, building, or roof-mounted electric, gas, mechanical units, and similar devices must be properly located to avoid unsightliness or potential safety issues, and must be appropriately screened in a manner compatible with the design of the attendant building.
- No heating (except solar), air conditioning, electrical, or other equipment may be installed on the roof of any building or structure unless screened with materials compatible with (preferably the same as) the predominate exterior building material.
- Electricity substations should not be permitted on public open space.
- Electricity substations should be sited at ground level.
- Oil tanks, substations, gas meters and other service rooms should be screened and should not be visible from public roads.

**Building Entrances**

- Primary entrances should be clearly legible through the use of appropriate materials and scale.
- Entrances should be clearly legible.
- Entrances should be designed to read as contrasting areas on a building’s façade and orientated towards public spaces, either the primary road or internal vehicle drive.



**Building Design contd.****Parking**

- Parking areas should be designed to provide safe and convenient movement of vehicles and limit vehicular/pedestrian conflicts.
- Surface car parking should not dominate the layout of development and should be designed as an integral part of each building.
- Innovative car parking arrangements are encouraged including basement/semi basement parking and under-croft parking to minimise visual impact.
- Parking areas should be appropriately screened and their visual impact softened with the use of planting and landscape features.
- Where buildings are showrooms alongside a road, there should be no parking to the front of the building line. Otherwise, parking to the front of buildings should be limited to visitor parking only.
- Parking areas should be of semi/permeable surface incorporating the principles of SuDS.
- Large expanses of parking is discouraged and should be broken into smaller modules broken by vegetation/landscaping.
- Parking areas should be buffered from the road with landscaping, earthen berms, half walls or fences to soften their appearance.
- Adequate and secure cycle parking should be provided (Table 12.9).
- Motorcycle parking should also be provided within parking schemes.
- Some facilities may require checkpoints in order to monitor access. Guardhouses and security huts should be designed and located in a manner that will not conflict with pedestrian/cycle movements or cause traffic queuing. The design of security huts should be consistent with the architectural design of its attendant building.

**Landscaping and Boundary Treatment**

- Planting of native species is encouraged.
- Enhance the visual character of the area by promoting the planting of trees and other shrubbery alongside roadside boundaries.
- Where possible, existing vegetation should be preserved, enhanced and incorporated into the landscape design.
- The appearance and maintenance requirements of plant and tree selection should be considered.
- Boundary treatments should, where necessary, take account of the need to act as noise buffers especially where the building adjoins a busy road or motorway.
- Landscaping should be used to emphasise entrances and pedestrian circulation routes.
- Boundaries which are visible from the public road (in particular boundaries which project forward past the building line) should be of a high architectural quality.
- Palisade fencing to the front of any building line will not be permitted.
- The use of retention ponds as an urban design feature within business parks will be encouraged to enhance the campus setting.

**Objective DMS103**

Ensure that the design and siting of any new Business Parks and Industrial Areas conforms to the principles of Design Guidelines as outlined in Table 12.7.

**Retail Development**

Retailing often has a social and civic focus in local neighbourhoods and villages. Such developments should therefore achieve high quality design. They should be designed and sized to be appropriate in scale in relation to the planned catchment area. Local centres and rural villages are intended to cater for the daily shopping and service needs of the immediately surrounding areas and will consequently be generally small in scale. In dealing with applications in these local centres any analysis should take cognizance of changing shopping trends, the social and economic circumstances of the area and the retail strategy in Chapter 6.

## Retail Criteria

Applications for new retail development shall accord with the requirements outlined in Chapter 6.

### Objective DMS104

The provision of new retail development shall be in accordance with the Fingal Retail Strategy in Chapter 6.

### Objective DMS105

Retail development shall be in accordance with the role and function of the retail centre and accord with the scale and type of retailing identified for that location.

### Objective DMS106

Retail development should be in accordance with the fundamental objective to support the vitality and viability of the retail centre and must demonstrate compliance with the sequential approach. Proposals to amalgamate retail units will be carefully considered. Major retail proposals (exceeding 1,000 sq.metres) are required to provide a detailed Retail Impact Assessment (RIA), a Transport Impact Assessment (TIA) and Screening for Appropriate Assessment, as appropriate.

## Types of Retail Development

### Fast Food/Takeaway Outlets

Fast food outlets have the potential to cause disturbance, nuisance and detract from the amenities of an area and as such, proposals for new or extended outlets will be carefully considered.

### Objective DMS107

Development proposals for fast food/takeaway outlets will be strictly controlled and all such proposals are required to address the following:

- The cumulative effect of fast food outlets on the amenities of an area.
- The effect of the proposed development on the existing mix of land uses and activities in an area.
- Opening/operational hours of the facility.
- The location of vents and other external services and their impact on adjoining amenities in terms of noise/smell/visual impact.

### Objective DMS108

Give careful consideration to the appropriateness and location of fast food outlets in the vicinity of schools and, where considered appropriate, to restrict the opening of new fast food/takeaway outlets in close proximity to schools so as to protect the health and wellbeing of school-going children.

### Petrol Stations

Petrol stations, while necessary, have the potential to cause disturbance, nuisance and detract from the amenities of an area and as such, proposals for new or extended outlets will be carefully considered. Motor fuel stations will not generally be encouraged within the core retail area of urban centres or in rural areas.





**Objective DMS109**

Development proposals for petrol stations shall address the following:

- Development proposals will be required to demonstrate that noise, traffic, visual obtrusion, fumes and smells will not detract unduly from the amenities of the area and in particular from sensitive land uses such as residential development.
- Motor fuel stations should be of high quality design and integrate with the surrounding built environment. In urban centres, where the development would be likely to have a significant impact on the historic or architectural character of the area, the use of standard corporate designs and signage may not be acceptable.
- Forecourt lighting, including canopy lighting, should be contained within the site and should not interfere with the amenities of the area.
- The forecourt shop should be designed so as to be accessible by foot and bicycle, with proper access for delivery vehicles. The safety aspects of circulation and parking within the station forecourt should be fully considered. Retailing activities should be confined to the shop floor area, except in the case of sales of domestic fuel, where some external storage may be permissible.
- The sale of retail goods from petrol stations should be restricted to convenience goods and only permitted as an ancillary small-scale facility. The net floorspace of a fuel station shop shall not exceed 100 sqm. Where permission is sought for a retail floorspace in excess of 100 sqm, the sequential approach to retail development shall apply.
- Workshops for minor servicing (e.g. tyre changing, puncture repairs, oil changing) may be permitted in circumstances where they would not adversely impact the operation of the primary petrol station use and local amenities, particularly with regard to proximity to dwellings or adjoining residential areas.
- Motor fuel stations and service areas in proximity to the National Road network will be assessed with regard to the *Spatial Planning and National Roads Guidelines for Planning Authorities DoECLG, 2012*.

**Retail Warehousing**

The range of goods sold in both existing and any future retail parks will be tightly controlled and limited to bulky household goods or goods which are not portable by customers travelling by foot, cycle, or bus (See Annex 1 of *Retail Planning Guidelines (2012)* for definitions of bulky goods). Ancillary products should not exceed 20% of the total net retail floorspace of the relevant retail unit. In town and village centres, the size and scale of all new retail warehousing developments should be in accordance with the character of the area. Demand for new retail warehousing and/ or retail parks will be directed into the Major Town Centre 'MC' zoned lands of the Level 2 higher order retailing locations and into the Retail Warehousing 'RW' zoning, preferably, in the first instance, to consolidate the existing clusters of retail warehouses and/ or retail parks.

**Objective DMS110**

Only permit retail warehousing on lands zoned for this purpose (RW) or Major Town Centre (MC) and where there is a clear evidence based need for such uses. In addition proposals will be required to comply with the objectives of Chapter 6.8 Retail Sector of this Plan.



## Home Based Economic Activity

Development proposals for small scale home based economic activities will be considered where the applicant is the resident of the house and can demonstrate that the proposed activity is subordinate to the main residential use of the dwelling. Proposals that adversely impact on the existing residential amenity of the area by way of increased traffic, noise, fumes, vibration, smoke, dust or odour will not generally be favourably considered. The Planning Authority will assess the suitability of the residential site to accommodate the proposed home based economic activity having regard to the size and scale of the site and dwelling, the prevailing density of the area, the availability of adequate safe car parking and the general compatibility of the nature of the use with the site context.

Home-based economic activity will generally be permitted on a short-term or temporary basis to enable an ongoing assessment of any impact of the activity on residential amenity.

### Objective DMS111

Permit home-based economic activities where the proposed activity is subordinate to the main residential use of the dwelling and does not adversely impact on the existing residential amenity of the area by way of increased traffic, noise, fumes, vibration, smoke, dust or odour.

### Objective DMS112

Permit home-based economic activity on a short-term or temporary basis to enable an ongoing assessment of any impact of the activity on residential amenity, where required.

## 12.10 Movement and Infrastructure

### Transportation

#### Integrated Land Use and Transportation

The integration of land-use and transport involves the location of trip intensive land uses (such as high-density housing, offices, and comparison retail) near high capacity public transport (such as DART, Metro, Luas, and Bus Rapid Transit). It benefits the land uses by providing high quality public transport for the greatest number of residents and employees.

The Development Plans for each of the four Dublin Local Authorities currently include standards which limit the amount of car parking at new developments, especially places of work and education.



Consequently, the car parking standards are split into Zone 1 which allows fewer car parking spaces and Zone 2 which allows a higher number of car parking spaces. Zone 1 applies to areas which are:

- Within 1600m of DART, Metro, Luas or BRT, (existing or proposed),
- Within 800m of a Quality Bus Corridor,
- Zoned MC, Major Town Centre, or
- Subject to a Section 49 scheme.

Zone 2 applies to all other areas.

