

BALDOYLE - STAPOLIN Local Area Plan

May 2013



BALDOYLE - STAPOLIN

Local Area Plan

Adopted by Council on May 13th, 2013

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Executive Summary

Introduction

The Baldoyle-Stapolin Local Area Plan lands are located on the southern boundary of Fingal where they meet the administrative area of Dublin City along the Dublin – Belfast railway. To the west of the railway lies the developing mixed use area of Clongriffin within Dublin City Council’s wider North Fringe Area encompassing Northern Cross/Clare Hall/Belmayne to Clongriffin. This, along with Baldoyle-Stapolin, is one of Dublin’s larger new development areas and, when completed, is envisaged to have up to 10,000 new homes as well as new retail and commercial areas. In terms of wider context the Baldoyle-Stapolin lands are located in the southeastern corner of Fingal approximately 8km northeast of the city centre, on the edge of Baldoyle Village and within 10km of Swords.

The lands are also strategically located in terms of transportation linkages being approximately 9km southeast of Dublin Airport, and adjacent to the main Dublin-Belfast railway line that forms the western boundary of the Plan lands. The rail line provides DART and suburban rail services, to Malahide (and beyond) to the north and to the City Centre to the south, from the newly constructed Clongriffin Station which is located centrally along the western boundary of the residential area of the Plan lands.

The Plan lands comprise the site of the former Baldoyle Racecourse and Stapolin House. However, little is left of either of these historical land uses. The area today is characterised by the recent residential developments of Myrtle and Red Arches which form two phases of the overall six phases of development envisaged within the plan lands under the original Baldoyle Action Area Plan (2001) and associated Masterplan 2002.

Zoning

Within the Development Plan, the Baldoyle-Stapolin Local Area Plan comprises land with the following zoning objectives:

- c. 41 hectares of land zoned Objective RA – *Provide for new residential communities in accordance with approved local area plans and subject to the provision of the necessary social and physical infrastructure.* This area, known as The Coast, includes the existing residential communities of Myrtle and Red Arches.
- c. 81 hectares of land zoned Objective HA – *Protect and enhance high amenity areas.*

The area zoned for residential development in the Baldoyle-Stapolin Plan lands also contains a number of Local Objectives within its boundaries.

Natural Heritage & Biodiversity

Natural heritage in Baldoyle includes a wide range of natural features that make an essential contribution to the environmental quality, ecological biodiversity, landscape character, visual amenity, recreational activities, public health and investment potential of the area. In terms of biodiversity there are a variety of valuable habitats and species both within and adjoining the Draft Plan area which support a wide range of rare or threatened flora and fauna species. Some of these habitats and species are of International or National importance and others are locally important.

An established legal basis exists to protect, conserve and enhance biodiversity. Areas of International importance for habitats and species are mainly protected as

Special Areas of Conservation (SACs) while Special Protection Areas (SPAs) are internationally important for the species and populations of birds they support. These are collectively known as Natura 2000 sites. Areas of National importance are designated as Natural Heritage Areas (NHAs) or proposed Natural Heritage Areas (pNHAs). Baldoyle Bay is of both national and international importance and is protected under national laws, EU Directives and International Conventions:

Baldoyle Bay is a Natura 2000 site and is designated as a Special Protection Area and a Candidate Special Area of Conservation under the Birds and Habitats Directives respectively. It is also a Ramsar site recognised as being a wetland of international importance. Nationally it is a proposed Natural Heritage Area. It is also a statutory Nature Reserve.

In formulating policies and objectives for the new Plan, the Council must comply with the EU Habitats and Birds Directives, the SEA Directive and national environmental legislation. In this regard a Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) are being carried out in tandem with the preparation of the LAP for Baldoyle-Stapolin. The Environmental Report and Appropriate Assessment arising from these processes accompany this document and set out more detailed information in relation to the natural heritage and biodiversity in and around the LAP lands and the mitigation measures required to ensure the integrity of the lands, their habitats and the species which rely on those habitats.

Vision for Baldoyle-Stapolin

The Vision for Baldoyle-Stapolin is to create a place to live that is appealing, distinctive and sustainable, with minimal impact on the surrounding environment and the coast. It is envisaged that Baldoyle-Stapolin will develop as a sustainable community comprised of new homes, community, leisure and educational facilities based around an identifiable and accessible new village centre which will form the heart of the area. With a range of different sizes and types of homes, as well as integrated amenities and excellent public transport, this will be a fledgling neighbourhood with a varied social mix and will embody the principles of sustainability, sustainable communities and inclusiveness.

At the heart of the vision is a commitment to high quality design that can create a real sense of place and harness the unique qualities of the area to create a compact, cohesive neighbourhood with a strong identity and distinctive character. It will have its own identity, with a neighbourhood core and open spaces that link the site together, drawing on its coastal setting to help create its own character. The development will be a new piece of Baldoyle, distinct from, but wholly integrated into the fabric of the surrounding area through the use of strong connections between the new neighbourhood and established areas.

Development Themes

The Local Area Plan and overall vision for Baldoyle is underpinned by four inter-linked thematic objectives. They form the basis for the policies and objectives in this document, and they should guide any accompanying detailed design plans and the preparation and determination of planning applications.

1. **Sustainable Development** - the creation of an urban area with buildings and surrounding areas constructed to high standards of sustainable design, accessible good quality public transport, green spaces and corridors and strong inclusive communities.

2. **High Quality Places for All** - the development of interesting, exciting and stimulating buildings and public spaces, which make the most of natural features and are well connected to surrounding areas.
3. **A New Heart for Baldoyle-Stapolin** - the development of a new mixed use village centre and public realm in which people want to live, work and invest.
4. **Homes for the Future** – the creation of well designed sustainable homes and neighbourhoods which cater for a wide range of households.

Green Infrastructure

Reflecting the five key themes set out in the Fingal Development Plan 2011-2017 and Theme 1 of the Vision for the Baldoyle-Stapolin LAP lands, (see *Section 3* of this document), this LAP utilises green infrastructure as a means of developing a strategy in relation to the following key areas: the conservation and enhancement of biodiversity; the provision of accessible parks, open spaces and recreational facilities; the sustainable management of water and the maintenance of sensitive landscapes. Green Infrastructure planning is crucial to meet the growing demands of environmental legislation and directives that relate to water quality, flooding, habitats, birds, Strategic Environmental Assessment, Appropriate Assessment and environmental liability.

Baldoyle-Stapolin and the surrounding areas have a natural environment which incorporates both nationally and internationally important sites in terms of wildlife and habitats. The challenges in Baldoyle-Stapolin are how to balance the development of a compact urban area with approaches which work effectively with nature. This will be achieved by adopting an overarching Green Infrastructure Strategy centred around *-Protecting, Creating, Enhancing and Connecting* the natural environment within and surrounding the LAP lands.

The Green Infrastructure Strategy will seek to maintain habitats and species within the Baldoyle Bay SPA and SAC at favourable conservation condition and ensure the ecological integrity of Baldoyle Bay. It will seek to develop Racecourse Park within the Baldoyle-Stapolin LAP lands and the open space areas within the Portmarnock LAP lands to the north, as Ecological Buffer Zones, which will help protect the ecological integrity of the neighbouring nationally and internationally designated sites by providing suitable habitat for key species such as birds while minimising the impacts of adjacent residential land uses.

In addition to the conservation of existing designated sites and habitats the LAP will seek to create ecological networks within the LAP lands consisting of green spaces/stepping stones, corridors and links that will provide opportunities to improve linkages, for both the residents of the area and local wildlife, between the Baldoyle-Stapolin LAP lands, the neighbouring LAP lands at Portmarnock South and Clongriffin and the surrounding green belt areas.

As part of the Green Infrastructure Strategy it is envisaged that Sustainable urban Drainage System (SuDS) measures will be incorporated throughout the LAP lands in both the public and private realms to reduce the risk of flooding on site and to help to improve the quality of the water being discharged to the Mayne River, and ultimately to Baldoyle Bay, thus helping to ensuring compliance with the Water Framework Directive (WFD).

Finally, as part of the Green Infrastructure Strategy for the LAP lands there is a need to ensure that open space and recreation provision matches the needs of the existing and future community of the area and also accords with the provision of the current Fingal Development Plan. Publicly accessible open space is important for providing areas for recreation and enjoyment by communities at different scales and distances from peoples homes and is central to the creation of sustainable communities. In accordance with the requirements of the current Fingal Development Plan, public open space provision will be based on a hierarchy of spaces, which will ensure that all public open space has a clear function and serves a range of recreational needs within close proximity to homes. The open space hierarchy will also knit together with the integrated network or green links and corridors that are proposed throughout the Plan lands.

Transportation and Movement

Reflecting national policy it is a fundamental objective of the Baldoyle-Stapolin LAP to ensure that the future demands for travel emanating from development within the LAP lands are met in a sustainable way. As was the case with the previous Action Area Plan (2001) for the lands, this Plan envisages Baldoyle-Stapolin developing as a residential/mixed used area where walking and cycling to the new train station at Clongriffin, other public transport stops/interchanges and to local services and facilities will be a convenient alternative to the private car. The strategy of the Plan is to reduce car usage by making alternative modes of travel more attractive.

Overall Movement and Transportation Strategy

The overall approach to transport within the LAP is to provide for the necessary trips associated with the development whilst managing the need to travel by car and promoting the use of other sustainable modes of travel. The LAP will promote the use of public transport, walking and cycling in preference to the use of the car through the following strategy:

- *Development of a Sustainable Mixed Use Residential Community*
- *Achieving Sustainable Densities*
- *Providing a Well Designed Movement Network*
- *Maximisation of Accessibility to Public Transport*

Future Road Improvements outside the Baldoyle-Stapolin LAP lands

A key part of the preparation of the two geographically related Local Area Plans at Baldoyle-Stapolin and Portmarnock-South is an assessment of the potential increase in the population of the area and the associated impact on traffic on the surrounding road network. An assessment of this impact allows for an understanding of the required phasing of infrastructural improvements to the road network and the application of this phasing to be built in to the delivery of both Local Area Plans.

As part of the LAP process Fingal County Council commissioned AECOM to undertake an assessment of phasing options for transport infrastructure to support proposed development in the Local Area Plans (LAPs) for Baldoyle-Stapolin and Portmarnock South. This assessment, entitled *Transport Phasing Assessment: Portmarnock South and Baldoyle-Stapolin Local Area Plans* (October 2012) used as its basis a transport assessment of the wider South Fingal area 'South Fingal Transport Study: Final Report', May 2012 which proposes a transport strategy for the South Fingal area for a future year of 2025.

The final AECOM report provides details in relation to proposed road schemes that will be necessary at various stages during the build out of the LAP lands, having regard to likely development in neighbouring areas including Portmarnock South and Clongriffin-Belmayne. These include the following:

- Hole in the Wall Road Upgrade
- Baldoyle Public Transport Bridge
- Baldoyle Link Road (within Clongriffin-Belmayne LAP)
- R107 Malahide Road Realignment
- R139 (old N32) Upgrade
- East-West Distributor Road

These schemes will be further informed by the National Transport Authority's North East Transportation Study.

Internal Road Network

The internal road network within the site will seek to create linkages between all areas of the LAP lands, including all residential neighbourhoods, the proposed village centre, the train station at Clongriffin and the green spaces within and surrounding the site. The street layout throughout the lands will essentially be subject to a grid format that will help to improve legibility and accessibility through the site. It will provide a choice of routes that will link up with the main access routes into and out of the area. This grid will be broken into a network of streets organised into an access hierarchy comprising two green routes/boulevards, a primary and secondary route and series of quiet streets. As suggested by their names each street within the hierarchy will have a different function and character.

All routes within the street hierarchy will provide for both pedestrians and cyclists. However, given that the majority of the primary streets through the development have already been constructed, the opportunities to provide dedicated cycle tracks on these roads are limited. Safe and convenient routes to the village centre and train station, bus stops, the future school site, Racecourse Park and all other facilities within the site will be provided for but opportunities also exist for walking trips to be made to key external destinations, including schools and other local services and facilities.

Linkages with the Surrounding Area

Proposed linkages from within the LAP lands to the surrounding area will include the following:

- The proposed pedestrian, cycle and bus routes through the village centre, linking over the railway line with Clongriffin-Belmayne to the west, will be an important connection with that growing community and its new facilities.
- A section of the proposed Fingal Coastal Way, a strategic cycle and pedestrian route that when completed will link Balbriggan to Howth, is proposed to run through Racecourse Park, parallel with the Coast Road, subject to screening for assessment under the Habitat's Directive. This will connect into the Sutton to Sandycove cycle and pedestrian route known as the S2S.
- Fingal County Council will work in association with Dublin City Council to secure with the relevant landowners, a pedestrian and cycle link under the railway line via the existing arched bridge underpass in the northwestern corner of Racecourse Park.

- There are cases where existing cul-de-sacs in adjacent communities have no direct access to the LAP lands, the associated open space, train station or the new village centre when constructed. The provision of pedestrian and cyclist access into the Plan lands will be encouraged where local residents demonstrate their support.

Water Services & Utilities

Infrastructure and utilities are an essential component of the sustainable development of Baldoyle-Stapolin. Infrastructural services include water supply, wastewater and surface water removal and treatment, as well as utilities including electricity supply, broadband, gas, mobile phone coverage and telecom connections. All of these must be planned for so as to ensure that there is adequate availability to support the quantum of development envisaged by the Local Area Plan in a manner that is environmentally appropriate, cost effective, efficient and protects public health. Section 4C of the LAP sets out a range of objectives in relation to water supply and water conservation, foul water drainage, surface water management – including the identification of appropriate Sustainable urban Drainage Systems measures – and flood risk management. A SuDS Strategy and a Strategic Flood Risk Assessment for the Plan lands are included as Appendix 1 and 2 of this report respectively. Objectives are also included in relation to the provision of electricity supply, gas supply and telecommunications.

Residential Development & Density

The LAP lands are the last remaining large scale undeveloped residential land bank within the Baldoyle area. They will provide a large number of homes with a mix of different types and sizes and a range of community and other facilities to form a complete and vibrant neighbourhood.

When completed it is envisaged that the entire Coast development will provide between 1500 to 2000 new homes. To create a balanced new community, the homes must comprise a mix of different types and sizes suitable for a range of different households, including the elderly and others with specialist housing needs.

The existing developments at Myrtle and Red Arches have been developed around an innovative higher density block model which has created a uniquely urban environment where residents share undercroft parking and semi-private open space (back garden areas). This housing model should remain one of the preferred housing typologies – achieving higher densities and close communities. However, it is also acknowledged that there is demand for more traditional own-door, own plot housing. While this may be the more dominant market need in the short-term it should not represent the future of this unique area. Thus, it is proposed that within this LAP both the traditional and more innovative models of accommodation will be provided. Innovative designs that help to achieve family typologies as part of a sustainable density will be promoted.

Residential Density Range

Achieving the appropriate level of density is important in order to generate a compact new community that allows people easy access between retail, services and residential uses. A compact urban footprint is also economically advantageous, as higher densities generate population catchments and the critical mass necessary to support more services, public transport and community facilities and also to generate the conditions for lively streets and open spaces. The proposed new village centre and the train station at Clongriffin will be within five to ten minutes walking distance of the residential areas.

A Preferred Masterplan has been set out where density and building form will vary between medium and higher density, within a range of 38-80+ units per hectare. The Preferred Masterplan would allow for the development of approximately 1100 new units in addition to the 636 built and 205 under construction (total of 841 in existing development).

Heights

In line with the original Action Area Plan and associated Masterplan for the area a central requirement of the LAP is that the new development be fundamentally urban. Broadly speaking, the LAP provides for increased densities and height around the village centre and the Racecourse Park edge falling to lower height and densities throughout the remainder of the development and, in particular, along the quiet streets. The height gradient across the site naturally corresponds to the density gradient and minimum and maximum heights (by floor) are established for all areas of the LAP lands.

A number of punctuation nodes are provided for at key junctions and identified strategic locations to help to improve legibility through the site. Buildings at these points should acknowledge their strategic location within the plan lands. They may be slightly higher than their neighbours (but still within the heights parameters set out above) and/or have specific corner treatment which distinguishes them from other corner locations

Urban Design

Achieving a high quality design and layout will be paramount in the acceptability of development proposals within the LAP lands; a fully integrated and responsive design-led approach to development will be required. It is crucial that residential development in the LAP avoids the characteristics of a large suburban housing estate and instead continues the creation of an urban place, taking as its cue development already completed. A detailed Urban Design Framework has been set out in Section 5 of the LAP comprising a series of themed sections developed as a series of overlays. It is envisaged that these will define the overall layout of the area in terms of its routes and building blocks; its scale in terms of building height and massing; its appearance as expressed in architectural details and use of materials; and its landscape including the public realm, built and natural green spaces.

- *Urban Structure* – the structuring elements of the plan lands comprising public spaces in the form of parks and squares and the street hierarchy including the boulevards.
- *Character Areas* – reflecting the existing natural landscape and landscape established on foot of the laying out of the strategic public spaces as well as the proposed function within these spaces.
- *Urban Grain* – the building blocks, comprising the buildings and pocket parks/semi-private communal spaces, which sit within the structure created by the laying out of the strategic public spaces and street network.
- *Height and Massing* – the height of buildings and their relationship to each other.
- *Building Types and Design Standards* – including architectural and design standards, private open spaces and parking.
- *Public Realm* – the design and layout of areas which are publicly accessible.
- *Village Centre* – function, aesthetics and detailed design.

The design guidance, in conjunction with the relevant sections of the LAP, seeks to set out an integrated and holistic approach to land use, transport and utilities

infrastructure planning, providing for the sustainable and environmentally sensitive growth of the LAP lands. It will form the basis on which future planning applications will be assessed. The guidance aims to provide clarity and direction for developers or potential investors within a planning context, certainty for existing and future residents of the area and a resource for the Local Authority to draw upon and guide decision making.

Community and Education

Well developed community facilities and amenities can ensure a good quality of life and social interaction for all residents of an area. These amenities can include childcare and educational facilities, nursing homes and health centres, libraries, facilities for older people and community halls. Notwithstanding the presence of existing facilities in the area an expanding population, such as that envisaged within the Baldoyle-Stapolin LAP lands, will generate increased demand for the provisions of services and amenities and it is important that these are provided in tandem with new development.