#### Objective DM113

Limit the number of car parking spaces at places of work and education so as to minimise car-borne commuting. The number of car parking spaces at new developments will be in accordance with the standards set out in Table 12.8.

Where demand can be managed by pricing, i.e. retail developments, the pricing should favour shoppers, who generally stay for shorter times, over employees, who generally stay for longer times.

In town and village centres where plot sizes are small, it can be difficult to provide car parking for new developments. Where Pay and Display systems are in operation, the parking demand can be accommodated on-street. As the use of on-street parking, especially permit-parking, saves developers the cost of providing their own car parking spaces and reduces Council revenue from Pay and Display, a contribution in lieu of parking is appropriate.

#### Objective DM114

New retail developments with more than 50 car parking spaces shall have paid parking which shall favour short-term parking over long-term parking. This objective shall also apply to existing retail developments which propose to increase their car parking by more than 50 spaces.

#### Objective DMS115

In towns and villages with Pay and Display parking, developers may pay a contribution in lieu of car parking at a rate of €5000 (five thousand euro) per space.

### Mobility Management Plans

Mobility Management Plans set out measures which promote sustainable transport for particular places of work or education.

#### Objective DMS116

Require that all new developments with over 100 employees and all new schools shall have a Mobility Management Plan. Existing schools that apply for planning permission to accommodate expansion will also be required to provide a Mobility Management Plan.



## Sustainable Transport

### Walking and Cycling

Walking and cycling are the most efficient modes of travel in terms of use of road-space, and the most sustainable in terms of environmental impacts. However, walking is only practical for short-distance trips and cycling for short- to medium-distance trips.

### Cycle Parking

Secure cycle parking facilities shall be provided in new Public Transport Interchanges, Park and Ride facilities, office blocks, apartment blocks, shopping centres, hospitals, etc., in accordance with the standards set out in Table 12.9. Bicycle Parking Stations should be provided in strategic new Public Transport Interchanges. Where a modal share for cycling is outlined within a Mobility Management Plan for a development, cycle parking should be provided at a level sufficient to support this modal share or as outlined in Table 12.9, whichever is greater. Secure bicycle racks shall be provided in all cases where bicycle parking is deemed to be necessary by the Planning Authority. Such racks should be within 25m of a destination for short-term parking (shops) and within 50m for long-term parking (school, college, office).

All long-term (more than three hours) cycle racks shall be protected from the weather. All on-street stands or racks should be capable of performing the basic functions of supporting the bicycle and protecting it against theft or vandalism. Off-street storage/parking facilities should provide adequate shelter, lighting, safety and security, ease of access and egress, and an appropriate level of supervision. As such, publicly accessible cycle parking should 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 cycle parking is acceptable provided it is easily used.

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'. Fingal County Council will have regard to this document when considering applications where bicycle parking is a requirement.

### Multi-Storey Parks and Cycle Facilities

All cycle facilities in multi-storey car parks will be at ground floor level and completely segregated from vehicular traffic. Cyclists should also have designated entry and exit routes at the car park. Where possible, segregated cycle access should be provided to basement car parks by a segregated cycle ramp or dedicated lift.

### Location of Cycle Stands

Cycle parking facilities will be conveniently located, secure, easy to use, adequately lit and well signposted. Weather protected facilities should be considered, where appropriate. In addition, parking should be placed within a populated, well-supervised area, and monitored by CCTV where possible. In publicly accessible buildings, a proportion of cycle parking should be publicly accessible to visitors. These spaces should be easily identifiable and accessible and should generally be located at ground floor level close to the main entrance of the building.

### Security

Cyclists should be able to secure both frame and wheels to the cycle parking stand. Secure cycle compounds should be provided where feasible and, in particular, in large office developments, multi-storey car parks and railway stations.



### Shower and Changing Facilities

Suitable shower and changing facilities will be made available in large-scale developments incorporating large amounts of cycle parking. Facilities should be secure, lockable and located in well-lit locations. The following standards shall be adhered to:

- 1 shower per office development over 100sq.m (approximately 5 employees),
- A minimum of 2 showers for office developments over 500sq.m (approximately 25 employees),
- 1 shower per 1000sq.m thereafter,
- Changing/drying areas, toilets and lockers should be provided in association with shower facilities.

### Lockers

The number of lockers provided should relate to the number of cycle parking spaces. Lockers should be well ventilated, secure and lockable. Lockers that facilitate multiple short-term users are recommended.

#### Objective DMS117

Require new developments to be designed in accordance with DMURS. In particular they shall have layouts and designs which reflect the primacy of walking and cycling by providing safe, convenient and direct access to local services, employment and public transport.

The promotion of cycling as a sustainable mode of transport depends on providing sufficient parking at places of employment and education. Bicycle parking standards, which are norms, are set out in Table 12.9.

#### Objective DMS118

Ensure that all new employment and education developments include adequate, secure and dry bicycle parking, in accordance with the standards set out in Table 12.9.

### Public Transport

For high volumes of travellers and for medium-to-long-distance trips, the various modes of public transport are the most efficient modes of travel in terms of use of road-space, and the most sustainable in terms of environmental impacts.

#### Objective DMS119

Support public transport improvements by reserving the corridors of planned routes free from development. Provide setbacks along public transport corridors to allow for future improvement to enable the provision of a safe and efficient network of public transport infrastructure.

### Indicative Route for New Metro North

An indicative route for new Metro North has been included in the *Government's Capital Programme 2016-2021*. It will link Swords via the Airport, to Dublin City Centre. The provision of the indicative route for new Metro North is critical to the continued, sustainable growth of the County Town, Swords. It is essential that the metro stops are easily accessible to trip-intensive developments.



**Objective DMS120**

Ensure that the indicative route for new Metro North and its stops are kept free from development. Require that all development alongside the route of the indicative route for New Metro North includes permeability for pedestrians, cyclists and public transport so as to maximise its accessibility.

**Objective DMS121**

Allow high-density development along the indicative route for new Metro North corridor, in accordance with the land-use plans of the Council.

**Light Rail Corridor (previously known as Metro West)**

While the Light Rail Corridor has not been included in the *Government's Capital Programme 2016 – 2021*, a significant amount of preliminary design work has already been carried out. This route has been designed to operate from Tallaght through Clondalkin, Liffey Valley and Blanchardstown linking with the indicative route for New Metro North at Dardistown, south of Dublin Airport.

**Objective DMS122**

Ensure that the possible routes of the Light Rail Corridor and its stops are kept free from development. Require that all development alongside the possible routes of the Light Rail Corridor includes permeability for pedestrians, cyclists and public transport so as to maximise its accessibility.

**Objective DMS123**

Allow high-density development along the Light Rail Corridor, in accordance with the land-use plans of the Council.

**Taxi and Hackney Services**

Accessible taxi and hackney services are an important element in the public transport mix providing a demand-responsive 24 hour door-to-door service.

**Objective DMS124**

Facilitate and promote the development of an accessible taxi and hackney service within the County. Facilitate the provision of taxi ranks at appropriate locations on-street or within new commercial developments.

**Roads**

Fingal is well served by the national road network with the M1 Dublin to Belfast, the N2/M2 Dublin to Derry, the N3/M3 Dublin to Ballyshannon, and the M50 all traversing the County. Fingal is also serviced by a number of regional routes and local roads. These serve an important economic role and also have valuable social and community functions, often being the sole means of access for local economic activity. The County is very reliant on its road infrastructure for intra-and-inter-county movement and access.

For new developments, securing access onto the road network is a key issue, particularly in rural areas. The intensification of use of an existing access is normally preferable to the creation of a new access onto a rural road. New accesses should not remove on-street car parking.



Where new entrances are necessary, the relevant road design standards will be applied (DMRB in rural situations and DMURS in urban situations).

Large new developments, especially commercial developments, generate additional car and HGV traffic. It is important to ensure that development does not cause significant additional congestion on the County's road network.

#### Objective DMS125

Prohibit development requiring access onto Motorway and presume against access onto National Primary routes and seek to preserve the capacity, efficiency and safety of National Road infrastructure including junctions.

#### Objective DMS126

Restrict unnecessary new accesses directly off Regional Roads. Ensure premature obsolescence of all county/local roads does not occur by avoiding excessive levels of individual entrances. Ensure that necessary new entrances are designed in accordance with DMRB or DMURS as appropriate, thereby avoiding the creation of traffic hazards.

#### Objective DMS127

Presume 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.

#### Objective DMS128

Require developers to provide a Traffic Impact Assessment where new development will have a significant effect on travel demand and the capacity of the surrounding transport network.

### Road Safety

In the design and/or improvement of roads and in the assessment of planning applications for new development, the safety of all road users, including pedestrians, cyclists and motorists will be a primary consideration.

#### Objective DMS129

Promote road safety measures in conjunction with the relevant stakeholders and avoid the creation of traffic hazards.

### Traffic Calming

New residential developments should be designed to create low-speed environments by the use of engineering design and urban design in accordance with DMURS.

#### Objective DMS130

Ensure that new residential developments are designed in accordance with DMURS to create low-speed environments.

### Road Construction and Improvement Measures

It is recognised that the roads infrastructure maintains a central position in the overall transportation network, catering for the movement of buses, goods vehicles, pedestrians, cyclists, as well as the private car. A number of key road improvements are required to facilitate the movement of goods and people throughout the County and to ensure ease of access, especially for major areas of new development.



**Objective DMS131**

Seek to provide building setbacks along National Roads and Motorways and their junctions, and along sub-standard Regional and Local Roads to allow for future improvement to enable the provision of a safe and efficient network of National, Regional and Local Roads.

**Car Parking Standards**

Car parking standards provide a guide as to the number of required off-street parking spaces acceptable for new developments. The principal objective of the application of car parking standards is to ensure that, in assessing development proposals, consideration is given to the accommodation of vehicles attracted to the site within the context of existing Government policy aimed at promoting modal shift to more sustainable forms of transport.

The following will be part of the parking standards:

1. In the case of any use not specified, the Planning Authority will determine the parking requirements, based on similar uses and first principles.
2. Zone 1 relates to developments within 800m of a QBC or high quality bus service, or 1600m of an existing or planned Luas/DART/Metro/Rail station or within an area covered by a Section 49 Scheme, or in lands zoned Major Town Centre. Zone 2 relates to all other areas in the County.
3. In mixed use developments, the car parking requirement will take account of different uses having peak parking demands at different times of the day and week.
4. One space or more per 100 spaces should be reserved for disabled parking bays.
5. One space or more per 100 spaces should be reserved for electric vehicles with charging facilities.

Car parking spaces proposed to serve apartment/duplex residential development shall not be sublet or leased to non-residential owners or non-occupiers. Parking spaces provided within the general circulation of a development should not be assigned individually or to a group exclusively in a manner that would impede those areas being taken in charge as public roads.





Table 12.8 - Car Parking Standards

Land Use	Criterion	Proposed	Notes	Category	Norm or Max
House - urban/suburban 1 or 2 bedrooms	Unit	1-2	Within curtilage	Residential	Norm
House - urban/suburban 3 or more bedrooms	Unit	2	Within curtilage	Residential	Norm
House - rural	Unit	2-3	Within curtilage	Residential	Norm
Apartment, townhouse 1 bedroom	Unit	1	Plus 1 visitor space per 5 units	Residential	Norm
Apartment, townhouse 2 bedrooms	Unit	1.5	Plus 1 visitor space per 5 units	Residential	Norm
Apartment, townhouse 3+ bedrooms	Unit	2	Plus 1 visitor space per 5 units	Residential	Norm
Sheltered housing	Unit	0.5	Plus 1 visitor space per 5 units	Residential	Norm
Caravan / mobile home park	Stand	1		Residential	Norm
Hotel, Motel, Motor Inn, Guest House	Bedroom	1		Residential	Norm
Pre-school facilities / creche	Classroom	0.5		Education	Maximum
Primary school	Classroom	1.5		Education	Maximum
Special needs unit	Classroom	2		Education	Maximum
Post primary school	Classroom	1.5		Education	Maximum
College of Higher Education*	Lecture theatre	10		Education	Maximum
Retail - Foodstore (incl discount foodstores)	GFA	1 per 20		Retail	Maximum
Retail - Shopping Centre	GFA	1 per 20	Excludes circulation areas	Retail	Maximum
Retail - Warehouse Club	GFA	1 per 20		Retail	Maximum
Retail - Bank, Building Society	GFA	1 per 30		Retail	Maximum
Retail - Comparison	GFA	1 per 30		Retail	Maximum
Retail - Convenience (<200sqm)	GFA	1 per 30		Retail	Maximum
Retail - Garden Centre	GFA	1 per 30		Retail	Maximum
Retail - Warehouse (e.g. furniture, white goods)	GFA	1 per 30		Retail	Maximum
Retail - Car Showroom	GFA	1 per 50		Retail	Maximum
Offices - General	GFA	1 per 30	Reduce by 50% near PT, MEC, MC, TC	Employment	Maximum



Land Use	Criterion	Proposed	Notes	Category	Norm or Max
Offices - Call centre	GFA	1 per 30	Reduce by 50% near PT, MEC, MC, TC	Employment	Maximum
Offices - Science and Technology	GFA	1 per 40	Reduce by 50% near PT, MEC, MC, TC	Employment	Maximum
Industry - General	GFA	1 per 40	Reduce by 50% near PT, MEC, MC, TC	Employment	Maximum
Industry - Bio-medical	GFA	1 per 50	Reduce by 50% near PT, MEC, MC, TC	Employment	Maximum
Industry - Data Centres	GFA	1 per 100	Reduce by 50% near PT, MEC, MC, TC	Employment	Maximum
Warehouse and distribution	GFA	1 per 100	Reduce by 50% near PT, MEC, MC, TC	Employment	Maximum
Auditorium, Theatre, Cinema, Stadium	Seat	1 per 3	Complementary uses will be encouraged	Leisure	Norm
Bar, Lounge, Function Room	GFA	1 per 15	Complementary uses will be encouraged	Leisure	Norm
Dance Hall, Discotheque, Night Club	GFA	1 per 15	Complementary uses will be encouraged	Leisure	Norm
Restaurant, Café	GFA	1 per 15	Complementary uses will be encouraged	Leisure	Norm
Take-away	GFA	1 per 30	Complementary uses will be encouraged	Leisure	Norm
Library	GFA	1 per 20	Complementary uses will be encouraged	Leisure	Norm
Golf Course	Hole	6		Sport	Norm
Pitch and Putt Course	Hole	3		Sport	Norm
Sports Club, Gymnasium, Fitness centre	GFA	1 per 20	Complementary uses will be encouraged	Sport	Norm
Sports ground, pitches		TBDbtPA	Complementary uses will be encouraged	Sport	Norm
Institution, Community Centres	GFA	1 per 50	Complementary uses will be encouraged	Institution	Norm



Land Use	Criterion	Proposed	Notes	Category	Norm or Max
Conference Centre	Seat	1 per 5	Complementary uses will be encouraged	Institution	Norm
Church, place of worship	Seat	1 per 5	Complementary uses will be encouraged	Institution	Norm
Clinic, Group Medical Practices	Consulting room	2		Institution	Norm
Hospital	Bed	1.5		Institution	Norm
Nursing Home	Bed	1 per 4		Institution	Norm
Funeral Home	GFA	1 per 20		Institution	Norm

\* Parking allowances for offices and labs/workshops on a Higher Education College Campus to be calculated separately in accordance with required car parking standards.

PT	Public Transport
MEC	Metro Economic Corridor
MC	Major Town Centre
TC	Town Centre
GFA	Gross Floor Area (sqm)
TBDtPA	Be determined by the Planning Authority

### Bicycle Parking Standards

Bicycle parking standards provide a guide on the number of required parking spaces acceptable for new developments.

Table 12.9 - Bicycle Parking Standards

Land Use	Criterion	Bike	Notes	Category	Norm or Max
Apartment, townhouse 1 bedroom	Unit	1	Plus 1 visitor space per 5 units	Residential	Norm
Hotel, Motel, Motor Inn, Guest House	Bedroom	0.1		Residential	Norm
Pre-school facilities / creche	Classroom	0.5		Education	Norm
Primary school	Classroom	10		Education	Norm
Special needs unit	Classroom	1		Education	Norm
Post primary school	Classroom	15		Education	Norm
College of Higher Education	Lecture theatre	30		Education	Norm
Retail - Foodstore (incl discount foodstores)	GFA	1 per 100		Retail	Norm
Retail - Shopping Centre	GFA	1 per 100	Excludes circulation areas	Retail	Norm
Retail - Warehouse Club	GFA	1 per 200		Retail	Norm
Retail - Bank, Building Society	GFA	1 per 100		Retail	Norm



Land Use	Criterion	Bike	Notes	Category	Norm or Max
Retail - Comparison	GFA	1 per 100		Retail	Norm
Retail - Convenience (<200sqm)	GFA	1 per 100		Retail	Norm
Retail - Garden Centre	GFA	1 per 300		Retail	Norm
Retail - Warehouse (e.g. furniture, white goods)	GFA	1 per 300		Retail	Norm
Retail - Car Showroom	GFA	1 per 300		Retail	Norm
Offices - General	GFA	1 per 60		Employment	Minimum
Offices - Call centre	GFA	1 per 60		Employment	Minimum
Offices - Science and Technology	GFA	1 per 80		Employment	Minimum
Industry - General	GFA	1 per 80		Employment	Minimum
Industry - Bio-medical	GFA	1 per 100		Employment	Minimum
Industry - Data Centres	GFA	1 per 200		Employment	Minimum
Warehouse and distribution	GFA	1 per 200		Employment	Minimum
Auditorium, Theatre, Cinema, Stadium	Seat	1 per 30	Complementary uses will be encouraged	Leisure	Norm
Restaurant, Café	GFA	1 per 150	Complementary uses will be encouraged	Leisure	Norm
Library	GFA	1 per 200	Complementary uses will be encouraged	Leisure	Norm
Sports Club, Gymnasium, Fitness centre	GFA	1 per 100	Complementary uses will be encouraged	Sport	Norm
Sport ground, pitches		TBDbtPA	Complementary uses will be encouraged	Sport	Norm
Institution, Community Centres	GFA	1 per 100	Complementary uses will be encouraged	Institution	Norm
Conference Centre	Seat	1 per 50	Complementary uses will be encouraged	Institution	Norm
Church, place of worship	Seat	1 per 50	Complementary uses will be encouraged	Institution	Norm



Land Use	Criterion	Bike	Notes	Category	Norm or Max
Clinic, Group Medical Practices	Consulting room	1 per 4		Institution	Norm
Hospital	Bed	1 per 4		Institution	Norm
Nursing Home	Bed	1 per 10		Institution	Norm
Funeral Home	GFA	1 per 200		Institution	Norm

## Water Services

### Drinking Water

The Council promotes the implementation of rain water harvesting measures in developments, particularly for commercial developments. Complex issues can arise for the provision of rain water harvesting systems in residential developments therefore the Council promotes the use of water butts as a minimum for use in residential development but will consider other measures when discussed with the Council prior to lodging a planning application. The following objective is relevant to rain water harvesting measures:

#### Objective DMS132

Require the incorporation of rain water harvesting systems in new commercial developments and the use of water butts as a minimum for use in residential developments.