Within the LAP lands it is envisaged that the community facilities arising from the development will be primarily located within the village centre where residents will have access to uses such as shops, health facilities, childcare facilities and places for the community to meet and use. While the area is currently well served by schools, both primary and post-primary, the Department of Education and Skills have requested that a site is retained for a 16-24 classroom primary school within the LAP lands to service future populations as new residential developments are completed in the medium to longer terms. To this end a site has been identified at the southwestern corner of the LAP lands which is bounded to the west by the rail line, to the south by Grange Road and to the north by the existing development at Myrtle. The proposed site will remain reserved, managed and maintained by the landowners and may be suitable for appropriate interim uses.

Retail and Employment

A proposed new village centre, adjacent to Clongriffin train station, will help form a new heart and focal point for the LAP lands and will meet local needs by providing a range of shopping facilities and associated services. The village centre will also add to the range of facilities available to existing communities in neighbouring areas. The location of the village centre and the range of services and facilities available will reflect this place-shaping role. To ensure good access and connections, the village centre will be at a point where key public transport, pedestrian and cycle routes intersect. A single centre will enable a journey for one purpose to serve another, thus reducing the overall number and length of journeys and providing opportunities for social interaction.

The village centre will comprise a range of retail and non-retail uses such as the provision of day-to-day ancillary services to the resident and employee populations of Baldoyle-Stapolin. It will facilitate services such as restaurants, pubs, beauticians, health clinics, crèche and leisure and community facilities that are considered vital to ensure a diverse and sustainable community and to enable the development to become a hub of sustainable living.

The detailed design, layout and finish of the village centre will be subject to the urban design framework set out in Section 5.

Local Employment

Given that the bulk of the developable area of the LAP lands is zoned for residential use, any future employment uses within the site will be small in scale. The main

source of employment within the site will be associated with the future mixed uses within the proposed village centre, with the possibility of some additional live work units adjacent to the village centre providing additional employment opportunities. Home based economic activity will also be encouraged provided the proposed business protects and promotes the physical environment, does not impact in an excessively negative way, on the existing character or nature of any area and does not encourage significant increases in traffic.

Sustainable Development Framework

This LAP has been prepared in the context of a Sustainability Framework which has been developed to ensure that concepts of sustainable development underpin all elements of the Plan. The Framework addresses economic, social and environmental sustainability for development in the following manner:

- *Urban Design* – Incorporates the principles of a Sustainable Urban Extension at a macro level whilst promoting sustainability at a micro level (urban neighbourhood) by incorporating principles of walkability and connectivity.
- *Climate Change* – Ensures developments mitigate and are adapted to climate change impacts.
- *Buildings* – Ensures that buildings in their design, construction and operation contribute to the sustainability of the overall development.
- *Natural Resources* – Conserves natural resources and promotes the preservation of water, energy, materials and waste, both in construction and operation. Incorporation of energy efficiency and renewable energy technology and techniques.
- *Natural Environment* – Preserves and enhances the ecological value of the lands.
- *Placemaking* – Develops a sense of place through incorporation of natural environmental features, layout, high quality urban design and good architecture.
- *Business* – Promotes sustainable economic development.
- *Transport* – Promotes a transport strategy which favours the usage of sustainable modes of transport such as cycling, walking and public transport whilst minimising trip generation.

Sequencing and Phasing of Development

Section 19(2) of the Planning and Development Act 2000 (as amended) provides for the phasing of development within a Local Area Plan. Section 6 of the LAP deals with the sequential development and phasing programme linked with necessary investment in water services, public transport and roads, community facilities, schools and open space. Having regard to what can and should be reasonably provided and funded, it sets out a phasing mechanism and the enabling works that are required in each phase before being able to move on to the next phase.

Significant elements of infrastructure have been delivered in Baldoyle-Stapolin within the early phases of development under the Action Area Plan 2000 and associated planning permissions. This includes Clongriffin train station, key access roads, water services and some of the open space amenities. However, there remain critical pieces of infrastructure which will need to be delivered as part of this LAP and as part of wider infrastructural improvements in the South Fringe area. Delivery of this infrastructure will be by the developer as part of planning approval or will be enabled, at least in part, through Section 48 development contribution schemes for strategic infrastructure in the wider South Fringe area.

Phasing will be addressed in two ways by; a) addressing the geographical progression or sequencing of development through identification of growth areas and; b) addressing the quantitative restrictions on the phasing of development until such time as enabling infrastructure has been delivered. To this end three growth areas have been identified to facilitate the orderly progression of the development:

- The first phases of residential development within Growth Area 1 will ensure that linkages are created towards the village centre and the train station in an east-west and north-south direction from existing development at Red Arches and Myrtle.
- The second phases of development within Growth Area 2 will occur along the northeastern boundary of the plan lands, linking to the existing development at the east of the lands, through the open space at The Haggard and Stapolin Avenue, to the village centre along Ireland's Eye Avenue.
- The third phases of development within Growth Area 3 will provide, in the first instance, for the completion of the village centre through delivery of the northern half of the local centre site. Following, or in tandem with this, the remainder of the residential units will be built out thus completing the site. It will be possible to allow for the parallel development of Growth Areas 2 and 3 provided that the local centre is completed and that residential development in Growth Area 3 progresses from the village centre and Ireland's Eye Avenue northwards.

The phasing programme will be implemented generally in accordance with the LAP.

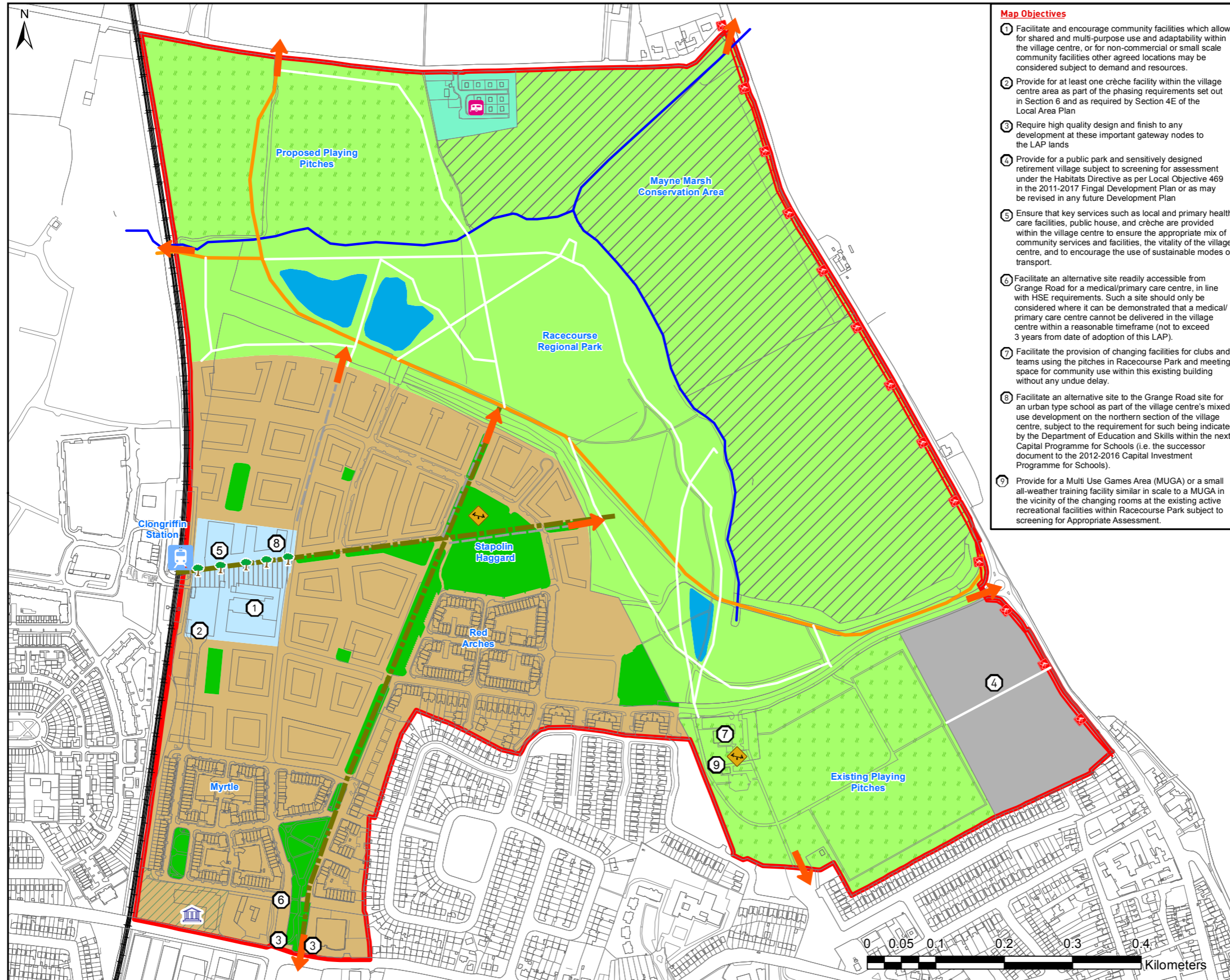
The LAP shall remain in force for a period of 6 years from the date of adoption unless that timeframe is extended by resolution in accordance with Section 12 (d) to (f) of the Planning and Development (Amendment) Act 2010.

SEA and Habitats Directive

An Environmental Report, in accordance with the requirements of the Strategic Environmental Assessment (SEA) process, is published as a separate document, accompanying this LAP.

In accordance with Article 6.3 of the Habitats Directive and Planning and Development Acts 2000-2010, the LAP was screened and it was determined by the Planning Authority that an Appropriate Assessment was required. The resultant Natura Impact Report is published as a separate document accompanying this LAP.





Map Objectives

- 1 Facilitate and encourage community facilities which allow for shared and multi-purpose use and adaptability within the village centre, or for non-commercial or small scale community facilities other agreed locations may be considered subject to demand and resources.
- 2 Provide for at least one crèche facility within the village centre area as part of the phasing requirements set out in Section 6 and as required by Section 4E of the Local Area Plan
- 3 Require high quality design and finish to any development at these important gateway nodes to the LAP lands
- 4 Provide for a public park and sensitively designed retirement village subject to screening for assessment under the Habitats Directive as per Local Objective 469 in the 2011-2017 Fingal Development Plan or as may be revised in any future Development Plan
- 5 Ensure that key services such as local and primary health care facilities, public house, and crèche are provided within the village centre to ensure the appropriate mix of community services and facilities, the vitality of the village centre, and to encourage the use of sustainable modes of transport.
- 6 Facilitate an alternative site readily accessible from Grange Road for a medical/primary care centre, in line with HSE requirements. Such a site should only be considered where it can be demonstrated that a medical/primary care centre cannot be delivered in the village centre within a reasonable timeframe (not to exceed 3 years from date of adoption of this LAP).
- 7 Facilitate the provision of changing facilities for clubs and teams using the pitches in Racecourse Park and meeting space for community use within this existing building without any undue delay.
- 8 Facilitate an alternative site to the Grange Road site for an urban type school as part of the village centre's mixed use development on the northern section of the village centre, subject to the requirement for such being indicated by the Department of Education and Skills within the next Capital Programme for Schools (i.e. the successor document to the 2012-2016 Capital Investment Programme for Schools).
- 9 Provide for a Multi Use Games Area (MUGA) or a small all-weather training facility similar in scale to a MUGA in the vicinity of the changing rooms at the existing active recreational facilities within Racecourse Park subject to screening for Appropriate Assessment.



BALDOYLE-STAPOLIN Local Area Plan 2013 - 2019

Legend

- Baldoyle - Stapolin Lands
- Racecourse Regional Park
- Mayne Marsh Conservation Area
- Proposed/Existing Playing Pitches
- Village Centre
- Village Centre - Civic Space
- Open Space
- Indicative Block Layout
- Residential Development
- SuDS Pond
- School Site
- Traveller Accommodation
- Access Point
- Clongriffin Station
- ◆ Playground
- Green Corridor
- River/Stream
- Coastal Way
- View Lines
- Pedestrian & Cycleways
- Pathways

Director of Services: Gilbert Power

Senior Planner: Rachel Kenny

Prepared by: H.Craige Drawn By: P. M.

Date: May 2013 Scale: 1:5,000

Adopted by Council 13th May 2013

2013/24/CCMA/FingalCountyCouncil

Introduction

1.1 Introduction

The lands at Baldoyle-Stapolin were originally the subject of an Action Area Plan in 2001 that was prepared for the Baldoyle Racecourse site. This Action Area Plan provided for a residential community based around a neighbourhood centre and a new train station that facilitated good connections with Dublin City Centre to the south and Portmarnock, Malahide and beyond to the north. On foot of this plan the area has undergone significant changes between 2002 - 2013. Sizable portions of the residential component of the plan lands known as The Coast, as well as the proposed train station, have been completed.

This Local Area Plan (LAP) seeks to build on development on the site to date. In doing so, it sets out a robust and updated sustainable strategy for the future development of the remainder of the site, in line with best practice in sustainable urban planning, to meet the needs of the existing and future residents. The LAP sets out policies and objectives for the development of the area, including provisions in relation to land use management, community facilities and amenities, transport and infrastructure, urban design, heritage and the environment in a way that will protect the sensitive natural environment in which the lands are set. It also sets out interim priorities to improve the quality of life for the existing community and address the challenges caused by the economic downturn.

The following sections present an overview of the legislative background, timeframe and key steps in the making of the Baldoyle-Stapolin LAP and the relevant local and national planning context.

1.2 What is an LAP and how does it work?

A Local Area Plan is a statutory document prepared by the Planning Authority in accordance with the requirements of Sections 18, 19 and 20 of the Planning and Development Act, 2000 (as amended). A Local Area Plan consists of a written statement and plans that must be consistent with the objectives of the County Development Plan, its core strategy and any Regional Planning Guidelines that apply to the area of the Plan.

Section 18(1) of the Planning and Development Act states that a planning authority may at any time, and for any particular area within its functional area, prepare a Local Area Plan in respect of that area. The aim of this LAP is to establish a framework for the planned, coordinated and sustainable development of the Baldoyle-Stapolin lands and for the conservation and enhancement of its natural and built environment. The LAP provides guidance as to how this development can be achieved, what new developments are needed, where public and private resource inputs are required, and guidance for development proposed in the LAP area.

The layout and content of the LAP have been guided by the *Draft Local Area Plan - Guidelines for Planning Authorities, 2012* produced by the Department of the Environment, Community and Local Government as well as the *Development Plans Guidelines for Planning Authorities, 2007*. The LAP consists of the written statement and associated maps. There are separate accompanying documents that set out the Strategic Environmental Assessment and the Appropriate Assessment carried out as part of the LAP process and which inform the LAP.

1.3 Planning Status and Period of Local Area Plan

This Local Area Plan supersedes the Baldoyle – Portmarnock Action Area Plan (2001). It is a land use plan and overall strategy for the development of Baldoyle-Stapolin over the period 2013-2019. This Plan shall have effect 4 weeks from the 13th of May 2013, when it was made by the Council, and shall cease to have effect at the expiration of 6 years from that date, unless the timeframe is extended for up to five additional years by resolution in accordance with Section 12 (d) to (f) of the Planning and Development (Amendment) Act 2010.

Once adopted by the members of the Council, the Planning Authority and An Bord Pleanála must have regard to a Local Area Plan when determining planning applications in the area covered by the Plan. The successful implementation of the Plan will have a positive impact on the Baldoyle-Stapolin area, and beyond, ensuring it develops in a sustainable manner and will also complement the implementation of the current Fingal Development Plan 2011 - 2017.

In the full interpretation of all objectives for Baldoyle-Stapolin, it is essential that both the County Development Plan and the LAP are read in tandem. It should be noted that the general development management objectives applicable to all of Fingal, including the Plan area, are included in the County Development Plan.

1.4 Steps in making the LAP

The preparation of a Local Area Plan can be summarised in two stages as set out below. The LAP will be subject to phasing, monitoring and implementation.

Pre-Draft Stage / Issues Paper

Section 20 of the Planning and Development Act 2000 (as amended) states:

A planning authority shall take whatever steps it considers necessary to consult the Minister and the public before preparing, amending or revoking a local area plan including consultation with local residents, public sector agencies, non governmental agencies, local community groups and commercial and business interests within the area.

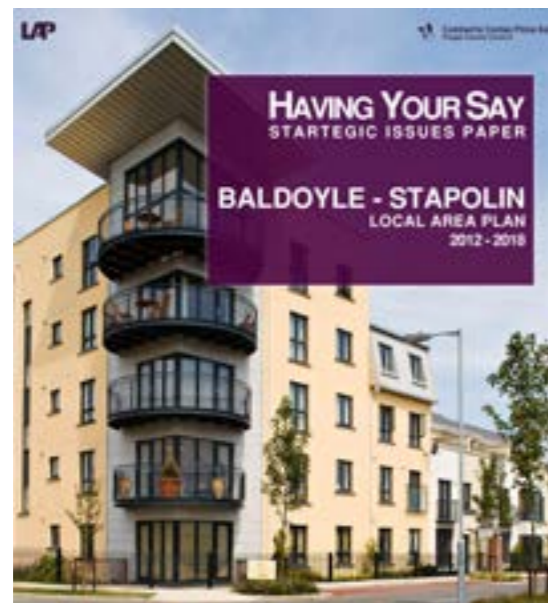
The pre-draft preparation stage included the assembly of a project group, background analysis, site survey work, initial contact with key stakeholders and consultation with the local community. This stage was completed during the preparation of the Draft LAP. Consultations with the community were an important part of the pre draft preparation stage. In particular, the issues that are important for the community living within The Coast development, from their experiences and perspective, were identified through consultation at the outset to inform the preparation of the Draft LAP.

To assist in this consultation process an Issues Paper was published in December 2011 to encourage public observations on issues relevant to the LAP. The observation period was open for 8 weeks between the 7th of December 2011 and 1st of February 2012. This issues paper was available in the Council's offices and libraries as well as various locations in the Baldoyle area. A digital version was also available on www.fingalcoco.ie. In addition, public notices were placed in local newspapers inviting interested parties to make submissions over the consultation period.

A total of 20 submissions were received from residents of The Coast, land owners, state departments, the National Transport Authority and residents from adjoining developments. These submissions highlighted the importance of interaction between the immediate developing area and the communities interacting with it.

The issues raised during that consultation have been carried through into the research and preparation of the Draft LAP. The following theme headings capture the main issues identified:

- Retain the original vision for the Coast as a tightly integrated, modern urban community as provided for in the original Action Area Plan as opposed to a traditional suburban housing estate.
- Ensure that the provision of housing stock, retail and business units are in keeping both visually and in terms of layout with the existing elements of the development as it is constructed.
- Improve direct pedestrian and cycle linkages from neighbouring areas through The Coast.
- Create a high quality family neighbourhood.
- Encourage integrated neighbourhoods between adjoining developing and established communities .
- Create a high quality built environment and high quality public areas.
- Protect and highlight the assets of the natural environment of the local area, local heritage and opportunities for recreation.