### Additional Criteria for Assessment

All applications are assessed with regards to sustainability, compatibility with existing and proposed surface water drainage infrastructure and compliance with the requirements for surface water and groundwater quality and flood protection amongst other issues. Once a development has been approved, the Council ensures that the construction complies with satisfactory design and construction standards prior to being 'taken-in-charge'. Once completed, records of the new development must be submitted to the Council in a format which can be satisfactorily managed.

Applicants should work with the Council on issues relating to water services by ensuring that they engage in pre-planning meetings and respond constructively to the advice provided. In addition applicants are advised to consult with Irish Water regarding water supply and wastewater arrangements. This will reduce the need for post planning compliance issues and ensure a more efficient and timely delivery of infrastructure. A key objective is to ensure development is carried out in a sustainable manner. Issues to be considered include:

- Water Supply,
- Drainage,
- Water Conservation,
- Surface Water and Flooding,
- Water Quality.



The following objectives are of particular relevance:

#### Objective DMS133

Ensure that all developments comply with the requirements of the Council and with the principles of sustainable development. Best management practices, as identified by the Council, shall be implemented.

#### Objective DMS134

Ensure that developers understand the requirements for the design, construction and taking-in-charge of new development.

#### Objective DMS135

Prepare a 'Policy for the Taking-in-Charge of Residential Developments' within two years of the making of this Development Plan.

#### Objective DMS136

Prevent the creation of ransom strips.

#### Objective DMS137

Ensure that all records of new development are submitted to the Council in an agreed format which can be satisfactorily managed.

## Renewable Energy

It is the policy of the Council to ensure that all new developments contribute positively towards reducing energy consumption and the associated carbon footprint. While it is important that Fingal welcomes proposals for new and innovative technologies in respect of renewable energies, it is also necessary to ensure such proposals would not have a negative impact on the surrounding environment both in terms of residential and visual amenities of the area. The following objective relates to the provision of renewable energies:

#### Objective DMS138

Permit renewable energy developments where the development and any ancillary facilities or buildings, considered both individually and with regard to their incremental effect, would not create a hazard or nuisance, including risks of land stability and would take cognisance of the following:

- i. Residential amenity and human health,
- ii. The character or appearance of the surrounding area,
- iii. The openness and visual amenity of the countryside,
- iv. Public access to the countryside and, in particular, public rights of way and walking routes,
- v. Sites and landscapes designated for their nature conservation or amenity value,
- vi. The biodiversity of the County,
- vii. Sites or buildings of architectural, historical, cultural, or archaeological interest, and
- viii. Ground and surface water quality and air quality.



## Overhead Cables

Overhead lines and ancillary development can frequently detract from the visual amenity of both urban and rural areas. The following objectives are of particular relevance:

### Objective DMS139

Seek the placing underground of all electricity, telephone and TV cables in urban areas. It is the intention of the Council to co-operate with other agencies as appropriate, and to use its Development Management powers in the implementation of this policy.

### Objective DMS140

Require that, in all new developments, multiple services be accommodated in shared strips and that access covers be shared whenever possible.

### Objective DMS141

Require applicants to submit, in the case of all large applications for overhead cables of 110kV or more:

- i. A visual presentation of the proposal in the context of the route in order to assist the Council in determining the extent of the visual impact.
- ii. Details of compliance with all internationally recognized standards with regard to proximity to dwellings and other inhabited structures.

### Objective DMS142

In determining applications proximate to overhead power lines, the Planning Authority will have regard to the clearance distances as recommended by the Electricity Supply Board (ESB) and other service providers:

- For development in proximity to a 10kV or a 38kV overhead line, no specific clearance is required.
- With regard to development adjacent to an 110kV overhead line, a clearance distance of 20 metres either side of the centre line or 23 metres around a pylon is recommended.
- For a 220kV overhead line, a clearance distance of 30 metres either side of the centre line or around a pylon is required.

## Telecommunications Antennae and Support Structures

The Council recognises the importance of the need for high quality communications and information technology networks in assuring the competitiveness of the County's economy and its role in supporting regional and national development. The advantages of a high quality ICT infrastructure must however be balanced against the need to safeguard the rural and urban environment. The following objectives are of particular relevance:

### Objective DMS143

Require the co-location of antennae on existing support structures and where this is not feasible require documentary evidence as to the non-availability of this option in proposals for new structures.

### Objective DMS144

Encourage the location of telecommunications based services at appropriate locations within the County, subject to environmental considerations and avoid the location of structures in fragile landscapes, in nature conservation areas, in highly sensitive landscapes and where views are to be preserved.

**Objective DMS145**

Require the following information with respect to telecommunications structures at application stage:

- Demonstrate compliance with *Telecommunications Antennae and Support Structures – Guidelines for Planning Authorities* issued by the Department of the Environment in July 1996 and / or to any subsequent amendments, Code of Practice on Sharing of Radio Sites issued by the Commission for Communications Regulation and to such other publications and material as maybe relevant in the circumstances.
- Demonstrate the significance of the proposed development as part of a national telecommunications network.
- Indicate on a map the location of all existing telecommunications structures (whether operated by the applicant or a competing company) within a 1km radius of the proposed site.
- Where sharing is not proposed, submit documentary evidence clearly stating the reasons why it is not feasible to share existing facilities bearing in mind the Code of Practice on Sharing of Radio Sites issued by the Commission for Communications Regulation.
- Demonstrate to what degree there is an impact on public safety, landscape, vistas and ecology.
- Identify any mitigation measures.

**Waste Management**

Waste management in Ireland is regulated by the *Waste Management Acts, 1996 to 2011*, which require Local Authorities to prepare detailed plans for the management of waste. Under the *Waste Management Acts*, a Development Plan is deemed to include the objectives of the Waste Management Plan for its area.

**Objective DMS146**

Ensure all new large-scale residential and mixed-use developments include appropriate facilities for source segregation and collection of waste.

**Objective DMS147**

Ensure all new developments include well designed facilities to accommodate the three bin collection system.

**Objective DMS148**

Ensure all new developments make provision for bring bank facilities where appropriate.

**Objective DMS149**

Require that construction and demolition waste management plans be submitted as part of any planning application for projects in excess of any of the following thresholds:

- New residential development of 10 units or more.
- New developments other than above, including institutional, educational, health and other public facilities, with an aggregate floor area in excess of 1,250sqm.
- Demolition / renovation / refurbishment projects generating in excess of 100m<sup>3</sup> in volume of C&D waste.
- Civil engineering projects in excess of 500m<sup>3</sup> of waste materials used for development of works on the site.





## Light Pollution

The Council recognises that adequate lighting is essential for a safe and secure environment however light spillage from excessive or poorly designed lighting is increasingly recognised as a potential nuisance to surrounding properties and a threat to wildlife.

The following objective is of particular relevance:

### Objective DMS150

Proposals for new lighting shall ensure there is no dazzling or distraction to road users including cyclists, equestrians and pedestrians, and road and footway lighting meets Council standards.

For larger tracts of land it is important to establish a hierarchy of light intensities to ensure that environmental impacts are minimised as far as possible. The establishment of such hierarchies will ensure that subtly lit and unlit areas and features are not compromised in terms of their character and visibility after dark. The success of lighting design will rely heavily on striking the right balance between light and dark over the various areas of land concerned and their immediate contexts.

This approach can be taken by means of determining appropriate light intensities for such lands and the designation of 'Environmental Zones' (as defined by the Institute of Lighting Engineers publication, *Guidance Notes for the Reduction of Light Pollution* published in the UK) should be considered. The designations are as follows:

Zone	Surrounding	Lighting Environment	Examples
E1	Natural	Intrinsically Dark	Natural parks
E2	Rural	Low District Brightness	Rural, small village, relatively dark urban locations
E3	Suburban	Medium District Brightness	Small town centres or urban locations
E4	Urban	High District Brightness	Town/ city centres with high levels of night-time activity

### Objective DMS151

Establish a hierarchy of light intensities on lands that are subject to Local Area Plans, Masterplans and larger tracts of lands subject to comprehensive developments in order to ensure that environmental impacts are minimised as far as possible through the designation of Environmental Zones.



## 12.11 Archaeological and Architectural Heritage

### Site Assessment

A site assessment should be carried out prior to starting any design work to help inform and direct the layout, form and architectural treatment of the proposed development and identify issues that may need to be avoided, mitigated for or require sensitive design and professional expertise. The site assessment should evaluate:

- Character of the site in its setting (including existing buildings),
- Access to the site,
- Services,
- Protected Designations,
- Rare and protected species (such as bats).

**Character of the site in its setting:** Outline the form and scale of the whole site; its orientation and topography; existing boundary treatments; historic boundaries or plot sizes e.g. townland boundaries or burgage plots; landscape features such as mature trees, hedgerows, designed landscapes and historic gardens; views or vistas to and from the site; where buildings are situated relative to historic and modern spaces on the site; the architectural quality, style and materials of the buildings on the site (it should be noted it is an objective of the Development Plan to retain and re-use the historic building stock and vernacular structures).

**Access to the site:** Vehicular and pedestrian access routes to the site; Rights of Way.

**Services:** Water, sewage, electricity and telecommunications.

**Protected Designations:** Recorded Monument or National Monument; Protected Structure; Architectural Conservation Area; Natural Heritage Area or proposed Natural Heritage Areas; Special Area of Conservation; Special Protection Area; Statutory Nature Reserve; Refuge for Fauna; Ramsar Site; Water Framework Directive Register of Protected Areas site; Special Amenity Area.

#### Objective DMS152

A site assessment should be carried out prior to starting any design work to help inform and direct the layout, form and architectural treatment of the proposed development and identify issues that may need to be avoided, mitigated or require sensitive design and professional expertise. The site assessment should evaluate:

- Character of the site in its setting (including existing buildings),
- Access to the site,
- Services,
- Protected Designations,
- Rare and protected species (such as bats).

### Archaeological Heritage

Archaeological investigation should take place prior to the design stage of any site contained on the Record of Monuments or Places (RMP) or within a Zone of Notification. Archaeological investigation is recommended for lands in close proximity to a significant archaeological site,



where clusters of known archaeological sites exist in the vicinity, or for large scale development such as road or drainage schemes, wind farms, housing estates, industrial parks or shopping centres. The archaeological investigations should be presented as an Archaeological Impact Assessment.

An Archaeological Impact Assessment should include:

- Desktop study of the receiving area,
- Site inspection/walk-over survey,
- Examination of upstanding or visible features or structures,
- Topographical assessment,
- Physical description and photographic record of the archaeological feature, site or object,
- Examination of existing or new aerial photographs or satellite or other remote sensing imagery,
- Identification of potential direct and in-direct impacts,
- Mitigation measures to ameliorate any such impacts of the proposed development on the archaeological heritage of the receiving area.

In addition it may be necessary for the assessment of certain sites to incorporate:

- Geophysical survey,
- Archaeological test excavation.

Preservation in situ of all archaeological remains will always be preferred over preservation by record.

Preservation by record of an RMP site, which entails the excavation and removal of an archaeological site or feature, can only be permitted by licence from the National Monuments Service of the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

Where permission is given for archaeological excavations these investigations must be carried out by a suitably qualified and licensed archaeologist and are to be fully recorded in line with best practice. In addition to submitting the archaeological report to the Department of the Arts, Heritage, Regional, Rural and Gaeltacht Affairs, a copy of the findings should also be forwarded to the Council. The developer must ensure that when an unrecorded archaeological object or site is discovered any works that threaten the object or site are immediately suspended until direction is given by the Department of the Arts, Heritage, Regional, Rural and Gaeltacht Affairs on the matter.

If a monument included in the Record of Monuments and Places (RMP) lies within the open space requirement of any development, a conservation plan for that monument may be requested as part of the overall landscape plan for that proposed open space.

### Objective DMS153

All development proposals that may (due to their location, size, or nature) have implications for archaeological heritage shall be accompanied by an Archaeological Impact Assessment and Method Statement.



## Architectural Heritage

### Protected Structures

Structures, or parts of structures, can be added to the Record of Protected Structures (RPS) if they are deemed of special architectural, archaeological, historical, cultural, artistic, scientific, social and/or technical interest. The designation includes the exterior and interior of the structure, the land lying within its curtilage (boundary), any other structures and their exterior and interiors lying within that curtilage, plus all fixtures and features which form part of the interior or exterior of any of these structures. The effect of Protected Structure status is to seek to retain the special character, setting and features that make these structures significant.

### Planning Permission and Protected Structures

Any works that would have a material effect (i.e. impact) on the character of a Protected Structure require planning permission. This does not mean that extensions or alterations to a Protected Structure are not possible but these works need to be assessed through the planning process and should seek to retain and be sensitive to, in terms of scale and design, the elements that make the structure special. Exempted development regulations that allow certain works without planning permission in normal circumstances do not apply to Protected Structures where the works materially affect the character. Owners and/or occupiers of a Protected Structure can make a written request for a Section 57 Declaration (under Section 57 of the *Planning and Development Act, 2000 (as amended)*) from the Council to list the type of works that do and do not affect the character of a specific Protected Structure in its jurisdiction, and therefore do or do not require planning permission. These tend to be minor works such as repair and routine maintenance.

### Direction for Proposed Development of Protected Structures

Where works are being proposed that require planning permission such as alteration of layout, modifications to historic fabric, extension, change of use, new build then the following should inform and direct the proposed design:

- The nature and extent of the significance or special interest of the Protected Structure and its setting needs to be understood by the proposed developer as this will dictate the acceptable level of change that could be permitted.
- Alterations and interventions to Protected Structures should follow best practice conservation principles and shall not detract from their significance or value.
- All works should be carried out to the highest possible standard, under supervision of a qualified professional with specialised conservation expertise. On-site operatives/contractors should have experience dealing with historic buildings.
- Original features of special interest must be retained.
- The original form and layout of the Protected Structure should remain legible.
- Materials and methodologies appropriate to the historic fabric are to be used which may necessitate specialist skills.
- Appropriately scaled extensions should complement, and be subsidiary to, the main structure and be positioned generally to the rear elevation or less prominent elevation. Full width extensions will not normally be permitted as the original extent and form of the Protected Structure should remain legible.
- Where a Protected Structure is part of a larger development of the overall site then the phasing of the works needs to ensure that those relating to the Protected Structure take place early on, preferably first, so that the conservation and use of the Protected Structure is secured at the start of the project.



- New fittings on the exterior (such as meter boxes, ventilation grilles, security cameras, burglar alarms, cables) are to be sited to minimise their visual impact. As a rule these elements should not be affixed to the principal elevation. Where there is no other option then the necessity of the addition of the fixture and associated fittings will need to be justified and would have to be a discrete design that blends into the elevation for example vertical or horizontal lines formed by rainwater goods or mouldings could be used to conceal wires.
- Signage to the exterior of a Protected Structure should be discrete and sensitively designed so as not to negatively impact on the special character. All other external commercial elements or fittings should be kept to an absolute minimum.
- Where a change of usage or the reuse of a redundant building is proposed care needs to be taken that the new use is compatible and the level of impact necessitated is acceptable on the character and special interest of the structure.
- The cumulative impact of previous incremental or large-scale alterations could have a bearing on the acceptability of the proposed works as it could be determined that the appropriate quantum of development on the site has already been reached.
- The special interest of the Protected Structure should not be compromised when meeting the requirements of Building Regulations. Applications for works to meet the requirements of the Building Regulations shall be guided by the principles of minimum intervention to the historic fabric. In considering proposals to meet Part M regard should be had to the Department of the Arts, Heritage, Regional, Rural and Gaeltacht Affairs advice series 'Access: Improving the Accessibility of Historic Buildings and Places' (2011).

A sensitive design approach is also required for development that adjoins or is in close proximity to a Protected Structure as it could have a detrimental visual impact on it, adversely affecting its setting and amenity. The scale, height, massing, building line, proportions, alignment and materials of any development proposed within the curtilage, attendant grounds or in close proximity to a Protected Structure need to respect and compliment the structure and its setting.

**Table 12.10 - Documentation to accompany Planning Applications for Protected Structures**

It is recommended that pre-planning consultation takes place with the Conservation Officer prior to the submission of a planning application as the detail of information required will be dependent on the significance of the structure and the extent and nature of the works proposed. In general applications for development that incorporate a Protected Structure should be accompanied by the following documentation:

- **Public notices** (i.e. newspaper notice and site notice) - Any planning application relating to a Protected Structure or Proposed Protected Structure must indicate the protected status on the notices.
- **Copies of Plans and Particulars** – Fingal County Council requires ten copies of all drawings, plans and accompanying documentation for an application relating to a Protected Structure or Proposed Protected Structure as copies of the application must be circulated to the prescribed authorities.
- **Site plan** - showing the Protected Structure in its setting, the relationship of the structure to its curtilage, its urban or rural surroundings and the adjacent land in the ownership of the applicant.
- **Drawings of the Existing Situation**
  - Plans, sections, elevation and contextual drawings of the existing Protected Structure(s) and ancillary buildings, where relevant, at a sufficient scale to indicate the general arrangement of the structure.
  - Drawings as they exist of elaborate or detailed features like fireplaces, stairs, cornices or joinery at scales of 1:10 or 1:5 will be required where this will be directly impacted by the proposed works.

- **Drawings of the Proposed Changes**
  - Plans, sections, elevation and contextual drawings showing the proposed changes to the Protected Structure(s) and ancillary buildings, where relevant. Changes to be clearly hatched or highlighted. The preferred scale for such drawings is 1:50 or 1: 100.
  - Drawings of the proposed changes to elaborate or detailed features like fireplaces, stairs, cornices or joinery at an appropriate scale will be required where they will be directly impacted by the proposed works.
  - Detailed drawings outlining the impact and method of insertion of proposed partitions.
  - Detailed drawings of wall and roof junctions between the existing structure and any new extensions or link buildings where this is proposed.
- **Justification for the Proposed Interventions** – A brief written statement should be submitted describing and justifying the proposed works and the philosophy that informs their methodology.
- **Photographic Survey**
  - Photographs should be submitted that are sufficient to describe the overall appearance of the exterior of the structure including all exposed sides, its setting and its relationship with surrounding structures.
  - Photographs should be submitted of any interior features that it is proposed to change. Internal photographs should be marked and numbered so that they can be related back to a survey drawing.

#### Objective DMS154

All planning applications for works to a Protected Structure shall have regard to the information outlined in Table 12.10.

#### Architectural Heritage Impact Assessment

For buildings of a complex nature or where proposals are likely to have a significant impact on the architectural heritage a more detailed Architectural Heritage Impact Assessment will be required, which should include:

- **Written Description of Protected Structure (and its setting):** Describe the form, scale, architectural style and materials of the Protected Structure in detail along with its setting including any relevant ancillary buildings, designed landscape features, boundary treatments, views and vistas that will be impacted by the proposed development.
- **Historical Appraisal:** This should include a brief analysis of the age of the existing fabric explaining the different building stages presented in a chronological order and cross referenced to photographs that are annotated on a survey drawing(s). The account should refer to social and historical connections of the structure with emphasis on the evidence available in the physical fabric of the building and its surroundings. The account should include an outline of the comparative significance of the structure. The history should be based on the investigations of the physical fabric, analysis of historic cartographic material and other sources such as deeds or historic drawings.
- **Inventory and Detailed Photographic Record:** A detailed room-by-room architectural inventory should be submitted along with a comprehensive good quality photographic survey. The photographs should have explanatory captions and be cross referenced to the historical account and the plans. The survey should include exteriors, interiors and detailed photographs of architectural and historical features of merit and designed landscape features where appropriate. The photographic survey should also show the structures in context.
- **Condition Assessment:** This assessment should be on an element by element basis and should cover where relevant the following: externally- roof, walls, doors, windows; internally- staircases, doors, windows, other joinery, walls, floors, ceilings including cornices, decorative finishes, architectural sculptures and art, chimney pieces, structure and mechanical systems. Site features including subsidiary buildings, landscape features, follies and boundary treatments should also be assessed.