Draft LAP Stage

The Draft LAP was on public display between February 6th 2013 and March 21st 2013. It incorporated the research and analysis from the pre-draft preparation stage and the items identified during the Issues Paper consultation. It was also informed by the Strategic Environmental Assessment, Appropriate Assessment and Flood Risk Assessment processes. A total of twenty two no. submissions were received during the public display of the Draft Baldoyle-Stapolin Local Area Plan. Among the issues raised in these submissions were transportation and accessibility, density, the provision of community facilities/services, recreation and open space and phasing

of development. Following receipt of these submissions a Manager’s Report was prepared for the councillors of the local authority summarising the observations received, the issues raised and recommending amendments to the Draft LAP where required. This report was discussed at the Council Meeting on the 13th of May 2013. The members of the local authority, by resolution, decided to make the LAP.

The Adopted LAP - Phasing, Monitoring and Implementation

Just as important as the preparation and adoption of the LAP continual monitoring of progress, towards achieving stated policies and objectives, are an integral element of the LAP process, particularly if an LAP is to be effective and deliver identifiable progress on the ground.

An appropriate phasing strategy that includes targets for completion and differentiates between short term proactive measures, interim proactive proposals and overall longer term goals will be included.

As many policies and objectives require coordination and co-operation between different state agencies and public and private sector stakeholders, the LAP provides an important focal document and tool to deliver necessary physical, social and environmental infrastructure for the local area.

1.5 Planning Context

The Local Area Plan is informed by a hierarchy of European, National, Regional and Local planning policy documents and guidelines. The Plan’s overall aims and objectives, including maximising the efficient use of land, the integration of land use and transportation and the protection of the natural environment, were conceived from consideration of these documents. These documents are outlined in Table 1.1



Table 1.1 Planning Context

Public Consultation	Issues raised by the local community and other stakeholders through the publication of a background Issues Paper, draft public consultation and written submissions.
Legislative Context	Planning and environmental legislation, in particular: the Planning and Development Act 2000 - 2010; the Planning and Development Regulations 2001-2011; and EU Directives, including the Birds Directive (79/409/EEC and 2009/147/EC), Habitats Directive (92/43/EEC), Water Framework Directive (2000/60/EC), Urban Waste Water Directive (91/271/EEC) SEA Directive (2001/42/EC) and Floods Directive (2007/60/EC), together with associated national legislation.
Strategic Planning Context	National and regional policies and guidelines, in particular the: Sustainable Development Strategy for Ireland 1997; National Development Plan 2007-2013; National Spatial Strategy 2002-2020; National Action Plan for Social Inclusion 2007-2016; Our Sustainable Future A Framework for Sustainable Development for Ireland 2012; Regional Planning Guidelines for the Greater Dublin Area 2010-2022, Retail Strategy for the Greater Dublin Area 2008-2016; and a range of guidelines including the SEA Guidelines 2004 & 2011; Sustainable Residential Development in Urban Areas Guidelines 2009; Draft Local Area Plan Guidelines 2012; Planning System and Flood Risk Management Guidelines 2009; Retail Planning Guidelines for Planning Authorities 2012; Retail Design Manual 2012. Other documents include Ireland National Climate Change 2007-2012; Smarter Travel–A Sustainable Transport Future 2009-2020; National Cycle Policy Framework; The National Cycle Manual Guidance Document 2011; Draft Greater Dublin Area Transport Strategy – 2030 Vision; Spatial Planning and National Roads 2012 and all other relevant Ministerial Guidelines and Directives.
Statutory Planning Context	Statutory plans, in particular: the need for compliance and consistency with Fingal Development Plan 2011-2017 and the Regional Planning Guidelines for the Greater Dublin Area 2010-2022.
Local Planning Context	Local plans, strategies and studies, including: the Fingal Biodiversity Action Plan 2010-2015 and the Fingal Heritage Plan 2011-2017.
Environmental Assessment	Assessment of potential environmental impacts of the Local Area Plan, including a Strategic Environmental Assessment, Appropriate Assessment (Habitats Directive Assessment) and Strategic Flood Risk Assessment.

Land Use Baldoyle-Stapolin within the context of the Fingal Development Plan 2011-2017

The Fingal Development Plan 2011-2017 sets out a clear strategic framework for the proper planning and sustainable development of the County over the duration of the Plan, consistent with longer term planning and sustainable development aims, including those set out in the National Spatial Strategy and the Regional Planning Guidelines in force. It has a critical role to play in ensuring that the needs of future population growth is planned for and is underpinned by the principles of sustainable development, climate change adaptation, social inclusion and high quality design.

The Development Plan sets out the policy framework for the future growth and development of Baldoyle with the overarching Development Strategy for the area seeking to:

Improve, strengthen and consolidate the role of the existing centre while promoting the provision of a range of facilities to support the existing and new populations making full use of sustainable transport practices.

Zoning Objectives and Local Objectives for the LAP Lands

Within the Development Plan, the Baldoyle-Stapolin Local Area Plan comprises land with the following zoning objectives:

- c. 41 hectares of land zoned Objective RA – *Provide for new residential communities in accordance with approved local area plans and subject to the provision of the necessary social and physical infrastructure.* This area includes the existing residential communities at The Coast of Myrtle and Red Arches.
- c. 81 hectares of land zoned Objective HA – *Protect and enhance high amenity areas.*

The area zoned for residential development in the Baldoyle-Stapolin LAP lands contains the following Local Objective within its boundaries:

Objective 459 Ensure that the visual impact of any development on the green belt will be minimised by its siting, design and planting.

The area designated as Public Open Space for this residential area lies adjacent and to the north and east of the subject site and is zoned ‘HA’ – *Protect and improve high amenity areas* and is subject to the following local objectives:

- Objective 467** Develop the Racecourse Park.
- Objective 469** Provide for a public park and sensitively designed retirement village subject to screening for assessment under the Habitats Directive.
- Objective 471** Within the 250/270 acres (102/109 hectares) of open space to provide for (a) a millennium park of at least 100 acres (40.74 hectares) with 22 acres (8.96 hectares) of playing pitches, natural areas to ensure conservation, cycle/walkways towards Portmarnock, landscape walkways suitable for wheelchairs with benches called after jumps/fences of the old racecourse and dry land for pitches, the public park to be provided in phase 1 of the development (b) a golf course (c) parkland in tandem with housing development in the area.

There are also a number of specific objectives related to the lands. These can be identified on the Development Plan zoning map, Figure 1.0. The lands also have two mapped Green Infrastructure objectives;

- GIM1** Provide new Active Recreation Hubs in Bremore Regional Park, St. Catherine’s Park (Rush), Lusk, Donabate, Mooretown/Oldtown (Swords), Drinan, Baldoyle Racecourse Park and The Phoenix Park Racecourse.
- GIM8** Provide new Regional Parks at the following locations: Baleally Lane, Mooretown/Oldtown (Swords), Baldoyle, and Dunsink subject to Appropriate Assessment screening.

Finally, the northern half of the residentially zoned (RA) lands and the entire area of the ‘High Amenity’ lands to the east are covered by a ‘Sensitive Landscape’ Designation.

Fingal Development Plan - Core Strategy

Section 1.5 of the Fingal Development Plan 2011-2017 sets out the Core Strategy for Fingal. The purpose of this Core Strategy, as required under Section 7 of the Planning and Development (Amendment) Act 2010, is to articulate a medium to longer term evidence and quantitatively based strategy for the spatial development of Fingal. The core strategy must demonstrate consistency with national and regional development objectives outlined in the National Spatial Strategy and the Regional Planning Guidelines for the Greater Dublin Area.

The Core Strategy within the Fingal Development Plan identifies the quantum, location and phasing of development for the plan period that is consistent with the regionally defined population targets and settlement hierarchy. It reflects the availability of existing services, planned investment, sequential development and environmental requirements (i.e. an evidence based approach in determining the suitability of lands for zoning purposes) and therefore also provides the policy framework for all Local Area Plans.

In line with the RPG’s Baldoyle is identified as a consolidation area within the Gateway in the Fingal Development Plan settlement strategy. Baldoyle is identified as an area within the Metropolitan Area requiring consolidation which has a well-established identity and community. It has a range of urban services such as schools, retail, 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 has designations 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. By consolidating development, it is envisaged that the area will develop in a self-sufficient manner, reducing commuting levels and ensuring sustainable levels of population and economic growth, while providing a full range of local services adequate to meet local needs at district level and for surrounding rural areas.

Implementing the Settlement Strategy of the Fingal Development Plan

The Regional Planning Guidelines 2010-2022 prescribe housing unit allocations for Fingal for the period 2002-2016. The Development Plan has taken the housing targets, accounted for housing completions achieved within part of that timeframe

and targeted approximately 29,930 units for the period 2011-2017 to meet population requirements. The RPG’s require that each local authority makes adequate provision for housing supply so that it is in a good position for economic recovery in the medium to long term.

Aligned to this residential growth, the settlement strategy of the Development Plan advocates consolidation of the existing built footprint of the County and to maximise the potential of locations well serviced by public transport and social infrastructure. The LAP area is one such area with substantial development capacity and potential to deliver residential and recreation needs of the County. The LAP location is included in the wider Baldoyle/Sutton area in the Core Strategy, Table CS08, for the Fingal Development Plan 2011-2017 which outlines this settlement strategy.

The Baldoyle/Sutton area was identified as having a capacity to deliver 2,223 units of the overall county target in the period 2011-2017. Of these units it is envisaged that the LAP lands have the capacity to deliver between 800 and 1,100 new units during the lifetime of the LAP, in addition to the 838 already completed or under construction. This is slightly less than was provided for at the time of making the Development Plan, when the figures were based on the old Action Area Plan. Account has been taken in the LAP that current market conditions do not favour apartment type development. However, the LAP sets out a preferred density which encourages increased densities in key areas and in the later phases of development, allowing population growth to take place in the longer term.

This future yield may change as the LAP is implemented taking into consideration specific residential designs that allow for a quality mix of typology, net residential density achieved and the provision of infrastructure to service future residential developments, in particular important road and public transport infrastructure to facilitate the completion of the LAP area. The full completion of the area may be longer term beyond the current LAP timeframe owing to the property market and funding ability for significant infrastructure. It is evident however from the Development Plan settlement strategy that the LAP area is of strategic importance in accommodating the housing growth and needs for the growing population of the County and Greater Dublin Region in the medium and longer term. This LAP is an opportunity to cater for planned growth in a sustainable manner in accordance with the strands of the Core Strategy of the Fingal Development Plan.

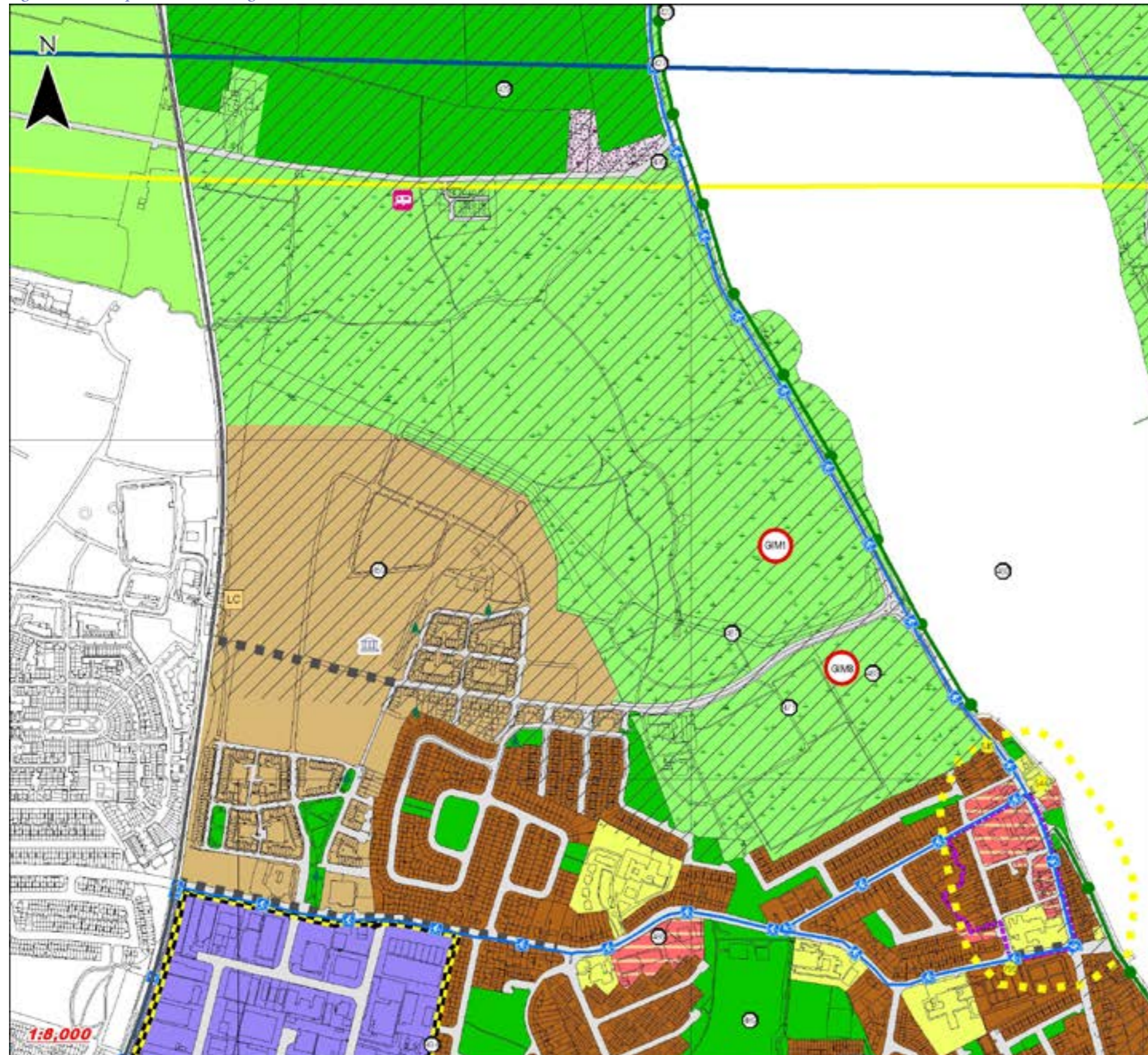
This LAP is fully consistent with the Core Strategy of the Development Plan.

1.6 Strategic Environmental Assessment (SEA)

The purpose of SEA is to formally and systematically evaluate the likely significant environmental effects of implementing a plan or programme, before a decision is made to adopt the plan or programme, in this instance the LAP for Baldoyle-Stapolin. SEA is an iterative process and has informed and guided the preparation of the objectives and policies for the Baldoyle-Stapolin Local Area Plan with the aim of achieving sustainable development in the area. The result is a Baldoyle – Stapolin Local Area Plan which has had due regard to the environmental issues pertaining within the area.

The Environmental Report, accompanying this LAP, documents the SEA process and is a key accompanying document facilitating an understanding of the environmental issues associated with the LAP. The purpose of the Environmental Report is to identify:

Figure 1.0 Development Plan Zoning Extract



Development Plan Extract

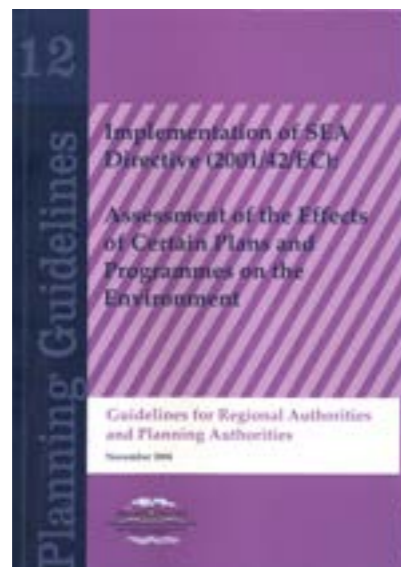
- Objective CI Provide for and protect civic, religious, community, education, health care and social infrastructure
- Objective GB Protect and provide for a Greenbelt
- Objective GE Provide opportunities for general enterprise and employment
- Objective HA Protect and enhance high amenity areas
- Objective OS Preserve and provide for open space and recreational amenities
- Objective RA Provide for new residential communities in accordance with approved local area plans and subject to the provision of the necessary social and physical infrastructure
- Objective RC Provide for small scale infill development serving local needs while maintaining the rural nature of the cluster
- Objective RS Provide for residential development and protect and improve residential amenity
- Objective TC Protect and enhance the special physical and social character of town and district centres and provide and/or improve urban facilities

- Local Objectives
- Recorded Monument
- Provide for a Local Centre
- Proposed School
- Provide for Traveller Accommodation
- Protect & preserve trees, woodlands and hedgerows
- Protected Structure
- Green Infrastructure Objectives
- Indicative Cycle/ Pedestrian Route
- Road Proposal
- Preserve Views
- Architectural Conservation Area
- Masterplan Area
- Outer Airport Noise Zone
- Outer Public Safety Zone
- Urban Centre Strategy
- High Sensitive Landscape

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- The existing environmental issues in the Baldoyle-Stapolin LAP area;
- The likely significant effects on the environment the Plan is implemented;
- How the impact on the environment can be reduced or prevented;
- How the plan has incorporated mitigation measures and
- How to monitor environmental impacts over the lifetime of the Plan.

The SEA has been carried out in order to comply with the provisions of the European SEA Directive (2001/42/EC) and national SEA Regulations, European Communities (Environmental Assessment of certain Plans and Programmes) Regulations 2004 (SI No 435 of 2004) as amended by the European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011 (S.I No. 200 of 2011) and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI No 436 of 2004) amended by the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011 (S.I. No. 201 of 2011).



1.7 Appropriate Assessment (AA)

The EU Habitats Directive, 92/43/EEC, provides the legislative framework for the protection of habitats and species throughout Europe through the establishment of a network of designated conservation areas known as the Natura 2000 network. The Natura 2000 network includes sites designated as Special Areas of Conservation (SACs), under the EU Habitats Directive and Special Protection Areas (SPAs) designated under the EU Birds Directive. In general terms, these sites are considered to be of exceptional importance in terms of rare, endangered or vulnerable habitats and species within the European Community. Together SPAs and SACs form “Natura 2000”, a network of protected areas throughout the European Community.

Figure 1.1 Context of LAP Lands



Baldoyle Bay, which adjoins and forms part of the Plan lands, is designated as a Special Protection Area (SPA) for birds under the EU Birds Directive and is internationally important for Light-bellied Brent Geese and nationally important for a further 5 species. It is also listed as a Ramsar Site and a Special Area of Conservation (SAC) for its habitats under the EU Habitats Directive. These areas also form part of the Natura 2000 network.

There are 24 Articles contained within the Habitats Directive. Article 6(3) and 6(4) determines the link between land use and conservation. Article 6 of the Habitats Directive requires competent authorities to carry out an 'Appropriate Assessment' (Habitats Directive Assessment) of plans and projects that, either individually or in combination with other plans and projects, are likely to have a significant effect on European designated sites (Natura 2000 sites). This is to ensure that the favourable conservation status of the Natura 2000 network, both within and outside the Plan area, is maintained.

The Competent Authority (Fingal County Council in this instance) cannot adopt a plan unless it determines that the provisions of the plan are not likely to have a significant effect on any Natura 2000 site. It is a requirement of the Habitats Directive that mitigation measures or measures proposed to avoid impacts on Natura 2000 sites be incorporated into the policy or detail of the Baldoyle-Stapolin Local Area Plan 2013-2019 before finalisation.

A Natura Impact Report has been produced as a separate document as part of the LAP process. The Appropriate Assessment informs the objectives and policy of the LAP. The drafting of the LAP was an iterative process between the Appropriate Assessment, the SEA and the Plan itself.

1.8 Strategic Flood Risk Assessment (SFRA)

Under Section 28 of the Planning and Development Act 2000, as amended, statutory guidelines entitled *The Planning System and Flood Risk Management Guidelines for Planning Authorities* were published by the DoEHLG (November 2009). These guidelines require planning authorities to introduce flood risk assessment as an integral and leading element of the plan making process. Baldoyle-Stapolin LAP lands were assessed for risk of flooding in line with the standards and recommendations of the flood risk guidelines. The Flood Risk Assessment, carried out by consultants on behalf of Fingal, is contained in Appendix 2 of the LAP. This LAP also sets out general policy requirements contained in the Guidelines to inform strategic land-use decisions with the purpose of ensuring that flood risk management is fully integrated into the plan.

Context

2.1 Strategic Location of the LAP Lands

The Baldoyle-Stapolin plan lands are located on the southern boundary of Fingal where they meet the administrative area of Dublin City along the Dublin – Belfast railway. To the west of the railway lies the developing mixed use area of Clongriffin within Dublin City Council’s wider North Fringe Area encompassing Northern Cross/Clare Hall/Belmayne to Clongriffin. This, along with Baldoyle-Stapolin, is one of Dublin’s larger new development areas and, when completed, is envisaged to have approximately 10,000 new homes as well as new retail and commercial areas. In terms of wider context the Baldoyle-Stapolin lands are located in the southeastern corner of Fingal approximately 8km northeast of the city centre, on the edge of Baldoyle Village and within 10km of Swords.

The lands are also strategically located in terms of transportation linkages being approximately 9km southeast of Dublin Airport and adjacent to the main Dublin-Belfast railway line. The rail line provides DART and suburban rail services to Malahide (and beyond) to the north and to the City Centre to the south from the newly constructed Clongriffin Station that is located centrally along the western boundary of the RA (residentially) zoned LAP lands. In terms of road connections Baldoyle-Stapolin is well situated in close proximity to the strategic national road network. The main road network in the immediate vicinity of the LAP lands includes Grange Road which runs to the south of the Plan lands. Grange Road provides the strategic link to the N32 Malahide Road, the M50/M1 to the west and to the R106 Stand Road/Coast Road to the east. The Coast Road/Strand Road runs along the eastern perimeter of the plan lands and links the northern villages of Portmarnock and Malahide, via Baldoyle, with Sutton Cross and the Dublin Road (Howth – Clontarf) and onwards to the city centre. The Mayne Road, which runs to the north of the site, also provides an access westwards towards the Malahide Road R107 and the M50/M1 Motorways.

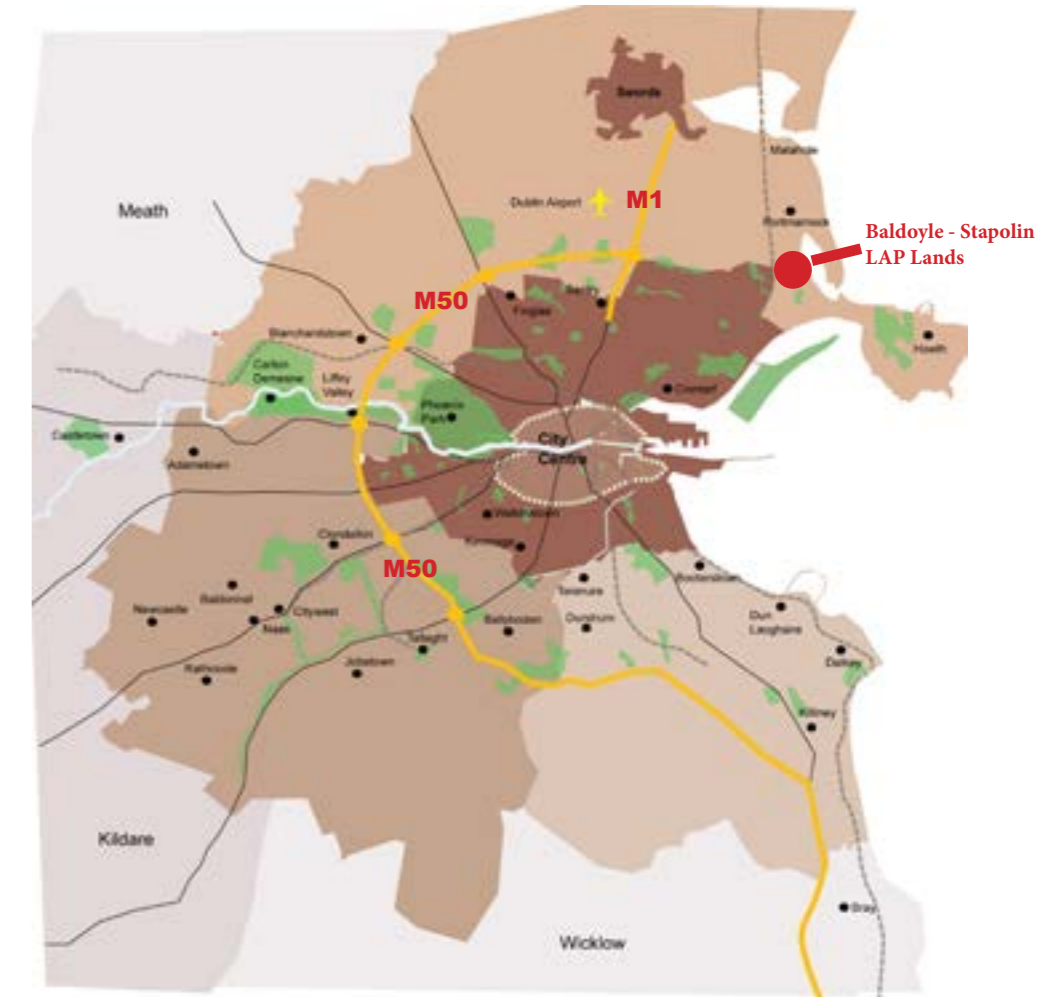
The Plan lands comprise the site of the former Baldoyle Racecourse and Stapolin House. Little is left of either of these historical land uses. The area today is characterised by the recent residential developments of Myrtle and Red Arches which form two phases of the overall six phases of development envisaged within the plan lands under the original Baldoyle Action Area Plan (2001). Myrtle is located on the southern portion of the site and is currently separated from Grange Road by an undeveloped rectangular strip of land, the majority of which sits below the level of the Grange Road as the road rises up to cross the railway line. This is an important strip of land as the easternmost portion will play a key role in defining the gateway to the overall development. The southeastern corner of the site is currently occupied by a car sales outlet which has been extensively redeveloped in recent years.

A portion of the public open space to serve the overall development has been provided at Racecourse Park to the east and north of the existing residential development on the lands. The new train station at Clongriffin and adjacent town centre plaza, within the administrative area of Dublin City Council, is another landmark in the area which provides an important new public transport facility.

In the wider context, the lands are located adjacent to a number of established residential developments within Baldoyle such as Stapolin Lawns and Castlerosse to the southeast and established community and retail facilities with opportunities for connections and synergies which has been explored under the LAP. To the south of the land is the employment area of Baldoyle Industrial Estate which has the potential

to provide employment opportunities for the residents of the developing area of Baldoyle-Stapolin.

Figure 2.0 Baldoyle - Stapolin in context of Greater Dublin Area



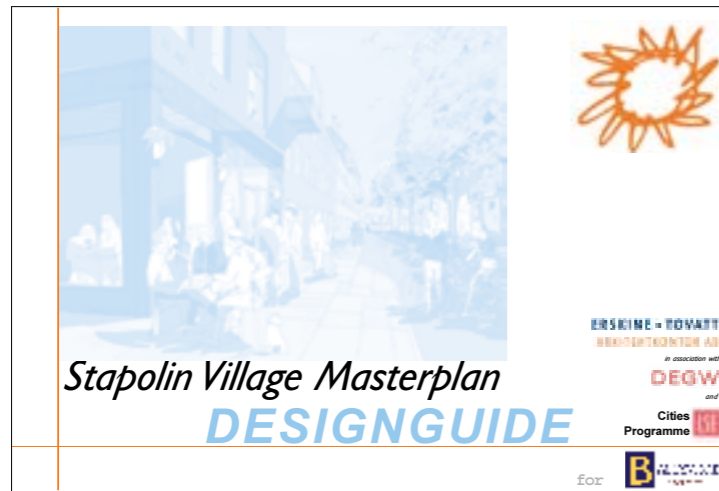
2.2 Baldoyle-Portmarnock Action Area Plan 2001 Masterplan

The Baldoyle-Portmarnock Action Area Plan (2001) sought to create a sustainable new high quality mixed type housing development with associated parkland to the north and east. The residential aspect of the development was to be organised around a new mixed use node at the proposed train station and a hierarchy of streets and boulevards. The railway station, now constructed, and a newly designed bridge over the rail line would provide a pedestrian and public transport link with the adjoining development of Clongriffin located to the west.

It was considered essential that the new development be integrated with existing residential areas to avoid creating exclusive communities and also allowing existing residents of Baldoyle access to new facilities.

An opportunity was presented to develop a modern sustainable urban form of development that would be well connected to the city centre through public transport links and uniquely located close to the amenities of the coast. Strong emphasis was placed on the desire to see residential development occur in tandem with the provision of the necessary community and physical infrastructure.

The original Masterplan for the Plan lands set out a clear conceptual framework for the development of the residentially zoned lands. It was envisaged that a new neighbourhood centre, located adjacent to the train station and based around a large public square, would provide the main central heart of the area in terms of function and space, incorporating schools, community and leisure facilities. It also set out a strong layout for residential areas primarily based on a block design with each block being developed around private courtyard areas. Higher density development around ‘Stapolin Square’ and around the parkland edge to the east was envisaged with the density falling away as one approached the existing residential areas at Stapolin Lawns and Castlerosse View.



2.3 Built Environment – Progress on Development to date

2.3.1 The Residential Area

The 2001 Baldoyle Action Area Plan provided for approximately 2,600 homes on the Plan lands which it was envisaged would equate to a population of 7,600. As of June 2012 c. 584 units were completed and occupied with 49 units completed and vacant and a further 205 units are partially constructed. Planning permission exists for 1,660 residential units which have not yet started. The majority of the permissions which have not started are large scale apartment developments. In the absence of extensions of durations to permissions all permissions will gradually expire between April 2013 and April 2014 with the exception of one to the north of the lands which was only granted permission by An Bord Pleanála on the 11th of April 2013.

At the beginning of 2013 development on the site was almost at a standstill. While the new railway station planned to serve the development is constructed and operational, the delivery of many of the original key design elements such as the commercial area adjacent to the railway station, the civic area, the main boulevards and residential lands have not been delivered due to the prevailing economic climate and financial limitations on both the public and private sectors. Vacant sites bounded by hoarding separate the constructed areas of the development from the larger, as of yet, undeveloped site. It is therefore considered appropriate that the LAP contains a strategy developed in consultation with the stakeholders concerned, for appropriate interim treatments of sites should their overall development not be likely in the medium to longer term horizon.

Figure 2.1 Developed Area within the LAP Lands



2.3.1.1 Form and Character of Residential Development

The residential areas that have been constructed within the LAP lands comprise, for the most part, of perimeter blocks of residential units based around central shared open space courtyards as envisaged in the original Masterplan. These blocks contain a mix of unit types ranging from one bedroom apartments to four bedroom houses. In addition there are a number of traditional style residential units adjoining the existing developments at Stapolin Lawns and also adjoining the railway line. The development that has taken place to date is innovative in nature in terms of its layout and architectural language relative to existing developments within Baldoyle. The design and style of architecture differs between Red Arches and Myrtle thereby giving each a distinctive character yet, together, these two areas read as a single development with a uniquely urban and contemporary feel.

2.3.1.2 Key Transportation Infrastructure

In terms of movement and accessibility within the LAP lands, the originally planned layout of the development was based around a hierarchy of roads each with a different role in terms of urban structure and accessibility. As part of existing planning permissions on the site, some of these roads and streets have been developed. Specifically, sections of the main access roads within the development are now in place, those being the main roads which connect the site in an east-west direction

from the Coast Road and the main access from Grange Road which connect the site in a north-south direction. In addition to these two main roads there is a network of lanes and mews in place which provide access to the blocks and individual houses within the two existing residential areas on site.

2.3.1.3 Racecourse Park and Public Open Space

There are a number of small spaces developed within the residential area, specifically there are two small green areas within Myrtle, both of which add relief to the area and have an important community function and there is also small hard landscaped squares. The development at Red Arches is somewhat harder and incorporates two small hard landscaped local squares reflecting its close proximity to Racecourse Park and the planned area of Class 2 Open Space within the development at Stapolin Haggard.

Under the Action Area Plan for Baldoyle-Portmarnock it was envisaged that a large area of open space to the north and east of the residentially zoned area (as far north as the boundaries of the Mayne Road with a strip to the east of Station Road) would be developed as a Regional Park to serve the new residents of Stapolin, Portmarnock and the existing residents of Baldoyle and beyond. This area, Racecourse Park, which is zoned ‘HA’ - High Amenity, was to be managed in part as a natural landscape, enhanced as appropriate to create a varied open parkland, and offering varying degrees of public access.

Although development has stalled on the residentially zoned lands at Stapolin the Council has secured a significant portion of the open space lands (c.40 ha). As part of this, playing fields, changing facilities and a playground have been provided to the southeast of the plan lands just to the north of Admiral Park. Over time, the remainder of the parkland will come into Council ownership.

2.3.2 Tom Walsh Motor Site

The Tom Walsh motor site is located in the southeastern corner of the plan lands and is occupied by a large car dealership, housed within a large contemporary glass showroom, which provides an attractive frontage to Grange Road at this location. The development, which was constructed in c. 2005, is essentially divided into two wings; the eastern wing comprises a two-storey car showroom to the front and a ground floor workshop with overhead car store at the rear while the western wing comprises showrooms at ground floor level with offices at first floor level. The two wings of the building are linked via a single storey element. Given the residential zoning on the site this is essentially a non-conforming use.

2.3.3 Traveller Accommodation Site

Traveller Accommodation, in the form of a 10 bay site, is located to the north of the subject site within Racecourse Park, with access from Moyne Road. Each bay can accommodate two caravans. There was an objective in the 2001 Action Area Plan to extend the existing site to accommodate an additional 10 group houses however this development has not taken place to date. This remains an objective in the 2009-2013 Traveller Accommodation Programme.

2.3.4 Retirement Village Site

Local Objective 469 of the Fingal Development Plan 2011-2017 provides for the development of a public park and sensitively designed retirement village, subject to screening for assessment under the Habitats Directive, on a c. 5ha site at the

southeastern corner of the plan lands adjoining the Coast Road and the established built up area of Baldoyle Village. This was the location of the stands, stables and parade ring of the former Baldoyle Racecourse and the eastern boundary of the site is marked by a stone, concrete and brick wall that contains the original brick 'red arch'. There is an extant outline planning permission on these lands for the construction of a retirement home, a hotel and associated car parking which is due to expire in 2016.

2.4 Natural Heritage & Biodiversity

Natural heritage in Baldoyle includes a wide range of natural features that make an essential contribution to the environmental quality, ecological biodiversity, landscape character, visual amenity, recreational activities, public health and investment potential of the area. In terms of biodiversity there are a variety of valuable habitats and species distributed throughout and adjoining the Plan area which support a wide range of rare or threatened flora and fauna species. Some of these habitats and species are of international or national importance and others are locally important.

An established legal basis exists to protect, conserve and enhance biodiversity. Areas of International importance for habitats and species are mainly protected as Special Areas of Conservation (SACs) while Special Protection Areas (SPAs) are internationally important for the species and populations of birds they support. These are collectively known as Natura 2000 sites. Areas of National importance are designated as Natural Heritage Areas (NHAs) or proposed Natural Heritage Areas (pNHAs).



Baldoye Bay is of both national and international importance. It is a Natura 2000 site and is designated as a Special Protection Area and a Candidate Special Area of Conservation under the Birds and Habitats Directives respectively. It is also a Ramsar site recognised as being a wetland of international importance. Nationally it is a proposed Natural Heritage Area. It is also a statutory Nature Reserve.

In formulating policies and objectives for the new Plan, the Council must comply with the EU Habitats and Birds Directives and national environmental legislation. In

this regard a Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) have been carried out in tandem with the preparation of the LAP for Baldoyle-Stapolin. The Environmental Report and Natura Impact Report arising from these processes accompany this document and set out more detailed information in relation to the natural heritage and biodiversity in and around the LAP lands.

The Fingal Development Plan also identifies Racecourse Park as an Ecological Buffer Zone. The purpose of buffer zones is to protect the ecological integrity of nationally and internationally designated sites by ensuring that suitable habitat for key species such as birds is maintained by providing for compatible land-uses around the designated sites. It is envisaged that a balance can be struck which will allow for Racecourse Park to provide for recreational uses as well as playing an important role in providing flood protection and protecting biodiversity in this environmentally sensitive area.