- **Statement of Significance:** An evaluation of the quality and importance of the structure should be summarised.
- **Impact Assessment:** An evaluation should be set out of the implication of the proposed development on the character of the structure and its setting highlighting how the elements that contribute to its special interest would be materially altered by the development. A method statement and specification for works should be included.

#### Objective DMS155

Where necessary, the Planning Authority shall require a detailed Architectural Heritage Impact Assessment for an application for works to a Protected Structure. This shall be carried out in accordance with Appendix B of the Department of the Arts Heritage and Gaeltacht's *Architectural Heritage Protection Guidelines for Planning Authorities*.

#### Demolition of a Protected Structure

The legislation only allows permission for the demolition of a Protected Structure in exceptional circumstances and so there will always be a presumption towards the retention and repair of a Protected Structure. In those exceptional circumstances where demolition is proposed the Council will require the following documentation in order to assess the situation:

- Detailed written justification for the proposed demolition,
- Full condition and photographic survey of the existing structure,
- Detailed drawings of all floor plans and elevations.

The condition or disrepair of a Protected Structure is not in itself sufficient reason to justify demolition and so where this is put forward as the rationale then in addition to the above list the following information will be required:

- An explanation as to how the structure has been allowed to fall into disrepair,
- Clearly marked photographs and drawings indicating the location of defects,
- A condition report from an architect or engineer with specialist conservation expertise outlining why repairs or remedial works are not possible in this instance,
- Where only partial demolition is proposed of elements that do not form part of the significance of the structure it must be demonstrated that it can be carried out without any adverse structural or architectural impact on the Protected Structure.

#### Objective DMS156

Prevent the demolition or inappropriate alteration of Protected Structures.

#### Architectural Conservation Areas

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or contributes to the appreciation of Protected Structures. The distinctive character of an ACA is generally formed from the architectural style and features of the building stock, its setting (whether natural or designed), and the legacy of its evolution over time including its original and current uses. The individual elements that combine to help create the specialness of the place include building scales, heights, lines, mass and proportions, the palette of materials and finishes, decorative motifs and details, roofscapes and profiles, historic street furniture (e.g. original kerbstones, paving, postboxes, street lighting), boundary treatments, trees and planting schemes, designed landscapes, and public spaces.



Any works that would have a material effect on the special character of an ACA require planning permission and so the normal exemptions from planning will no longer apply where they are considered to impact on the unique or special features and elevations of an ACA.

**Table 12.11 - Direction for Proposed Development within Architectural Conservation Areas**

Changes and development within ACAs should be carried out in a manner sympathetic to its distinctive character and so the following should guide proposed new works within ACAs:

#### **Retention and Reuse**

- Existing buildings and structures should be retained and reused rather than replaced. Applications for demolition of buildings that contribute to the character of an ACA will only be granted in exceptional circumstances. The onus will be upon the applicant to justify the demolition of the building. The Council will start from the premise that the structure should be retained.
- Retain original building materials, finishes and features including windows, doors, roof coverings, boundary treatments (such as stone walls, hedges and railing) and other features of interest that contribute to the special character and enliven the streetscape.
- Retain any surviving kerbing/paving and items of street furniture that contributes to the character of the ACA.
- Restoration of original materials or features that have been lost or replaced will be supported and encouraged. Documentary evidence or surviving examples should be used to direct the design of these.

#### **Alterations and New Build**

- Development proposals for new build need to follow a sensitive design approach that respects the established character of the ACA in terms of the scale, massing, bulk, plot sizes, proportions and materials of the adjoining buildings to the development site. Direction can be taken from traditional forms and dimensions that are then expressed in a contemporary manner or with contemporary elements rather than an exact copy of a historic building style. Where a totally contemporary design approach is taken the detailing, materials and overall design must be carefully handled and of a high quality to ensure the proposal does not compromise the integrity and character of the area.
- Demolition of structures that positively contribute to the streetscape character will not normally be permitted.
- Retaining the legibility of the historic urban grain of a streetscape or townscape is important and so where a development seeks to amalgamate a number of different building plots the design treatment should consider articulating the original plot divisions in the volume of the new building. Where it is proposed to connect existing buildings internally frontages should maintain an active function and alterations to the historic fabric should be kept to a minimum.
- Extensions to buildings in ACAs that are visible from public places should be of a scale and proportion that respects that of the original building. In general extensions should be subservient in size with materials, finishes and roof profiles that complement the principal structure.
- Alterations or modifications of existing facades, openings, finishes, roofscapes, etc. should not detrimentally impact on the character of the ACA or cause damage to the building.
  - Removal of the original weathering coat of a building of its render or plaster finish to expose the underlying stone is unacceptable.
  - Where a building has a unpainted render or plaster finish this should not be painted over.
  - Insertion of dormers or roof lights should be on hidden pitches and in general should not be placed on the front roof slope.
  - Enlargement of window or door openings can change the prevailing proportions of the building or streetscape and so original dimensions should normally be retained.
- Signage in an ACA should be minimal, discrete and sensitively designed so as not to negatively impact on the special character of the area. All other external commercial elements or fittings such as canopies, lighting and menu boards should be kept to an absolute minimum.

#### **Public Realm Works**

- Elements of existing street furniture such as original kerbing, paving, setts, post-boxes, railings, bollards etc. should be identified and retained.
- Any new street furniture (such as bins, lighting, signage-poles etc.) shall be of a high quality and consistent design with consideration given to their siting and location. Street furniture should be kept to a minimum and any redundant modern street furniture removed.





- In instances where the Council does not have direct control over street furniture, it will engage with the relevant agency/agencies, where possible, to encourage them to comply with the Architectural Conservation Area policies.
- Works to improve the public realm such as new surfaces, dished pavements, traffic control measures including signage and ramps shall respect and enhance the essential character of the ACA.

### Documentation to accompany Planning Applications within ACAs

The Planning Regulations indicate that planning applications for the carrying out of works to the exterior of a structure within an ACA should be accompanied by photographs, plans and other particulars as are necessary to demonstrate how the proposal would affect the character of the structure. It is therefore recommended that pre-planning consultation takes place with the Conservation Officer prior to the submission of a planning application to determine the detail of information required as this will be dependent on the significance of the structure and the extent and nature of the works proposed.

#### Objective DMS157

Ensure that any new development or alteration of a building within or adjoining an ACA positively enhances the character of the area and is appropriate in terms of the proposed design, including: scale, mass, height, proportions, density, layout, materials, plot ratio, and building lines.

#### Objective DMS158

All planning applications for works in an Architectural Conservation Area shall have regard to the information outlined in Table 12.11.

### Designed Landscapes - Historic Gardens, Demesnes & Country Estates

There has been substantial pressure in recent years on former country estates or historic demesnes for development, frequently drawn up without a proper appraisal of the impact on the designed landscape or a determination of the carrying capacity of the lands. The proposals can be in the form of a one-off extensive redevelopment of the historic demesne or a series of smaller schemes. With the latter the cumulative impact of each additional element needs to be considered as when combined can result in an incremental but significant transformation of the landscape.

- Development should be sensitive of the relationship between the principal residence and its adjoining lands and should not sever this.
- The sub-division of demesnes into different land parcels should be avoided.
- Care needs to be taken that significant views or vistas looking out of the designed landscape or into it are not encroached upon by development outside of its boundaries.

Generally the principal residence within a demesne or designed landscape is a Protected Structure, and often some of the buildings serving it are also protected. It should be noted that many of the larger demesnes in Fingal have been designated as Architectural Conservation Areas. Designed landscapes also provide habitats for many species of flora and fauna and the implications of any proposal for the natural heritage need to be carefully considered.

#### Objective DMS159

A Designed Landscape Appraisal should accompany any development proposal for an historic demesne and/or designed landscape, to include:

- Identification and description of the original development, history, structures, features and boundaries of the designed landscape.



**Objective DMS159 contd.**

- Ecological assessment, including identification of any protected habitats or species.
- Evaluation of the significance of the historical landscape.
- Determination of the carrying capacity of the lands which should not be exceeded, to be agreed with the Council.
- Assessment of the development proposal and its impact on the designed landscape.
- Recommendations for mitigation and management of the built and natural heritage.

**Historic Building Stock & Vernacular Heritage**

The retention and reuse of the historic building stock that contributes to the distinctive character of the rural or urban areas of Fingal is supported and encouraged by the Council. These buildings tend to have been constructed using traditional methodologies and materials such as lime, stone, mud, thatch, slate and timber. These materials allowed for moisture to be absorbed and released easily, for the building to “breathe” and so the ventilation of internal spaces performs an important function. Interventions that may be appropriate for modern construction practices, such as impermeable building products or air-tight spaces, could have unintended harmful consequences for the historic building stock.