2.5 Population/Demographics

The Baldoyle-Stapolin LAP lands fall within the Baldoyle Electoral Division which includes all lands within an area along the rail line from Howth Junction to Sutton Station, north to Mayne road and follows the Mayne River to the Belfast rail line. From 1996-2006 there was a steady decrease in population in this ED. This was most likely because the area is largely settled with older households, borne out by the fact that the proportion of the population aged between 55 and 64 in the area tripled in the past 20 years. However data from the 2011 Census shows an increase in population of 928 persons (15.6%). A significant portion of this increase is attributable to the recent residential development on the Baldoyle-Stapolin LAP lands.

Table 1: Population Change 1991-2011

Baldoyle ED	1991	1996	2002	2006	2011
Population	6272	6,731	6,374	5,942	6,870
% Change	-1%	7%	- 5%	-7%	15.6%

Source: CSO

In terms of household size, the average occupancy rate i.e. persons per household or pph, in the Dublin Region has been decreasing and this trend is set to continue, Table 2 indicates this decrease.

Table 2: Average Occupancy Rates (persons per household)

Area	Actual			Estimated/Projected		
	2002	2006	2011	2010	2016	2022
Dublin City	2.74	2.50	2.43	2.39	2.26	2.02
DLR	2.99	2.77	2.67	2.61	2.42	2.17
Fingal	3.23	2.95	2.92	2.81	2.58	2.32
South Dublin	3.25	3.03	2.93	2.83	2.65	2.38
Dublin Region	2.96	2.82	2.65	2.58		

Source: 2002, 2006, 2011 Census (actual) & RPGs 2010-2022 (estimated/projected)

The decrease is influenced by a number of factors including the general increase in divorce/separation, people living longer, availability until recently of credit for first time buyers and the growing trend among young adults to live alone and have children at a later age. The family life cycle has an impact on household size in certain locations at certain times, for instance, many of the more mature areas e.g. Malahide West, Portmarnock North have more 'empty nests' as the younger family members leave to set up their own homes. In other areas e.g. Lusk, there are a higher number of younger families with a corresponding increase in the persons per household. Culture can also play a role in family size and therefore, household size. The overall implication of decreasing household size is that more houses will be needed for the same number of people. It is important that residential developments cater for the different demographics through mixed tenure and mixed house type.

2.6 Social and Cultural Wellbeing

Baldoyle has a wide variety of established community facilities including the Baldoyle Community Hall, located on Strand Road, which is utilised for a range of activities i.e. boxing, drama, ballet. Baldoyle Library is also an important community resource. In terms of sports and recreation Baldoyle is home to the International Badminton Centre, Arabian Knights Gymnastic Club and Baldoyle United Association Football Club and there are a number of playing pitches in Seagrang and Racecourse Parks.

Providing social infrastructure, there are a number of crèches, Montessori schools and medical practices at key locations throughout the area. The area is also currently well served by schools, both primary and post-primary in the form of:

- St. Mary's Secondary School for girls, Main Street, Baldoyle
- St. Peters and Pauls Boys National School, Brookstone Road.
- St. Mary's Girls National School, Grange Road.
- Pobalscoil Nessian Community School, Warrenhouse Road.

There are additional educational facilities located within the wider area including Clongriffin-Belmayne, Portmarnock and Sutton and while many of these schools would be beyond the desired 10 minute walking distance (approximately 800m) they can be accessed by a short car or bicycle journey if so required.

Also located within a 1km radius of the plan area are parks/playgrounds/sporting facilities including Racecourse Park, Seagrang Park and Father Collins Park.

2.7 Transportation and Movement

2.7.1 Roads

Baldoyle-Stapolin is well situated in close proximity to the strategic national road network. The main road network in the immediate vicinity of the LAP lands includes Grange Road which runs to the south of the plan lands. Grange Road provides the strategic link to the N32, Malahide Road, and M50/M1 to the west and to the R106 Stand Road/Coast Road to the east. The Coast Road/Strand Road runs along the eastern perimeter of the plan lands and links the northern villages of Portmarnock and Malahide, via Baldoyle, with Sutton Cross and the Dublin Road (Howth – Clontarf) and onwards to the city centre. The Moyne Road, which runs to the north of the site, also provides an access westwards towards the Malahide Road and the M1/M50 Motorways.

Within the site a number of internal roads have been constructed to serve the existing residential units. These include an access off the Coast/Strand Road and the Grange Road respectively.

2.7.2 Public Transport

The main Dublin-Belfast railway line lies immediately to the west of the site and provides DART and suburban rail services to Malahide (and further north) and the City Centre from the newly constructed Clongriffin Station which is located centrally along the western boundary of the RA (residentially) zoned land.

The total journey time from Clongriffin to Connolly Station in Dublin City Centre is estimated at 17 minutes on the DART and c. 12 minutes on the suburban commuter train. Currently, this station is served by a maximum of 5 no. trains in the am peak hour (8.00am – 9am) with a maximum total of 8 no. trains serving the station between 5pm and 7pm. Outside of these hours the station is served by trains going in either direction on average every half an hour.

Among the bus routes serving the Plan lands are the 29A which stops on the Grange Road and the number 15 which currently terminates at Clongriffin Square to the west of the railway line, within the Dublin City Council area. The following provides a list of all services operating within proximity of the LAP lands at the time of preparation of the Plan:

- 29A - Grange Road – Abbey Street
- 32 Malahide - Baldoyle - City Centre
- 32X Estuary Road - Baldoyle - City Centre - UCD
- 102 - Sutton Dart Station via Baldoyle to Dublin Airport
- 15 - Clongriffin Square also via Eden Quay to Rathfarnham

Bus Services operating on the Malahide QBC, which is within 2km of the plan lands, currently include the following:

- 27 – Clare Hall via Eden Quay to Tallaght
- 27X – Clare Hall via Connolly to UCD
- 42 – Malahide to Eden Quay
- 43 – Swords to Eden Quay

Route 17A operates from Howth Junction to Blanchardstown Shopping Centre via Beaumont Hospital and Ballymun.

Based on the above it can be concluded that the LAP lands are highly accessible in terms of public transport given their proximity to the newly constructed Clongriffin Train Station and the level of bus services that can potentially be accessed from the site.

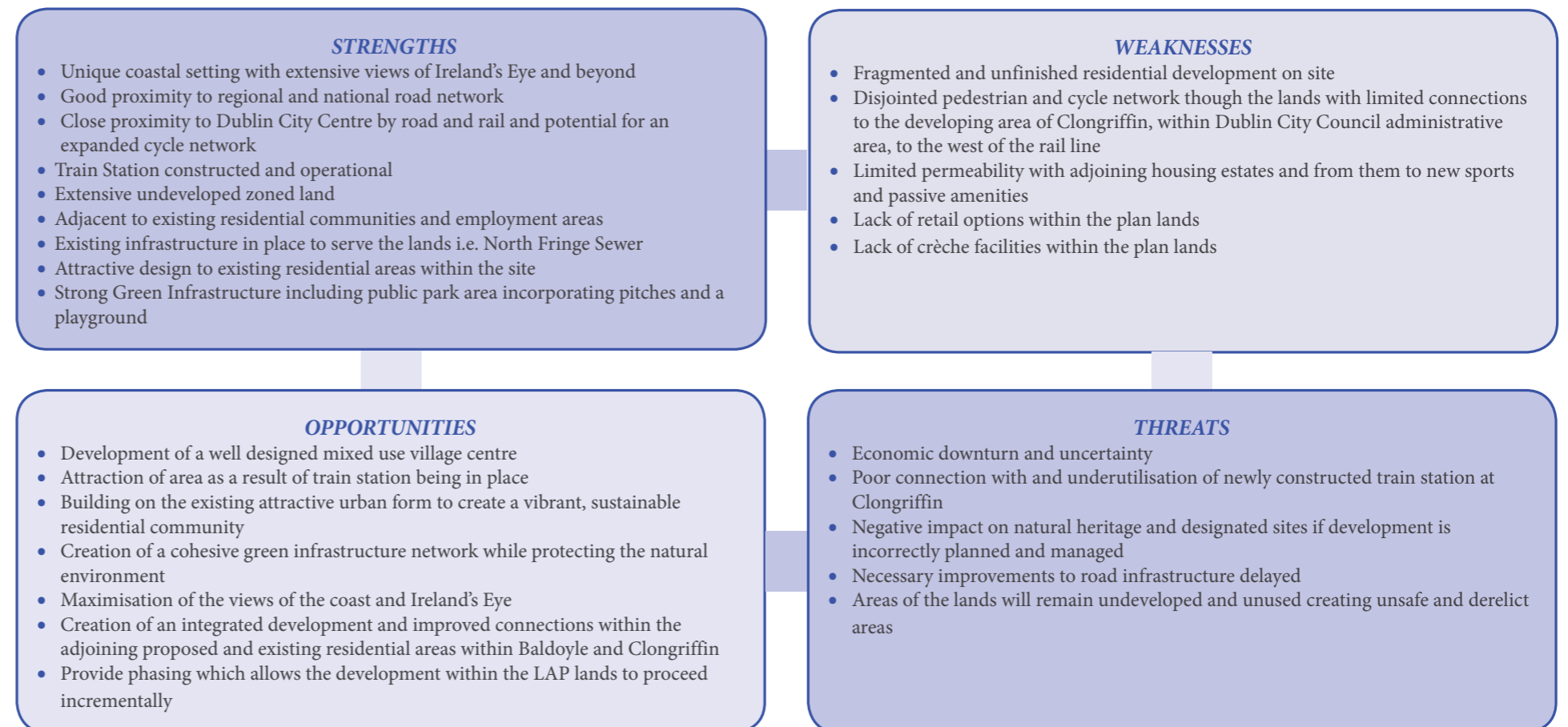
2.7.3 Pedestrian and Cycle Route Network

Within the LAP lands, although the development is only partially complete, there is a network of pedestrian and cycle routes throughout the site providing access from the Coast Road to the Grange Road entrance and there is also a temporary road in place which provides access for both pedestrians and cyclists to the train station. While permeability through the site for pedestrians and cyclists is relatively good given the unfinished nature of the overall development, there is an identified lack of

cycle ways and connecting footpaths serving some of the existing estates adjoining the LAP lands. Despite the presence of a temporary stair and lift access to the train station, the LAP lands suffer from high levels of severance from the developing residential and commercial area of Clongriffin to the west due to the presence of the rail line. In addition there are no linkages at present to the adjoining developments of Castlerosse and Stapolin Lawns which makes access to the train station from these areas somewhat circuitous.

Outside the Plan lands, while there is a dedicated pedestrian and cycle track along Baldoyle Road from the Dublin Road in Sutton to Baldoyle Village, the Coast Road is not an attractive environment for cyclists and pedestrians due to its narrowness coupled with the speed and volume of the traffic. There is an objective for a dedicated cycle/pedestrian route along the Coast Road linking through the Main Street of Portmarnock town centre to the north and to the Dublin Road, Sutton to the south. This will form part of the proposed Fingal Coastal Way which, when fully operational, will link Balbriggan with Howth and at Sutton will connect in with the proposed Sutton to Sandycove route (S2S route).

Figure 2.2 SWOT ANALYSIS



Vision, Themes and Objectives

Planning for a Sustainable New Community within the Baldoyle – Stapolin LAP lands

3.1 A Vision for Baldoyle-Stapolin

The Vision for Baldoyle-Stapolin is to create a place to live that is appealing, distinctive and sustainable, with minimal impact on the surrounding environment and the coast. It is envisaged that Baldoyle-Stapolin will develop as a sustainable community comprised of new homes, community, leisure and educational facilities based around an identifiable and accessible new village centre which will form the heart of the area. With a range of different sizes and types of homes, as well as integrated amenities and excellent public transport, this will be a fledgling neighbourhood with a varied social mix and will embody the principles of sustainability, sustainable communities and inclusiveness.

At the heart of the vision is a commitment to high quality design that can create a real sense of place and harness the unique qualities of the area to create a compact, cohesive neighbourhood with a strong identity and distinctive character. High-quality and inclusive design will also ensure that the development is attractive, usable, durable and adaptable. It will have its own identity, with a neighbourhood core and open spaces that link the site together, drawing on the unique coastal setting. The development will be a new piece of Baldoyle, distinct from, but wholly integrated into the fabric of the surrounding area through the use of strong connections between the new neighbourhood and established areas.

3.2 Development Themes

This Local Area Plan and overall Vision for Baldoyle is underpinned by four inter-linked thematic objectives. They form the basis for the policies and objectives in this document, and they should guide any accompanying detailed design plans and the preparation and determination of planning applications.

1. **Sustainable Development** - the creation of an urban area with buildings and surrounding areas constructed to high standards of sustainable design, accessible good quality public transport, green spaces and corridors and strong inclusive communities.
2. **High Quality Places for All** - the development of interesting, exciting and stimulating buildings and public spaces, which make the most of natural features and are well connected to surrounding areas.
3. **A New Heart for Baldoyle-Stapolin**- the development of a new mixed use local centre and public realm in which people want to live, work and invest.
4. **Homes for the Future** – the creation of well designed sustainable adaptable homes and neighbourhoods, which cater for a wide range of households.

Theme 1: Sustainable Development

Objective 1 Establish sustainable communities, which embody the principles of sustainable development and meet current and future social, economic and environmental needs in a balanced and integrated way.

The creation of sustainable communities is at the heart of national, regional and local policy. Sustainable development is about ensuring that communities support and develop certain positive sustainability values and priorities, which people perpetuate

for the benefit of future generations. This is about social, economic and physical sustainability and the creation of places where people want to live with the right balance and mix of uses, an attractive package of amenities and services, networks of attractive green spaces and good quality public transport that help to contribute to healthy living and well-being. It is also about ensuring the development of places that are well designed, safe and secure, with tolerance, respect and a sense of community identity and belonging. Finally, it is about producing a built environment that is as relevant into the future as it is when it is first built. As such the plan endeavours to allow flexibility and adaptability to respond to current and future social, economic or demographic changes but within a coherent planned and lasting context. This objective is at the heart of all the LAP proposals.

Objective 2 Be at the forefront of sustainable development with commercial buildings, community facilities, housing and infrastructure which employ best practice in all aspects of environmental sustainability.

This objective addresses key requirements of the Fingal Development Plan and seeks to ensure that development meets the best achievable standards and in particular that:

- Development mitigates and adapts to climate change by ensuring buildings use less energy and release less carbon.
- Opportunities for the use of energy efficient and renewable energy sources/technologies are maximised in order to enable the greening of Baldoyle-Stapolin.
- Buildings and their surrounds are adaptable to changing environmental conditions.
- Buildings are flexibly designed and adaptable to a variety of uses.
- Waste is minimised, with provision of integrated waste management and recycling facilities.
- Sustainable materials and construction techniques are used.

Objective 3 Establish a rich tapestry of quality connected open spaces and river corridors across the LAP Lands, which provide for visual amenity and recreational use while addressing the need for nature conservation and flood risk mitigation.

This objective stems from the strong emphasis on the provision of Green Infrastructure in the Fingal Development Plan. Development will secure landscape, biodiversity and appropriately managed public access enhancements in the surrounding area, which will complement the existing landscape character and protect and enhance the unique setting of the LAP lands. The area's existing biodiversity assets, including the coast, the Mayne River and Baldoyle Bay will be protected, enhanced and enjoyed, and new biodiversity assets will be created within the residential land and within Racecourse Park.

A green infrastructure network of safe usable, hard and soft landscaped, green spaces that permeates through the Plan Lands in a manner that links adjoining lands, provides meaningful recreational facilities, incorporates environmental resources including existing elements of significant heritage and wildlife value, and provides for sustainable water management, will contribute towards enhancing the natural and built environment and overall attractiveness of the area. This objective recognises the opportunity to develop Racecourse Park and to address flooding issues and water

quality by making drainage water features an integral part of the design of the LAP and its open spaces, so they also provide for amenity, landscape, biodiversity and recreation while helping to protect the integrity of Baldoyle Bay SPA and SAC.

The objective also recognises the need to enhance existing open spaces and provide new spaces, which make the most of natural features, contain a high degree of nature conservation value and are well connected to surrounding areas. Green routes (i.e. footpaths and cycleways) will connect the residential areas to Racecourse Park, the coast and the neighbouring developments at Portmarnock South and Clongriffin-Belmayne. There will be improved routes along the coast and along Mayne River

Objective 4 Implement an integrated and sustainable transport infrastructure strategy for Baldoyle-Stapolin which supports the effective management of sustainable travel patterns across the site.

This objective recognises the need for the LAP to address both the key strategic proposals set out in the *Greater Dublin Area: Draft Transport Strategy 2011-2030*, which has been prepared by the National Transport Authority, and to improve connectivity of the lands with surrounding areas within Fingal and Dublin City. Baldoyle-Stapolin presents an opportunity to develop a modern sustainable urban form of development that will be well connected to the city centre through public transport links and uniquely located close to the amenities of the coast. It is also an exciting opportunity to create a community which champions healthy living and promotes mitigation to climate change by discouraging unnecessary car use and providing good quality alternatives. The LAP seeks to achieve a significant

proportion of journeys on foot, by cycle and by public transport and to support this it proposes well designed pedestrian and cycle networks to ensure ease of access to the high quality network of public transport which serves the site.

To this end the LAP will focus on achieving a high degree of accessibility through the site and integration with the surrounding area. A network of attractive and safe footpaths and cycleways, coupled with the provision of frequent and reliable train and bus services, will connect major destinations within the area and beyond. Good quality design, permeability and legibility will be among the key principles in the layout of the development within the Plan lands.

Theme 2: High Quality Places for All

Objective 5 Achieve a high standard of design through development that creates a real sense of place through the juxtaposition and provision of buildings, streets, spaces, features and facilities of high quality design, layout and materials.

This objective stems from the requirements set out in the Fingal Development Plan and in particular *Section 7 Urban Design*. It was also a key finding of the LAP public consultation process that any new development within the Plan lands should build on the positive elements of the existing development that has occurred and continues to create a sense of pride in the area.

Good design with an emphasis on place-making has measurable value and benefits. Places that are safe, attractive, comfortable, distinctive, stimulating and varied attract people and investment into an area. Mixed-use developments have the potential to reduce opportunities for crime and vandalism and meet a variety of demands from the widest possible range of users and social groups. Attractive and safe open spaces encourage leisure activities and contribute to healthy lifestyles. Developments that have a good quality network of streets and that have good physical connections with surrounding areas encourage walking, cycling and improved access to public transport. Place-making is therefore central to the vision for Baldoyle-Stapolin. The LAP proposes the application of innovative design and creative approaches that will create a clear urban structure with a public realm shaped by good quality streets and spaces. Buildings will prioritise open ended and safe routes for pedestrians, cyclists and public transport users while also incorporating natural features and green spaces.

Theme 3: A New Heart for Baldoyle-Stapolin

Objective 6 Create a sustainable mixed-use centre for Baldoyle-Stapolin which meets local needs by providing a range of retail, commercial, leisure and residential uses and establishes a distinctive sense of place and heart for the community.

Objective 7 Promote a change in the name of the train station from Clongriffin to Clongriffin/Baldoyle in order to reflect its location within the wider developing area of Baldoyle-Stapolin and Clongriffin.



Sustainability



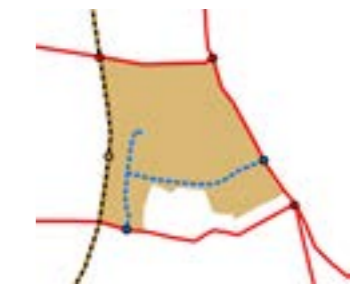
Identity



Legibility



Diversity



Ease Of Movement



Open Space & Public Realm



Flexibility



Secure By Design



Inclusive Design



Lifetime Homes



Management & Maintenance

The establishment of a new village centre at Baldoyle-Stapolin is a critical step in breathing life into the area. New neighbourhood facilities and services can also offer a focal point for the integration of residents in existing and new communities. Developing sustainable neighbourhoods where local people have easy access to shops and services is a key strand in the Fingal Development Plan. A new village centre will provide a wide range of uses and a real focal point for living, shopping and access to local services and facilities. Good quality retail facilities, with a range of shopping opportunities for local people, and a balanced mix of other uses and services will contribute to making Baldoyle-Stapolin a quality environment for living, working and visiting. At the heart of the new village centre will be a multi-purpose civic space, which will visually link the network of open spaces throughout the lands and may also be a key venue for community use and local events.

Theme 4: Homes for the Future – A Strong Balanced Community

Objective 8 Deliver between 800-1100 new dwellings, in addition to those already delivered on the LAP lands, to help meet existing and future housing needs and to create a sustainable mixed-use community.

In terms of housing, the lands within Baldoyle-Stapolin are located within the Dublin Metropolitan area and are viewed as functionally part of the major urban area in the Regional Planning Guidelines for the Greater Dublin Area. This is reflected in the Fingal Development Plan and the Core Strategy set out therein. Baldoyle-Stapolin along with the wider developing area of Clongriffin – Belmayne presents a significant opportunity to contribute towards the economic and population vision set out for Dublin within the Regional Planning Guidelines.

The LAP area has the potential to provide at least a minimum of 1,500 units on the lands in total, with significant potential to develop a real community and place of distinction. Higher density development in certain areas of the site should ensure that the minimum figures are surpassed and increase the efficiencies of integrated land use and transport. This means paying particular attention to pedestrian, cycle and public transport; to high quality sustainable building design, open space, and integrated community facilities and infrastructure (including health, educational and leisure facilities).

Objective 9 New homes will provide a mix of type, size and tenure including social housing, medium to high-density layout appropriate to the location of the site and be designed to highest standards.

The provision of new homes at Baldoyle-Stapolin will aim for diversity rather than uniformity with proposals for an inclusive mix and range of housing types (including family and young persons' accommodation, as well as provision for senior housing, incorporating where possible extra care facilities). The LAP lands are suitable for medium to high density development in line with their location close to public transport.

The LAP also provides the potential for improving the sustainable design of homes through the efficient use of resources such as building materials, energy, waste and water and lifetime adaptable homes (allowing homes to be accessible for all).

3.3 Achieving the Vision for the Baldoyle – Stapolin LAP lands

The objectives, actions and phasing schedule set out in the remaining sections of the Baldoyle - Stapolin Local Area Plan seek to ensure that this vision becomes a reality. Appropriate phasing of development will take into account that development should only proceed in tandem with the necessary physical and social infrastructure.

Themed Objectives

4A Green Infrastructure

4B Movement and Transport

4C Water Services and Utilities

4D Residential Development and Density

4E Community and Education

4F Retail and Employment

4G Sustainable Development Framework

Introduction

This section sets out the Themed Objectives for the Baldoyle Stapolin LAP lands. In conjunction with objectives and guidance set out in Sections 5 and 6, the Themed Objectives will provide a mechanism for implementing the Vision set out in Section 3 of this Plan. It is envisaged that, when implemented, these objectives will provide an overarching framework for the development of a sustainable community comprised of new homes, community, leisure and educational facilities. All of this will be based around an identifiable and accessible new village centre that will form the heart of the area. With a range of different sizes and types of homes, as well as integrated amenities and excellent public transport, this will be a fledgling neighbourhood with a varied social mix and will embody the principles of sustainability, sustainable communities and inclusiveness.

Section 4A, Green Infrastructure, includes objectives for the conservation and protection of European sites and other protected areas that are located both within and adjoining the LAP lands to ensure that their integrity will not be adversely affected by development. It also sets out objectives in relation to the development and management of a functioning ecological network within the plan lands as well as an open space network that will serve both the wildlife and future population of the area.

Section 4B, Transportation and Movement, includes a set of objectives which seek to maximise the location of the site adjacent to a key rail corridor and to encourage smarter travel patterns through more compact, less sprawling, and better structured urban areas thus facilitating more sustainable and healthier travel habits such as walking, cycling, and the use of public transport.

Section 4C, Water Services and Utilities, contains a series of objectives relating to the provision of water services and utilities to serve the expanding population of the Plan lands in an environmentally sustainable, cost effective, and efficient manner. Specific objectives are including in relation to water conservation, foul water drainage, surface water management – including the identification of appropriate Sustainable urban Drainage Systems measures – and flood risk management. Objectives are also included in relation to the provision of electricity supply, gas supply and telecommunications.

When completed it is envisaged that the entire Coast development will provide between 1,500 to 2,000 new homes. To create a balanced new community, the homes must comprise a mix of different types and sizes suitable for a range of different households, including the elderly and others with specialist housing needs. *Section 4D, Residential Development and Density* sets out key objectives in relation to density and building heights within the Plan lands. Together these objective will play an important part in helping to shape the built form of future development within the LAP lands while ensuring that a minimum density is reached. This will ensure the achievement of a critical mass for the support of the various functions and services that are integral to an urban environment including public transport as well as appropriate retail, commercial and community uses.

Specific objectives in relation to the provision of community and educational uses are set out in *Section 4E*. Well developed community facilities and amenities can ensure a good quality of life and social interaction for all residents of an area. The future population of the LAP lands will generate increased demand for the provision

of services and amenities and it is important that these are provided in tandem with new development.

Section 4F sets out objectives in relation to the delivery of retail, commercial and employment uses within the Plan lands. These objectives aim to deliver a new village centre which will help to form a new heart and focal point for the LAP and will meet local needs by providing a range of shopping facilities and associated services. Given the residential zoning of the Plan lands employment opportunities will primarily be limited to those generated by uses within the village centre.

Finally, sustainable urban development principles lie at the core of this LAP and permeates through all sections. However, *Section 4G* further supports this and sets out a Sustainable Development Framework that seeks to promote the use of sustainable urban design principles and design and construction techniques which will further reinforce the sustainability framework and urban design framework for the LAP lands.

4A - Green Infrastructure Strategy

4A.1 Introduction

Green Infrastructure (GI) ensures that the natural, cultural, and health requirements of communities are integrated into, and not compromised by, new development. In urban areas, green infrastructure includes open spaces such as public parks; significant tracts of garden space and features that provide public access such as river walks and cycleways; as well as man-made features such as swales and green roofs on buildings that thread through and surround the built environment and connect the urban area to its wider hinterland. Areas of public realm can also constitute green infrastructure where these contain natural elements such as street trees. Green infrastructure must be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability, including making it resilient to the effects of climate change and enabling local authorities to meet their duty to conserve biodiversity under National and European Legislation. Its design and management should respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types.

Reflecting the five key themes set out in the Fingal Development Plan 2011-2017 and Theme 1 of the Vision for the Baldoyle-Stapolin L^{AP} lands (see Section 3 of this document), this L^{AP} utilises green infrastructure as a means of developing a strategy in relation to the following key areas: the conservation and enhancement of biodiversity; the provision of accessible parks, open spaces and recreational facilities; the sustainable management of water and the maintenance of sensitive landscapes. Green infrastructure planning is crucial to meet the growing demands of environmental legislation and directives that relate to water quality, flooding, habitats, birds, Strategic Environmental Assessment, Appropriate Assessment and environmental liability.

Baldoyle-Stapolin and the surrounding areas have a natural environment which incorporates both nationally and internationally important sites in terms of wildlife and habitats. The challenges in Baldoyle-Stapolin are how to balance the development of a compact urban area with approaches which work effectively with nature.

Figure 4A.0 Green Infrastructure Context



4A.2 Overarching Green Infrastructure Strategy – Protecting, Creating, Enhancing and Connecting

This LAP seeks to create a green infrastructure network of high quality amenity and other green spaces that permeate through the plan lands while incorporating and protecting the natural heritage and biodiversity value of the lands. This will be secured by implementing the following overarching strategy for the LAP area based on Protecting, Creating, Enhancing and Connecting the overall green infrastructure network in the area:

Protecting	<p>Ensuring development protects and enhances areas of biodiversity value, particularly sites protected under European and National Legislation in order to achieve a net gain in biodiversity.</p> <p>Protecting and safeguarding all existing designated open space such that there is no net loss.</p> <p>Protecting and safeguarding all existing water courses from inappropriate development and ensuring measures to help secure the requirements in relation to water quality as set out in the Water Framework Directive.</p> <p>Working with relevant bodies and others to protect and enhance the ecological, biodiversity and aesthetic values of the area's Designated Sites.</p> <p>Ensuring a balance between public access and protection of species and habitats</p>
Creating	<p>Maximising opportunities for the delivery of a hierarchy of publicly accessible open spaces in the form of Racecourse Park, Local Parks, Small Parks, Pocket Parks and play facilities that punctuate the Plan lands.</p> <p>Identifying opportunities for new multifunctional water features, particularly in Racecourse Park.</p> <p>Supporting and enhancing biodiversity value through the design of open space and buildings by greening the built environment.</p> <p>Combining the use of Sustainable urban Drainage Systems (SuDS) with the management of biodiversity and the creation of amenity and landscaped areas.</p> <p>Requiring a high-quality design approach to all green infrastructure, which creates inviting, flexible, multifunctional places, protects and enhances Designated Sites, local distinctiveness and character, incorporates existing features and important vistas.</p> <p>Contributing to the built structure and natural heritage by creating green links and biodiversity corridors within the Plan lands.</p>

Enhancing	<p>Improving the quality, usability and accessibility of existing publicly accessible open spaces across the Plan lands and within neighbouring areas.</p> <p>Ensuring that new development responds positively and sensitively to the coastal setting and proximity to National and European Designated Sites while respecting and animating the area to help improve usability and safety.</p> <p>Using opportunities during the creation of new green links to enhance and expand existing links.</p>
Connecting	<p>Promoting publicly accessible open spaces as multi-functional spaces that cater for a range of activities, lifestyles, ages and needs.</p> <p>Improving access to the strategically important publicly accessible open spaces, which currently include Racecourse Park within the LAP lands and Father Collins Park within the Dublin City Council area and facilitating access to future open space lands.</p> <p>Increasing connectivity to the coast and to Portmarnock and further north and Baldoyle village southwards.</p> <p>The Green Infrastructure Strategy must give consideration to the wider GI context and must also emphasise the unique quality of Baldoyle-Stapolin's environmental landscape with the potential to:</p> <p>Integrate flood risk management – Racecourse Park has been identified as the key element underpinning the Green Infrastructure provision for Baldoyle- Stapolin and will incorporate wetlands and ponds that will help to address the issue of flood risk management while also providing a habitat for wildlife in the area.</p> <p>Protect and enhance biodiversity – Baldoyle–Stapolin is surrounded by areas recognised nationally and internationally for flora and fauna.</p> <p>Promote better access from the urban area to Racecourse Park and adjoining areas of open space through a more comprehensive and joined up network of carefully designed and managed footpaths and cycleways.</p> <p>Protect the unique visual setting of Baldoyle–Stapolin and create clear edges to development adjacent to the Park.</p> <p>Promote the development of an ecological network within the Plan Area, which supports ecological connectivity and functioning, creates opportunities for active and passive recreation and provides visual relief from the built environment.</p>

Overarching GI Objectives

- Objective GI 1** Create a high-quality, well-connected and sustainable natural environment of green spaces and watercourses that are rich in biodiversity and promote active and healthy lifestyles.
- Objective GI 2** Require a high-quality design approach to all green infrastructure, which creates inviting, flexible, multifunctional places, protects and enhances local distinctiveness and character, incorporates existing features and important vistas.
- Objective GI 3** Maximise the opportunities for enhancing the green infrastructure resource through the provision of urban landscape features such as green corridor routes and links, swales, green roofs, trees and shrubs within the new development and public realm.
- Objective GI 4** Provide for the protection, conservation and enhancement of wildlife habitats and natural resources, including the existing watercourses on site and features such as ecologically important hedgerows and mature trees within the LAP area.
- Objective GI 5** Develop and enhance existing green infrastructure, create new habitats where any are lost, improve physical and habitat linkages between the adjoining Baldoyle–Stapolin, Portmarnock and Clongriffin LAP lands and develop a new high quality well landscaped public realm, connecting into the wider green network.
- Objective GI 6** Comply with all of the policies of the current Fingal Development Plan relating to open space, biodiversity, green infrastructure and open space provision.
- Objective GI 7** Ensure that plans, designs, detailed schedules and specifications of work including management plans, where privately managed, for all public open spaces and green infrastructure are integral to all planning applications.

4A.3 Natural Heritage and Biodiversity - Conservation and Extension of the Biodiversity Network

An established legal basis exists to protect, conserve and enhance biodiversity. Areas of International Importance for habitats and species are mainly protected as Special Areas of Conservation (SACs) while Special Protection Areas (SPAs) are internationally important for the species and populations of birds they support. These are collectively known as Natura 2000 sites. Areas of national importance are designated as Natural Heritage Areas (NHAs), prior to designation they are proposed Natural Heritage Areas (pNHAs). The predominant legal instruments relating to the protection of rare or threatened habitats are the EU Birds and Habitats Directives and the Wildlife Acts 1976-2000 which provide for the designation and protection of sites that support annexed habitats and species by requiring, among other things, their favourable conservation status to be maintained or restored.

Natural heritage and biodiversity in Baldoyle include a wide range of natural features that make an essential contribution to the environmental quality, ecological biodiversity, landscape character, visual amenity, recreational activities, public health and investment potential of the area.

4A 3.1 Designated Sites

Baldoyle Bay is covered by a number of national and international conservation designations due to the important habitats, species of birds, animals and plants that occur within the site. It is designated as a Special Protection Area (SPA) for birds under the EU Birds Directive and is internationally important for Light-bellied Brent Geese and nationally important for a further 5 species. It is also a Special Area of Conservation (SAC) for its habitats under the EU Habitats Directive and a Ramsar site recognised as being a wetland of international importance. Conservation objectives for Baldoyle Bay SAC were published by the NPWS in November 2012 and the qualifying interests for the site are set out in Table 4A.1. Within the LAP lands, the two habitat types, Mediterranean salt meadows (*Juncetalia maritimi*) and Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*) occur. Nationally it is a proposed Natural Heritage Area and a statutory Nature Reserve. In formulating policies and objectives for the LAP, the Council must comply with the EU Habitats and Birds Directives and national environmental legislation. An Appropriate Assessment of the LAP has been carried out as required by the Habitats Directive and informs the plan.

- Objective GI 8** Maintain or restore the favourable conservation condition of Annex 1 habitat(s) and/or the Annex II species for which the Baldoyle SAC has been selected:
[1140] Mudflats and sandflats not covered by seawater at low tide
[1310] Salicornia and other annuals colonising mud and sand
[1330] Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*)
[1410] Mediterranean salt meadows (*Juncetalia maritimi*)
- Objective GI 9** Maintain qualifying interest habitats and species within the Baldoyle Bay SPA and SAC at favourable conservation condition to ensure the ecological integrity of Baldoyle Bay and further ensure that the LAP lands continue to provide supporting function for the Qualifying Interest species.
- Objective GI 10** Ensure that sufficient information is provided as part of development, plan or project proposals to enable Appropriate Assessment screening to be undertaken and to enable a fully informed assessment of impacts on biodiversity to be made.

Table 4A.1 Qualifying Interests for Baldoyle Bay SAC

000199	Baldoyle Bay SAC
1140	Mudflats and sandflats not covered by seawater at low tide
1310	Salicornia and other annuals colonising mud and sand
1330	Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>)
1410	Mediterranean salt meadows (<i>Juncetalia maritime</i>)

Source: NPWS Conservation Objectives Series, Baldoyle Bay SAC 000199, 19th November 2012.

Table 4A.2 Baldoyle Bay, SPA Qualifying Interests

004016 Baldoyle Bay SPA		
	Scientific Name	Common Name
A046	<i>Branta bernicla hrota</i>	Light-bellied Brent Goose
A048	<i>Tadorna tadorna</i>	Shelduck
A137	<i>Charadrius hiaticula</i>	Ringed Plover
A140	<i>Pluvialis apricaria</i>	Golden Plover
A141	<i>Pluvialis squatarola</i>	Grey Plover
A157	<i>Limosa lapponica</i>	Bar-tailed Godwit
A999 Wetland		
In establishing their Special Protection Area network, Member States are explicitly required under Article 4 of the Directive to pay attention to the protection of wetlands. To this end the wetland habitat that is contained within this Special Protection Area and the waterbirds that utilise this resource are therefore listed as a special conservation interest for this site. This special conservation interest is listed as "Wetland and Waterbirds".		

Source: NPWS Conservation Objectives Series, Baldoyle Bay SPA 0040146, 27th February 2013.



4A.3.2 Racecourse Park – Mitigation within the Ecological Buffer Zone

The Fingal Development Plan 2011-2017 identifies Racecourse Park within the Baldoyle-Stapolin LAP lands and the Open Space areas within the Portmarnock LAP lands to the north, as Ecological Buffer Zones. These areas of habitat will help

protect the ecological integrity of the neighbouring nationally and internationally designated sites by providing suitable habitat for key species such as birds while minimising the impacts of adjacent residential land uses. Evidence from various studies, supplemented by a Bird Survey carried out on the Baldoyle–Stapolin and Portmarnock South LAP lands during the period December 2011 – February 2012, identified that wetland birds are associated with the LAP lands, particularly on the Portmarnock South open space and residentially zoned lands. Brent Geese have also been found grazing on the pitches within Racecourse Park in the Baldoyle LAP lands and these are recognised as being important feeding grounds.