**Objective DMS160**

Where development is being proposed for a site that contains historic buildings and/or structures that contribute to the distinctive character of the rural or urban areas of Fingal have regard to the following:

- An assessment of the existing buildings on the site should be carried out through an analysis of historic maps and an appraisal of the historic fabric and features. Development proposals should seek to retain and incorporate existing buildings of merit and any elements that contribute to its distinctive character.
- Appropriate materials and methods are to be used to carry out repairs to the historic fabric.
- Any proposed changes need to be sympathetic to the special features and character of the existing building by respecting the existing setting, form, scale and materials.
- Proposals for extensions to historic or vernacular buildings should not erode the setting and design qualities of the original structure which make it attractive and should be in proportion or subservient to the existing building.
- Direction for the design should be taken from the historic building stock of the area but can be expressed in a contemporary architectural language.
- Original building features or materials should be retained including windows, doors, roof coverings, boundary treatments and site features (such as stone walls, hedges, railing, gates, gate piers, cobbles and courtyards).
- Where a proposal seeks to redevelop a derelict property or one that has been unoccupied for a long period of time than in addition to the above.
- Substantial standing remains should still exist which are structurally capable of sustaining redevelopment. A written report from a suitably qualified professional should accompany any application outlining that the proposal will not structurally compromise the building and outline the measures to be taken to protect the building from collapse prior to and during construction works.



## Signage

### Protected Structures and ACA's

Advertisements and signage on Protected Structures or on the exterior of structures within an Architectural Conservation Areas (ACAs) require planning permission (apart from very limited circumstances).

**Table 12.12 - Guidance for Signage on Protected Structures or within ACAs**

- **Amount of Existing Signage** - The insertion of external elements on a Protected Structure or to commercial premises within an ACA can incrementally damage the special character of the area by creating visual clutter and are only acceptable to a limited degree. Proposals for signage need to take into account the amount of existing signage and other external elements such as lighting, canopies, awnings, display boards, opening times, name plaques, etc. that may already exist on the structure. In some cases it may be necessary to rationalise or remove existing signage or external elements in order to accommodate any new features.
- **Design of Signage** - New or replacement signage should be minimal, discreet and sensitively designed. It should complement the character of the building to which it will be attached. Details of the fixing methods need to be carefully considered to avoid damaging decorative details, stonework or brickwork. In certain circumstances historic signage should be retained even where the business has changed hands or use. This may be due to the fact that it is an integral part of the building's design, is associated with significant person or event, is characteristic of a specific period, is an outstanding example of a signmaker's art, or is a local landmark. However there are ways for the new business to adapt, modify, cover or relocate such signage in order to advertise their own services. Consultation should take place with the Conservation Officer in such cases.
- **Positioning of Signage** - Signage should normally be limited to ground floor level i.e. below the window sills on the first floor. For businesses at first level and above or basement level signage should be located at their entrance point and not on external walls at upper or basement level.
- **Fascia** - The fascia panel or board carries the name of the shop over the shop window. Internally illuminated or animated signage, plastic fascia boxes, metal or plastic boards are not appropriate on Protected Structures or in ACAs. Hand painted lettering on timber fascia boards or individually mounted lettering is generally preferred. Fascias should not be visually dominant and should normally be 600mm high. Script style and scale should complement the period of the building and the scale of space available. Fascias should not extend uninterrupted across a number of buildings.
- **Projecting Signs** - Projecting or hanging signs can create visual clutter on external elevations which detracts from the special character of the area or building. Where fascia signage or lettering exists over the commercial unit this should be sufficient and therefore projecting signs would be unnecessary and should be omitted. Where they are permitted there should never be more than one on an elevation and they should not be used to advertise a product. Some trades do have a tradition of using projecting signs such as pharmacies, pawn brokers and barbers but these were often emblems or symbols associated with the trade e.g. green cross, three balls or red and white striped pole. Therefore the use of symbols associated with a particular use is preferred for projecting signs where they are allowed and subject to high quality materials and design being used, they should not be animated or illuminated.
- **Lighting of Signage** - The need for specific lighting of commercial signage should be carefully assessed as sufficient street lighting may exist already to light the premises and so the illumination of signage should be omitted where possible. Where lighting schemes are necessary they should be subtle and discreet. Floodlighting, neon lighting and horizontal strip lighting is to be avoided. Lighting of the entire building should not be permitted.
- **Corporate Signage** - Standard corporate signage and logos which would detract from the character of the ACA should be adapted in scale, colour, materials and design.
- **Banners & Flags** - The installation of permanent flagpoles, flags and banners on the exterior of Protected Structures or structures within an ACA are not considered acceptable. Temporary flags and banners may be permitted for a specific event of a limited and stated duration such as a sporting event, visit by dignitary or charity fundraiser etc.

- **Canopies, Blinds & Awnings** – The necessity of canopies or awnings needs to be carefully assessed. Where they are permitted, their design needs to be carefully considered. The preferred material is heavy-duty cotton with painted metal or timber hardware. They should be open-ended and the blind box recessed. Plastic is not an acceptable material. The advertisement of products on canopies or awnings is not permitted within an ACA or on a Protected Structure. Canopies and awnings should not be permitted on upper floors but should be restricted (where deemed acceptable) to ground floor only.
- **Signage or Advertisements on Windows and Shutters** – Care needs to be taken regarding the proliferation of signage on a premises and so signage onto windows and/or security shutters need to be controlled.
- **Rotation Signs** – In general these are large signs and are not an acceptable form of signage within an ACA or on a Protected Structure.
- **Totem or Monolith Signs** – These types of signs have traditionally been associated with the display of pricing for fuel at petrol stations but have also been used by some supermarkets or as signage for a collection of businesses within one premises/retail centre. In general due to the size of this type of signage it is not acceptable within an ACA or within the curtilage of a Protected Structure.
- **Billboards** – These are very large signs generally placed on the side or gable of buildings. The insertion of a new billboard within an ACA or onto a Protected Structure should not be permitted and where they already exist there removal should be encouraged.
- **Gable Signage** – The insertion of any form of signage on a gable should be discouraged and signage limited to the entrance area of the premises or the shop front area
- **Roller Shutters/Security Grilles** - The provision of roller shutters or security grilles on the exterior of a building is not appropriate on either new or existing commercial units but should be positioned internally behind the window display. The design of the shutter or grille should be transparent open chain-link grille rather than solid or perforated shutters and should not cover the entire commercial frontage but only be located on the relevant openings. Where a building has internal timber shutters these can be used for security purposes instead of any new insertions.

#### Objective DMS161

All planning applications for signage on a Protected Structure or within an Architectural Conservation Area shall have regard to the guidelines outlined in Table 12.12.

## 12.12 Natural Heritage

### Biodiversity

Ireland is a signatory to the worldwide Convention on Biological Diversity (CBD) and the Government is committed through this process to conserve and sustainably use biodiversity. Biodiversity policy is set out in the *National Biodiversity Plan (NBP)* which identifies habitat degradation and loss as the main factor eroding biodiversity in Ireland today. Among other things, the NBP calls on local authorities to prepare and implement local biodiversity plans to provide for the conservation and sustainable use of biodiversity at local level.

#### Objective DMS162

Ensure all development proposals include measures to protect and enhance biodiversity.

### Biodiversity Conservation in Fingal

#### Core Biodiversity Conservation Areas

The most important nature conservation sites make up the core biodiversity conservation areas. These include internationally and nationally designated sites hosting habitats listed in *Annex I of the Habitats Directive* and sites hosting rare and protected species and their habitats.



**Objective DMS163**

Ensure Screening for Appropriate Assessment and, where required, full Appropriate Assessment is carried out for all plans and projects in the County which, individually, or in combination with other plans and projects, are likely to have a significant direct or indirect impact on any European site or sites.

**Objective DMS164**

Ensure that sufficient information is provided as part of development proposals to enable Screening for Appropriate Assessment to be undertaken and to enable a fully informed assessment of impacts on biodiversity to be made.

**Objective DMS165**

Ensure that Natura Impact Statements (NIS) and any other ecological impact assessments submitted in support of proposals for development are carried out by appropriately qualified professionals and that any necessary survey work takes place in an appropriate season.

**Objective DMS166**

Ensure planning applications for proposed developments likely to have significant direct or indirect impacts on any European Site or sites are accompanied by a Natura Impact Statement prepared in accordance with the Guidance issued by the Department of the Environment, Heritage and Local Government (*Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009*).

**Objective DMS167**

Ensure ecological impact assessment is carried out for any proposed development likely to have a significant impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites and Annex II species contained therein, or rare and threatened species including those species protected by law and their habitats. Ensure appropriate avoidance and mitigation measures are incorporated into development proposals as part of any ecological impact assessment.

**Objective DMS168**

Ensure that proposals for developments involving works to upstanding archaeological sites and features or works to the historic building stock include an assessment of the presence of bats in any such sites or structures and, where appropriate, ensure that suitable avoidance and/ or mitigation measures are proposed to protect bats in consultation with the National Parks and Wildlife Service.

**Nature Development Areas**

The Council has identified a number of areas and land-uses in the County with potential for biodiversity enhancement (see Green Infrastructure Maps). These include:

- Farmland Areas,
- Demesnes,
- Golf courses,
- Parkland,
- Quarries,
- Waterbodies,
- Areas suitable for new woodland or forestry.

These areas are referred to as 'Nature Development Areas'.



**Objective DMS169**

Implement planning guidelines for Nature Development Areas and corridors as outlined in the *Fingal Biodiversity Action Plan*.

**Ecological Corridors and Stepping Stones Including Trees and Hedgerows**

Ecological corridors are linear landscape features such as rivers, hedgerows and road verges that enhance the movement of wildlife through the landscape.

**Objective DMS170**

Protect and enhance the ecological corridors along the following rivers in the County by ensuring that no development takes place, outside urban centres, within a minimum distance of 30m from each riverbank: Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Ballyboghil, Corduff, Matt and Delvin (see Green Infrastructure Maps).

**Objective DMS171**

Ensure that no development, including clearance and storage of materials, takes place within 10m – 15m as a minimum, measured from each bank of any river, stream or watercourse in the County.

**Objective DMS172**

Require that development along rivers set aside land for pedestrian routes that could be linked to the broader area and any established settlements in their vicinity, subject to ecological impact assessment and Screening for Appropriate Assessment as appropriate.