It is important that, as part of both LAPs, detailed plans are drawn up for the ecological buffer zone areas of Racecourse Park and the Open Space zoned lands in Portmarnock so that these areas can be laid out and managed in a way that provides a suitable alternative habitat for the birds that are likely to be disturbed and displaced on foot of the development of the residentially zoned areas. When fully developed Racecourse Park will be a c 80ha regional park, which will offer a variety of habitats including wet and dry meadow and arable crops. The park incorporates a section of the Mayne River and will include, between the two LAPs, at least two but probably more balancing ponds/wetland area as part of a Sustainable urban Drainage System. The park will also provide managed, shared cycle and pedestrian routes to connect the site with the surrounding area and formal and informal open spaces including playing pitches.

































It is envisaged that, while these buffer zones will provide for active recreational uses to serve the newly developing communities in the area, public access to some sections of the parklands will have to be carefully managed. This will ensure that the area can continue to play host to a wide variety of bird and other wildlife species as well as the fauna which contribute to the unique character and attractiveness of this coastal area and to the conservation objectives of the Natura 2000 site.

- Objective GI 11** Ensure compliance with the landscape masterplan for Racecourse Park and the Portmarnock South LAP lands contained within this LAP which incorporates mitigation measures for any loss of habitat for the conservation interests of Baldoyle Bay (Figure 4A.1).
- Objective GI 12** Promote opportunities for the enhancement of local biodiversity features including the creation of new habitats through managed spaces and new water features such as pools and ponds in order to promote wildlife use associated with the existing Designated Sites. Such proposals may be subject to an Appropriate Assessment of the likely significant effects on European Sites due to the proximity of urban centres.
- Objective GI 13** Provide appropriately designed and located combined pedestrian and cycle routes of no wider than 3m through Racecourse Park, and minimise access points to avoid disturbance to protected habitats and species within Baldoyle Bay and Racecourse Park.
- Objective GI 14** Ensure the minimisation of signage within Racecourse Park to protect the visual enjoyment of the park and the integrity of the wider natural environment.

Figure 4A.1 Landscape Masterplan



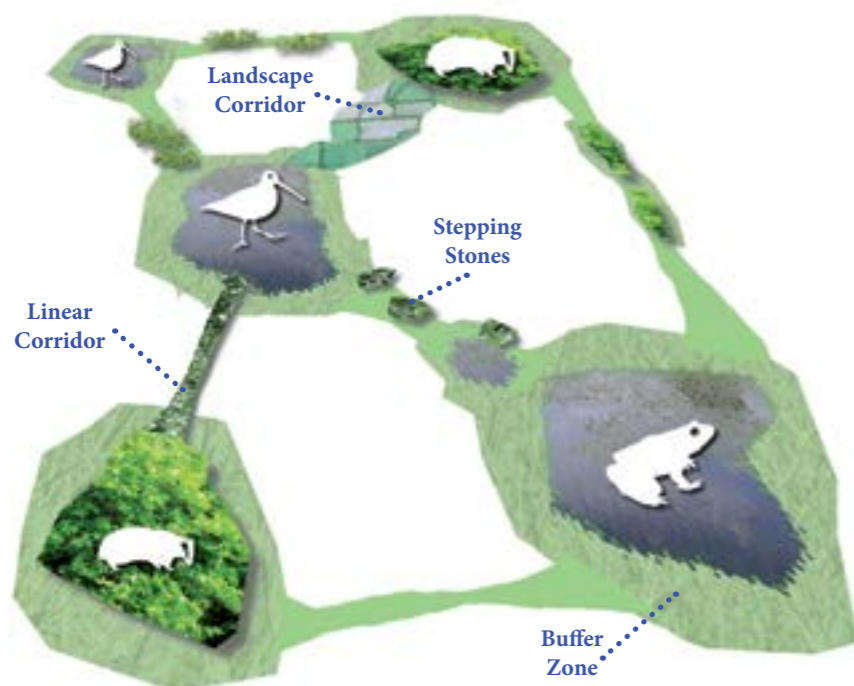
LEGEND

-  Proposed Mayne Marsh Conservation Management area
-  Marsh Grassland
-  Species Rich Grassland
-  Short Grass Sward / Pasture
-  Limited scrub retention
-  Proposed open space - predominantly amenity grassland
-  Proposed open space - predominantly meadow
-  Existing watercourses
-  Important feeding area for Geese
-  Area to be grazed by livestock
-  Edge of Riparian Corridor
-  Proposed open space - predominantly hard landscape with areas of soft landscape
-  Existing and proposed grass pitches
-  Existing hedgerows, woodland and tree groups to be retained
-  Proposed new hedgerow planting to boundary with Moyne Park
-  Proposed new planting of predominantly native tree species in woodland belts and groups
-  Proposed Fingal Coastal Route - pedestrian and cycle
-  Proposed Greenroute - pedestrian and cycle
-  Proposed path through open space
-  Primary view lines from within urban development
-  Segment of old Baldoyle Racecourse marked out in the park
-  Boundary enclosure to Mayne Marsh Conservation Management Area
-  Boundary enclosure to Racecourse Regional Park
-  Proposed SuDS ponds and wetlands (indicative)
-  Existing and proposed local playground
-  Proposed viewing point
-  Existing and proposed Pocket/Local Parks
-  Proposed Changing Rooms
-  Existing and proposed MUGA
-  Existing and proposed car-parking in Racecourse Regional Park
-  Proposed Community Garden
-  Boundary of Baldoyle/Stapolin Local Area Plan

4A 3.3 Creating a Green Network - Green Corridors, Green Links & Stepping Stones

In addition to the conservation of existing Designated Sites and habitats as set out previously, the integrity of an effective ecological network within the LAP lands will be dependent on the existence of green spaces/stepping stones, corridors and links that will criss-cross the Plan lands. Networks effectively enlarge local green spaces by linking them together. This planned green network will comprise hedgerows, tree belts, public open spaces, private gardens and created corridors such as tree lined streets, road margins, cycle and pedestrian paths, and SuDS features (e.g green roofs, ponds and swales) which will be multi-functional in that it will serve both people and wildlife. This will provide the setting for the residential development and will help to ensure that the entire area maintains its unique coastal identity.

The creation of this green network will provide opportunities to improve linkages, for both the residents of the area and local wildlife, between the Baldoyle-Stapolin LAP lands and the neighbouring LAP lands at Portmarnock South and Clongriffin.



Courtesy of áit urbanism + landscape

Within Baldoyle - Stapolin it is envisaged that the green network will be formed through the following key features:

- Two well designed green corridors or fingers in the form of Ireland's Eye Avenue and Stapolin Avenue. These landscaped treelined boulevards will traverse the site and will permeate from the heart of the development, connecting the village centre with the open spaces at Stapolin Haggard and Racecourse Park. They will act as key sustainable movement corridors not only in terms of biodiversity but also as a means of human access and movement within the Plan lands. Green corridors will be pivotal in achieving improved biodiversity and access connections with the strategic network.

- A series of supporting green links and routes through the residential area, in the form of footpath and cycleways, will provide additional routes for wildlife and residents to filter through the site. Green links generally refer to connected patches and linear strips of habitat that have an inbuilt ecological use including hedgerows, woodlands, wetlands and artificial corridors such as roads, railway lines, road margins and streetscapes. These will provide an important part of the overall movement network, water management and Green Infrastructure Strategy in the LAP area. They will extend Racecourse Park into the residential development, allowing wildlife and people to move easily from their homes to the park. They will also enable many more homes to have a frontage along pleasant green spaces. Additional green links will be provided within Racecourse Park as can be seen on Figure 4A.0, among the most important of which are:
 - The Coastal Route, which will be developed within the Parkland area, parallel to the Coast Road, and will ultimately become part of the Fingal Coastal Way from Balbriggan to Howth. This will also provide good linkages to the planned parkland area within the Portmarnock South LAP lands to the north.
 - A riverside walk along the Mayne River connecting, via the existing railway arches in the northwestern corner of Racecourse Park, with the planned Linear Park along the Mayne River within Clongriffin. This will also provide good linkages to Father Collins Park and further west.

These green corridors and green links will be complemented by a series of stepping stones or open spaces within the residential areas. Stepping stones are a series of usually small, unconnected habitats that allow animals to move from one habitat to another. Within the LAP lands these stepping stones will take the form of a public square in the proposed village centre, a larger area of open space at the heart of the site known as Stapolin Haggard and additional green space in the form of pocket parks, private gardens and green roofs.

- Objective GI 15** Create a cohesive network of green corridors, green routes/links and stepping stones throughout the LAP lands that facilitate wildlife movement between the residential areas and the surrounding landscape as shown on Figure 4A.1 – Landscape Masterplan.
- Objective GI 16** Create new green links to connect publicly accessible open spaces to main destination points, such as the DART station, bus stops, village centre, proposed school, health facilities and other publicly accessible open spaces including Racecourse Park.
- Objective GI 17** Develop a green link along the Mayne River, where it does not conflict with the conservation objectives of the SAC, under the existing railway arches in Racecourse Park, to connect the parkland with the proposed linear park along the Mayne River within the Dublin City Council administrative area.

Objective GI 18 Ensure that the design of all green corridors, links and stepping stones takes account of the sensitivities of habitats and avoids adverse impacts resulting from noise, lighting and other types of disturbance.

Objective GI 19 Improve education and awareness of the importance of green corridors, links and stepping stones and ecological connectivity to help ensure their retention and management for future generations.

4A.4 Sustainable urban Drainage Systems (SuDS)

See also Section 4 Water Services and Utilities, Surface Water Management and Appendix 1

Green infrastructure is multi-functional and has the potential to offer a working landscape and a sustainable alternative to the kind of traditional water services engineering solution, such as stormwater pipes, that we have historically relied upon to deal with surface water in urban areas. As areas of vegetation are replaced by impermeable concrete, tarmac or roofed areas the area loses its ability to absorb rainwater. This rain is instead directed into surface water drainage systems, often overloading them and causing floods. Sustainable urban Drainage Systems, which deal with surface water, are designed to mimic natural drainage as closely as possible. The Sustainable urban Drainage Systems (SuDS) approach utilises a wide range of different techniques, including green roofs, rainwater harvesting, permeable pavements, tree pits, wetlands and balancing ponds, to delay stormwater discharge. They provide an example of green infrastructure and an illustration of opportunities to achieve multiple benefits from the management of land.

Within the Baldoyle-Stapolin lands SuDS measures will have a very important role to play in improving the quality of the water being discharged to the Mayne River, and ultimately to Baldoyle Bay thus helping to ensuring compliance with the Water Framework Directive (WFD). The WFD encourages the protection and enhancement of every aspect of the water environment, introducing more stringent standards and requires 'no deterioration' from current water status.

It is envisaged that SuDS measures will be incorporated throughout the LAP lands in both the public and private realms. The pocket and local parks within the residential development will not only provide a recreational and amenity function for residents and act as stepping stones for wildlife but will also incorporate SuDS features to reduce the risk of flooding on site. In addition, Racecourse Park will provide a local solution to flood storage for run off from the site in the form of a pond and wetland system.



In general, 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 of 10% of open space provision shall be taken up by SuDS unless otherwise provided for in the Development Plan.

It is recognised that some flexibility may be required in reaching the current standards for SuDS where physical infrastructure is already in place (*see Section 4C Infrastructure and Utilities*).

- Objective GI 20** Require that water storage areas be designed and integrated into the development with consideration to their drainage, recreation, biodiversity and amenity value.
- Objective GI 21** Ensure, as far as practical, that the design of SuDS enhances the quality of open spaces and biodiversity.
- Objective GI 22** Promote open SuDS features, wetland and pond features in planned open spaces such as the pocket park, local parks and Racecourse Park subject to satisfactory resolution of management programmes, public safety, ease of cleansing and maintenance access.
- Objective GI 23** Ensure that the design of swales and stormwater attenuation areas and SuDS proposals within private developments include commitments to addressing a net gain in biodiversity through the use of appropriate planting.
- Objective GI 24** Require that SuDS corridors alongside roads and green corridors incorporate wildlife habitat, pedestrian links and structural planting where appropriate.
- Objective GI 25** Require that SuDS features in Racecourse Park be designed as extensive, naturalistic open features (e.g. ponds, wetlands) of value to wildlife and local amenity. Their water quality and storage objectives shall be dealt with in combination with landscape integration, visual amenity and protection/enhancement of biological diversity.

Figure 4A .2 Indicative section through wetlands in Racecourse Park



- Objective GI 26** Require that where SuDS features are connected to the Mayne River best practice will apply and consultation with the relevant national bodies such as the National Parks and Wildlife Service and Inland Fisheries Ireland will take place to agree on the methodology for such works. In any event, the design of SuDS features shall not conflict with conservation management objectives of the EU Designated Sites
- Objective GI 27** Ensure that green roofs are incorporated into the design of all new commercial buildings on the Plan lands.

4A.5 Landscape, Views & Vistas

4A.5.1 Landscape

The Landscape Character Assessment as set out in the Fingal Development Plan 2011-2017 identifies Baldoyle Bay as being of an Estuary Character Type which is categorised as having an exceptional value. The aesthetic quality of the estuary is identified as outstanding. In terms of sensitivity the Estuary Character Type is highlighted as having a high sensitivity to development with particular parts of these areas having a low capacity to absorb new development. The areas contained within the Estuary Character Type which have a low capacity to absorb new development are identified as highly sensitive areas on the Green Infrastructure maps which form part of the Fingal Development Plan. Based on these maps Racecourse Park and the northernmost half of the residentially zoned lands within the LAP boundary are determined as being highly sensitive to development.

Due to the open and relatively flat nature of the site the completed residential developments at Red Arches and Myrtle are clearly visible from the Coast Road in Baldoyle as are the recently constructed developments on the western side of the rail line (Clongriffin) located within the administrative area of Dublin City Council.

There are few, if any, hedgerows or tree belts within the residentially zoned lands that are worthy of retention with the exception of a group of trees, around the old farmyard ruins, within the area designated as the Local Park – Stapolin Haggard that also extend along what will become Stapolin Avenue. These trees and hedges should be retained as part of any landscaping plan for this area of open space where feasible. Areas of new planting and landscaping within the residential and parkland areas will have an important function in not only mitigating the visual impact of the

development both as experienced from within and from outside the site, but will also play an important role in terms of facilitating the development of a well functioning ecological network across the site.

4A.5.2 Views and Vistas

The layout of the residential development on site should be such that it maximises the exceptional views from the lands towards the coast. In this regard, the main axis through the site, the boulevards or green corridors, will frame the views of Racecourse Park and the coast beyond, extending through the site to the main arrival points. From the train station and Station Square, Ireland's Eye will be defined and framed by Ireland's Eye Avenue. Shorter views and glimpses of the parkland and the coast will be available from various points within the development, so that the relationship between the residential area and the surrounding area is maintained.

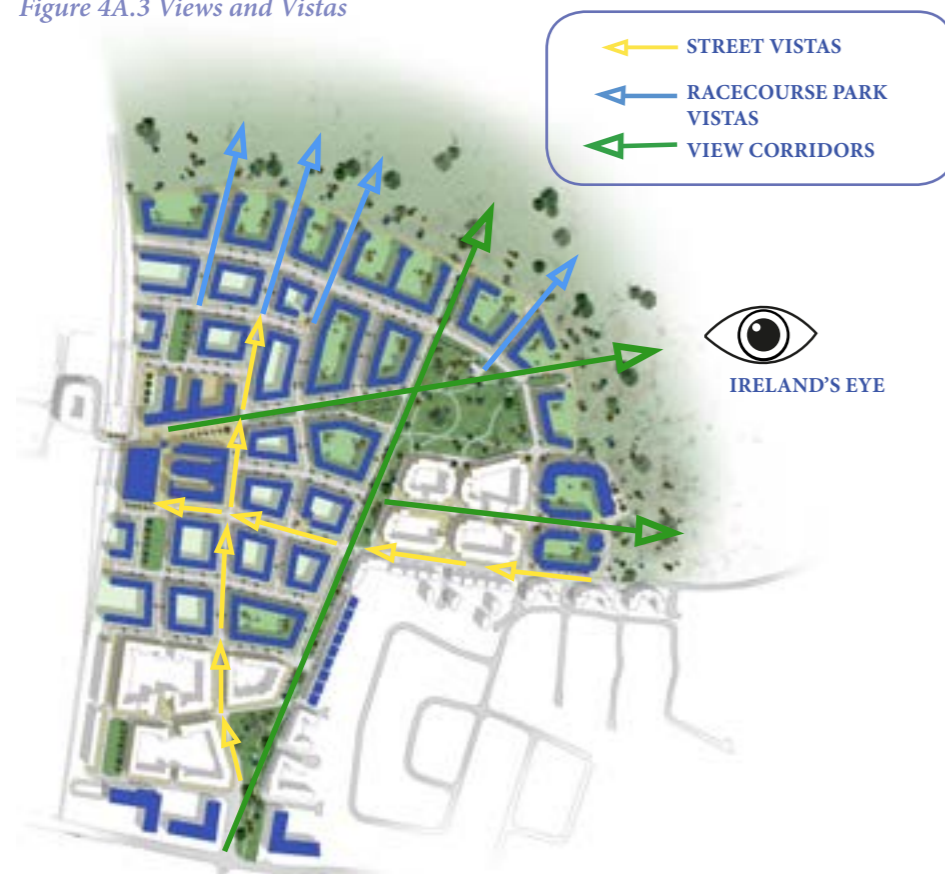


Objective GI 28 Ensure that development along the parkland edge of the residential lands is sensitively designed to reflect the ‘Sensitive Landscape’ designation on these lands in the current Fingal Development Plan.

Objective GI 29 Ensure that any new hedgerows and tree species within the site are planted with non-invasive species which will provide alternative habitat for displaced wildlife, be compatible with local landscape values and help maintain connectivity for species which rely on such features for movement or feeding.

Objective GI 30 Maximise the potential views of the surrounding area from the development lands. In particular, the views of Ireland’s Eye, the coast and the higher parklands, to the north, at Portmarnock shall be protected.

Figure 4A.3 Views and Vistas



4A.6 Recreation & Amenity - Open Space Hierarchy

In planning for the LAP there is a need to ensure that Open Space and Recreation provision matches the needs of the existing and future community of the area and also accords with the provision of the current Fingal Development Plan. Publicly accessible open space is important in providing areas for recreation and enjoyment by communities at different scales and distances from people’s homes and is central to the creation of sustainable communities. The environmental values of open spaces are also an important consideration, as is the need to create new and improved linkages and to develop routes between green spaces and residents.