**Geology**

The Geological Survey of Ireland (GSI) has identified 21 County Geological Sites in Fingal which are important geological heritage sites.

**Objective DMS173**

Consult with the Geological Survey of Ireland when considering undertaking, approving or authorising developments which are likely to affect County Geological Sites.

**New Development in Coastal Areas**

Coastal development must take account of the changing and dynamic nature of the coast and the need for coastal protection. As a general principle, development in coastal areas should be accommodated wherever possible in previously developed areas before consideration is given to development in greenfield sites.

In all cases proposals for coastal development must consider the need for coastal defence. Development will only be permitted where the Council is satisfied that the development will not add to the requirement, if any, for any coastal defence works in the area over the lifetime of the development.



**Objective DMS174**

Prohibit new development outside urban areas within the areas indicated on Green Infrastructure Maps, which are within 100m of coastline at risk from coastal erosion, unless it can be objectively established based on the best scientific information available at the time of the application, that the likelihood of erosion at a specific location is minimal taking into account, inter alia, any impacts of the proposed development on erosion or deposition and the predicted impacts of climate change on the coastline.

**Objective DMS175**

Prohibit development within areas liable to coastal flooding other than in accordance with *The Planning System and Flood Risk Management – Guidelines for Planning Authorities 2009* issued by the Department of the Environment, Heritage and Local Government and the Office of Public Works.

## 12.13 Extractive Industry

**Objective DMS176**

Proposals for such development shall have regard to the following:

- Section 261 and Section 261A of the *Planning and Development Act, 2000 (as amended)*.
- The *Department of the Environment, Heritage and Local Government Quarries and Ancillary Activities Guidelines 2004*.
- The *EPA Guidelines for Environmental Management in the Extractive Industry 2006*.
- Where extractive developments may impact on archaeological or architectural heritage, regard shall be had to the *DoEHLG Architectural Conservation Guidelines 2004 and the Archaeological Code of Practice 2002* in the assessment of planning applications and the requirements of this Development Plan.
- Where extractive development may significantly affect the environment or a European site or sites, regard shall be had to EIA guidelines and *Appropriate Assessment of Plans and Projects, Guidance for Planning Authorities, DEHLG, 2009* and the requirements of this Development Plan.
- Reference should also be made to the *Geological Heritage Guidelines for the Extractive Industry 2008*.
- The visual impact of the development, a detailed landscape and visual assessment shall be submitted.
- A scheme of rehabilitation and after care for the site upon abandonment / exhaustion of resource shall be submitted. Details to be submitted should include a report with plans and section drawings, detailing the following:
  - Anticipated finished landform and surface/landscape treatments (both of each phase and the whole excavation),
  - Quality and condition of topsoil and overburden,
  - Rehabilitation works proposed,
  - Type and location of any vegetation proposed,
  - Proposed method of funding and delivery of restoration/reinstatement works etc.

In addition a bond will be required to ensure the adequate restoration of the site. This bond shall be index linked.



## 12.14 Contaminated Land

Due to a mixture of historic landfills and land reclamation, there are a number of locations in the County where contaminated land arises. Any contaminated land will require appropriate remediation prior to re-development, including, in some instances, removal of material from a site which may require a licence under the *Waste Management Act 1996*, prior to the undertaking of such works.

In all cases involving contaminated land, it is the policy of Fingal County Council to require the highest standards of remediation and where appropriate to consult with the Environmental Protection Agency and other relevant bodies to resolve the environmental pollution created by contaminated land.

Decontamination activities should ensure there is no off-site migration of contaminants via run-off, soils or groundwater and the area is available for use. It is noted both Balleally and Dunsink landfills are being developed as Regional Parks.

## 12.15 Agricultural Development

Agricultural developments have the potential for immense impact on the environment and landscape. The traditional form of agricultural buildings is disappearing with the onset of advanced construction methods and wider range of materials. Some new farm buildings have the appearance of industrial buildings and due to their scale and mass can have serious visual impacts.

### Objective DMS177

In the construction and layout of agricultural buildings, the Council requires that buildings be sited as unobtrusively as possible and that the finishes and colours used, blend the development into its surroundings.

The Council accepts the need for agricultural buildings and associated works (walls, fences, gates, entrances, yards etc.) to be functional, but they will be required to be sympathetic to their surroundings in scale, materials and finishes. Buildings should relate to the landscape and not the skyscape. Traditionally this was achieved by having the roof darker than the walls.

### Objective DMS178

Appropriate roof colours are dark grey, dark reddish brown or a very dark green. Where cladding is used on the exterior of farm buildings, dark colours (preferably dark green, red or grey) with matt finishes will normally be required.

The grouping of agricultural buildings is encouraged in order to reduce their overall impact in the interests of amenity.

### Objective DMS179

Consider traffic safety, pollution control, and the satisfactory treatment of effluents, smells and noise in the assessment of agricultural development. Proper provision for disposal of liquid and solid wastes shall be made. In addition, the size and form of buildings and the extent to which they can be integrated into the landscape, will be factors which will govern the acceptability or otherwise of such development.





## 12.16 Major Accidents – Seveso Sites

The EU Directive (96/82 EC) on the control of major accident hazards, commonly referred to as the SEVESO II Directive, was adopted on February 3rd 1999. It was introduced into Irish Law through the SI EC (*Control of Major Accident Hazards Involving Dangerous Substances*) Regulations 2000 (S.I. No. 476 of 2000), on December 21st 2000.

The Directive aims to prevent major accident hazards involving dangerous substances and chemicals and the limitation of their consequences for people and the environment. These objectives must be pursued through controls on the following:

- The siting of new establishments,
- Modifications to existing establishments,
- Development in the vicinity of an establishment which, by virtue of its type or siting, is likely to increase the risk or consequences of a major accident.

The Health & Safety Authority provides advice to Planning Authorities, where appropriate, in respect of planning applications for development within a certain distance of the perimeter of these sites. The document, entitled '*Policy & Approach of the Health & Safety Authority to COMAH Risk-based Land-use Planning*', sets out the policy of the Authority on the landuse planning requirements of the European 'Seveso' Directive on the control of major accident hazards.

Directive 2012/18/EU was adopted taking into account, amongst other factors, the changes in EU legislation on the classification of chemicals and increased rights for citizens to access information and justice. This Directive is known for convenience as the SEVESO III Directive. Directive 2012/18/EU was transposed into Irish legislation through *S.I. No. 209 of 2015 Chemicals Act (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2015*. S.I. No. 209 of 2015 came into effect on June 1st 2015.

For clarity, the SEVESO III Directive replaced the SEVESO II Directive (96/82/EC). One of the requirements of S.I. No. 209 of 2015 is that the Health and Safety Authority shall advise the relevant Planning Authority of a consultation distance for a SEVESO III establishment, following the receipt of a notification from the operator, and shall periodically review and update the consultation distance as necessary.

The Directive provides that appropriate consultation distances must be put in place so as to ensure that before decisions are taken, technical advice is available to Planning Authorities in respect of relevant establishments. The Health and Safety Authority provides such advice, where appropriate, in respect of planning applications within a certain distance of the perimeter of these sites.

Table 12.13 contains the list of SEVESO III sites within the Fingal County Council area. The sites are shown on the relevant zoning maps.



Table 12.13: LIST OF SEVESO SITES IN FINGAL

Establishment	Tier	Consultation Distance
Barclay Chemicals Manufacturing Ltd, T/A Barclay Corp Protection, Damastown Industrial Park, Mulhuddart, Dublin 15	Upper Tier	1,000m
Chemco (Ire) Ltd. T/A Macetown North, Damastown Industrial Estate, Mulhuddart, Dublin 15	Upper Tier	700m
Contract & General Warehousing Ltd. Westpoint Business Park, Navan Rd, Mulhuddart	Upper Tier	700m
Mallinckrodt Medical Imaging-Ireland T/A Convidien Damastown, Mulhuddart	Upper Tier	1,000m
Astellas Ireland Co., Ltd., Damastown, Mulhuddart	Lower Tier	1,000m
Clarochem Ireland Ltd., (formally Helsinn), Damastown, Mulhuddart	Lower Tier	1,000m
Gensys Power Ltd., T/A Huntstown Power Station, Huntstown Quarry, Finglas, D11	Lower Tier	300m
Swords Laboratories, Watery Lane, Swords	Lower Tier	1,000

(Source HSA June 2016)

**Objective DMS180**

Have regard to the provision of the 'Major Accident Directive' (Seveso III) (European Council Directive 2012/18/EU) and impose restrictions in consultation with the HSA, on developments abutting or within proximity of a Seveso site. The extent of restrictions on development will be dependent on the type of risk present and the quantity and form of the dangerous substance present or likely to be present.

**Objective DMS181**

Permit new Seveso development only in low risk locations away from vulnerable residential, retail and commercial development.

**Objective DMS182**

Prohibit new extensions to long-established Seveso sites where they are a non-conforming use and where they pose an unacceptable accident risk to the public.

**Objective DMS183**

In areas where Seveso sites exist in appropriate locations with low population densities, ensure that proposed uses in adjacent sites do not compromise the potential for expansion of the existing Seveso use and in particular the exclusion of developments with the potential to attract large numbers of the public.

**Objective DMS184**

Attach to any grant of permission for new warehouses or similar industrial buildings, a condition to exclude use/storage of SEVESO substances (or require a separate planning permission for it).



**Objective DMS185**

Have regard to the advice of the Health and Safety Authority when proposals for new Seveso sites are considered and for all planning applications within the consultation distances stated in Table 12.13.

**Objective DMS186**

Require developers to submit a detailed consequence and risk assessment with all Environmental Impact Statements and/or legislative licence applications for all Seveso sites.







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