In accordance with the requirements of the current Fingal Development Plan public open space provision will be based on a hierarchy of spaces that will ensure that all public open space has a clear function and serves a range of recreational needs within close proximity to homes. The open space hierarchy will also knit together with the integrated network of green links and corridors that are proposed throughout the Plan lands.

The required quantum of open space will include a minimum of 10% of the LAP residential lands as per Objective OS02A of the current Fingal Development Plan.

Each space within the development will have passive and/or active functions. The main open spaces with the development can be broken down as follows with the overall hierarchy being set out in Table 4A.3 which follows.

4A.6.1 Racecourse Park – Regional Park

Racecourse Park sits to the east and north of the residentially zoned lands as far north as Moyne Road and will be developed as a regional park. The regional park will also encompass and form part of the integrated management of the Open Space zoned lands within the southern area of the Portmarnock South LAP. This entire area will be managed in part as a natural landscape to ensure that it continues to play host to a variety of wildlife species and will be enhanced as appropriate to create a varied open parkland offering varying degrees of public access. SuDS features will be incorporated into the parkland in the form of reed beds and/or ponds which will help to provide a suitable habitat for wildlife in the area as well as a pleasant amenity. The park will provide connectivity with the lands to the west of the railway, to the north at Portmarnock and to the south and east. To date playing fields, changing facilities and a playground have already been provided within the park to the southeast of the Plan lands. Further playing pitches will be provided in the northwestern corner of the park, just south of Moyne Road. The implementation of the Landscape Plan (Figure 4A.1) for the remainder of Racecourse Park must occur in tandem with phased development within the residentially zoned areas.



4A.6.2 Stapolin Haggard - Local/Small Park

Stapolin Haggard will act as the central open space at the heart of the new community. It will have strong links to Racecourse Park but, unlike the parkland area, will be fully open to use by members of the community, for activities such as dog walking, informal ball games and other passive recreational activities. At present it contains traces of the ruined stone walls of a farm complex. It is an irregular shape reflecting the landscape that previously existed, with its edges reflecting old field boundaries and farm tracks. Given its relationship at the intersection of the two main boulevards

within the development, Stapolin Haggard will be central to the overall identity of the area and will be an important amenity for future residents.

4A.6.3 Pocket Parks

The development will incorporate a number of pocket parks in accordance with standards set out in the current Development Plan. The concept of pocket parks was introduced in the Fingal Development Plan 2011 - 2017 and will be a new form of open space within the hierarchy of open space. Although they are generally too small for formal physical activities, pocket parks provide greenery, a place to sit outdoors, and a place for smaller children to play under passive supervision. They also form part of the green infrastructure network across the LAP lands.

All homes should be within 100 metres walking distance of at least one of the hierarchy of open spaces. In some exceptional circumstances, to maximise their functionality in terms of amenity value or to function as effective SuDS mechanisms, the walking distance may need to increase. Any departure from the 100 metres requirement must have a sound demonstrated justification and shall be an exception rather than a norm.



4A.6.4 Private and Semi-Private Open Space

Private and semi-private gardens will collectively represent one of the largest green infrastructure resources within the LAP lands. They are an important green infrastructure component as well as being an important contributor to local environmental quality. Private gardens can often play a role in hosting wildlife and can be useful ‘stepping stones’ allowing wildlife to move between sites. While private gardens are not subject to external management policy and control, residents should be encouraged and helped to manage them in ways that are sympathetic to wildlife as well as other GI functions for example sustainable urban drainage and food production. This means providing advice to householders both on how to attract wildlife and on the importance and use of porous surfaces. Guidance should be made available to the public and, in particular, householders on the tangible benefits that can be gained from careful consideration of the technical landscape design of open space and gardens.

The provision of private and semi-private open space within the development should accord with the prescribed levels set out in the current Fingal Development Plan. Further details in relation to the provision of private and semi-private open space within the LAP lands is set out in *Section 5 – Urban Design*



4A.6.5 Stapolin Square – A Green Commercial Heart for the new Community

Station Square, located adjacent to the railway station, will form the centrepiece of the local commercial and retail centre for the new community. It is envisaged that it will be a relatively intimate and active space that will incorporate, in addition to hard landscaping, a green core that will form an extension to the Irelands Eye Avenue. It will provide for a seamless green connection from the train station, via Stapolin Haggard, to Racecourse Park. It is envisaged that Stapolin Square will incorporate public art and the potential for public activities in the form of a farmers market, small scale public events or other.

In addition to Station Square, it is envisaged that the development will incorporate a small number of incidental/local squares which will be treated with either hard or soft landscaping, provide a neighbourhood focus and give some visual relief in the network of streets. As an extension to the streets and pavement space, they may incorporate street furniture (such as benches) and planting.

Objective GI 31 Manage the open space at Racecourse Park and any associated lands in accordance with the Landscape Masterplan and mitigation measures and polices included in this LAP.

Objective GI 32 Promote sustainable recreation within the LAP lands that will allow inclusive use of the open space without causing adverse effects on the physical and biological functions of the green infrastructure and/or qualifying interest species and habitats of Designated Sites.

Table 4A.3 Hierarchy, Accessibility & Function of Open Space with Baldoyle-Stapolin

Type of Public Open Space	Location and Function	Areas
Regional Park (Class 1 Public Open Space)	Racecourse Park Provide for a large range of uses e.g. formal and informal play areas, biodiversity areas, managed pedestrian and cycling routes through the parkland and along the Mayne River corridor	c. 87 hectares and within 1km walking distance of all homes
Local/Small Park (Class 2 Public Open Space)	Stapolin Haggard Provide for playground facilities, passive recreation and kick about areas.	0.2 – 2ha and within c. 400m walking distance of homes
Pocket Parks (Class 2 Public Open Space)	All Neighbourhoods To be overlooked with passive surveillance by as many houses as is practicable.	Between 400 sq. m. – 0.2 hectares and within c. 100 metres walking distance of every home
Village Centre Square & Small Plazas (Class 2 Public Open Space)	Stapolin Square Passive recreation to include for walking, seating and decorative/interactive public art and public events. Incidental small plazas on corners at junctions of roads	0.432 ha
Quiet Roads (Supporting Infrastructure)	All Neighbourhoods	Traffic calming and improved/safer pedestrian activity. Informal sports and play for children
Green Corridors & Links (Supporting Infrastructure)	All Neighbourhoods	Spaces within the hierarchy including - green boulevards; nature corridors; links to the coast, to the proposed linear park along the Mayne River and to accommodate pedestrian and cyclist routes

Objective GI 33 Require Appropriate Assessment (AA) Screening for any development, including changes to the landscape, within Racecourse Park. This will include any changes to existing or future layout, materials or surfaces of pitches.

Objective GI 34 Ensure the provision of adequate areas of high quality, safe and overlooked open space within residential developments, which meet the required standards for distance from homes.

Objective GI 35 Facilitate the development of open spaces and civic spaces at suitable locations within the Plan Area and protect existing open spaces from inappropriate development, so as to maintain their attractiveness and role in enhancing the residential and ecological amenities of the area. The quantum

of open space provided within the LAP lands must comply with standards set out in the Open Space Hierarchy in Table 4A.3.

Objective GI 36 Require the provision of playing pitches in the northwestern corner of the Racecourse Park, south of Mayne Road, or alternative agreed location. Any alternative location may be subject to Appropriate Assessment.

Objective GI 37 Ensure that Stapolin Square incorporates a green core which allows for the visual and physical extension of Ireland's Eye Avenue to and from the train station.

Objective GI 38 Facilitate the potential for public activities and events in Stapolin Square through the incorporation of design elements which allow for such.

Objective GI 39 Facilitate the provision of an all-weather pitch as part of the proposed pitches and active recreational hub to the northwest of the Plan lands, south of Moyne Road, subject to screening for appropriate assessment.

Objective GI 40 Ensure the timely delivery of open space having regard to the open space hierarchy, the preferred masterplan layout and the phasing requirements of this LAP.

Figure 4A.4 Compliance with Open Space Hierarchy



4B - Transport & Movement

4B.1 Introduction

It is a fundamental objective of the Baldoyle-Stapolin LAP to ensure that the future demands for travel emanating from development within the LAP lands are met in a sustainable way. As was the case with the previous Action Area Plan (2001) for the lands, this Plan envisages Baldoyle-Stapolin developing as a residential/mixed used area where walking and cycling to the new train station at Clongriffin, other public transport stops/interchanges and to local services and facilities will be a convenient alternative to the private car. The strategy of the Plan is to reduce car usage by making alternative modes of travel more attractive.

This reflects current national policy direction which focuses on the need to more closely integrate transportation and land-use planning. A key design aim in delivering sustainable communities focuses on reducing the need to travel by private car and encouraging greater use of public and other transport modes including cycling and walking. Policies in relation to the consolidation of the Greater Dublin Area, such as making more efficient use of land and encouraging higher densities and intensification are identified as key components to realising sustainable travel patterns.

Specifically, Smarter Travel – A Sustainable Transport Future 2009, a key national policy document, articulates the strategic objective that by 2020 future population and economic growth across the State will be very much focused toward sustainable compact urban and rural nodes, which positively discourage dispersed development and long distance commuting patterns. The 2030 Vision Draft Transport Strategy, published by the National Transport Authority, is the strategic draft transport plan for the Greater Dublin Area. This clearly identifies key transport infrastructure measures requiring implementation over the lifetime of the Strategy and the structural changes necessary to ensure the efficient future management and operation of the existing transport network.

To maximise the return on public transport investment, it is important that land use planning underpins the efficiency of public transport services by promoting sustainable settlement patterns – including appropriate densities – on lands within existing or planned transport corridors.

4B.2 Overall Movement and Transportation Strategy

The overall approach to transport within the LAP is twofold, it seeks to provide for the necessary trips associated with the development whilst managing the need to travel by car as well as promoting the use of other sustainable modes of travel. The LAP will promote the use of public transport, walking and cycling in preference to the use of the car through the following strategy:

4B.2.1 Development of a Sustainable Mixed Use Residential Community

The new development is planned to encourage travel to be as sustainable as possible. The plan facilitates local provision of residents' daily commercial, educational and recreational needs and will therefore minimise the need to travel by car for those

living in the new neighbourhood. A new village centre will offer a range of services and retail opportunities and the Plan will also ensure the reservation of a new school site within the plan lands for future needs. Racecourse Park will also be highly accessible and will help to meet the recreational needs of both existing and future residents. By establishing a strong network of walking and cycling routes within the lands to the planned village centre and public transport nodes at Clongriffin train station the new neighbourhood will be well connected to local facilities and with surrounding communities, thereby reducing the need for overall car usage.

4B.2.2 Achieving Sustainable Densities

Future development within the LAP lands must capitalise on and support the significant investment that has already gone into developing the new train station at Clongriffin and any future planned upgrades to the public transportation network in the area, be it improved train or bus services. This will be achieved by optimising densities across the site and avoiding car dependent sprawling suburban character. Higher densities will require innovation in both building design and development layout, to ensure that the significant scale of development that will take place over the plan period is designed with people in mind and results in places where people want to live. This will include layouts of residential areas that are permeable, easy to move around and legible.

4B.2.3 Providing a Well Designed Movement Network

The network of streets and open spaces within the site will play a key role in determining how the new development works and how it relates to the surrounding areas. Accessibility and movement networks are crucial in creating a high-quality urban environment and can affect the uses, activities, density and security of an area. A network of streets and spaces should link to and through the area, providing a choice of direct, safe and attractive connections and encouraging walking and cycling. All streets will be designed as attractive public spaces passively supervised. Development proposals that include streets and spaces should contain landscaping schemes as an integral part of their design. These will include planting, green space, attractive boundary design and hard surfaced spaces. High quality materials should be used consistently. Features such as façades, pavements, rooflines and views should help ensure that the development and pattern of routes is easy to understand and navigate. It is critical to the success of the plan that the scale, layout, urban form, mix of uses and detailed design all contribute to an attractive legible environment for people to walk and cycle.

4B.2.4 Maximisation of Accessibility to Public Transport

Despite the fact that development has stalled on the Baldoyle-Stapolin LAP lands existing and future residents have the benefit of the newly developed train station at Clongriffin that was planned under the original Action Area Plan (2001) and was front loaded in the development process. In this regard, the Plan lands are highly accessible in terms of public transport given their proximity to the train station and the level of bus services that can potentially be accessed from the site. No part of the residential lands are in excess of c.600 metres from the train station.

The Council will liaise with Iarnroid Eireann, Dublin Bus and the National Transport Authority to encourage improvements to take place in the frequency of bus and rail services serving the LAP lands and surrounding area. The road network within the LAP lands will be designed to facilitate a bus route through the development and this route will be safeguarded. Provision is also made for the development of a dedicated bus link over the railway line that will connect in with routes to serve the developing

areas of Clongriffin-Belmayne. This will in effect help to establish a high quality public transport interchange facility adjacent to the village centre that will provide easy, safe and convenient transfer between bus, rail, walking and cycling and a safe and pleasant waiting environment.

Figure 4B.0 : Distances from Clongriffin Station



- Objective TM1** Ensure that any transport proposals take full account of the sensitivities of the receiving environment including European designated sites.
- Objective TM2** Place strong emphasis on sustainable forms of transport such as walking, cycling and public transport particularly for short trips and seek to achieve transport modal split targets that meet or exceed those set out in the Department of Transport's Smarter Travel, A Sustainable Transport Future 2009-2020.
- Objective TM3** Support and facilitate the development of an integrated public transport network in the LAP lands and enhanced public transport services in association with relevant transport providers, agencies and stakeholders.
- Objective TM4** Facilitate enhanced patronage and efficient utilisation of public transport and promote walking and cycling through a range of means, including cycle routes, a bus link to Clongriffin-Belmayne and public transport interchange.
- Objective TM5** Require that sustainable densities are achieved across the site in order to ensure that existing public transport services can be supported and upgraded in the future.
- Objective TM6** Protect, promote and ensure a well connected, joined-up street network that integrates street types and users.

4B.3 Future Road Improvements outside Baldoyle-Stapolin LAP lands

The main access roads in the LAP lands have been constructed as part of the initial phases of development. Red Arches Road provides east-west connectivity between the lands and the R106 Coast Road and Longfield Road provides north-south connectivity between the lands and Grange Road. Within the Clongriffin-Belmayne LAP lands the main access road in Clongriffin has been constructed up to the rail line but further links remain to be constructed to the west of the Plan lands.

A key part of the preparation of the two Local Area Plans at Baldoyle-Stapolin and Portmarnock-South is the assessment of the potential increase in the population of the area and the associated impact on traffic on the surrounding road network. An assessment of this impact allows for an understanding of the required phasing of infrastructural improvements to the road network and the application of this phasing to be built in to the delivery of both Local Area Plans.

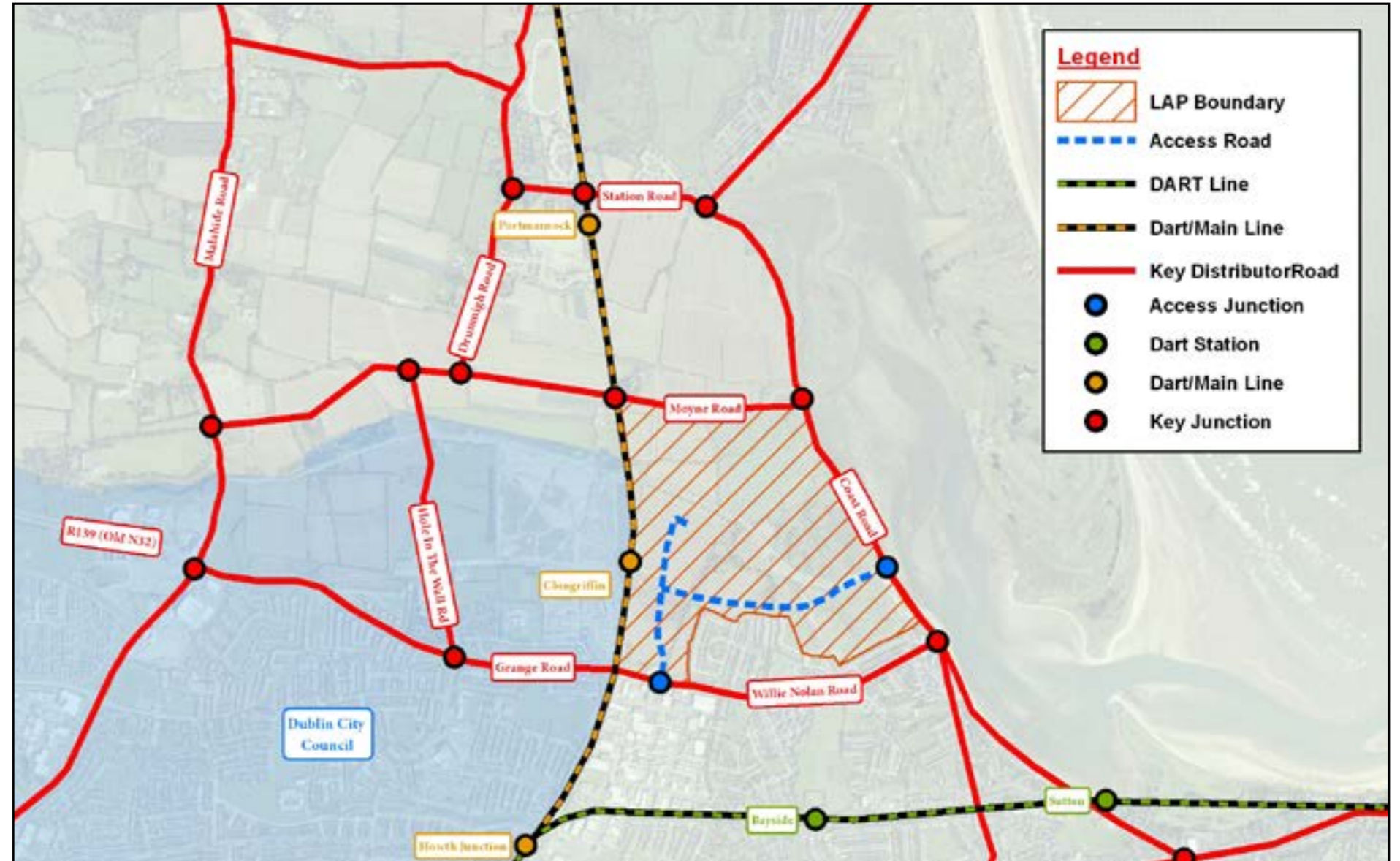
In May 2012 consultants (AECOM) produced a report detailing the traffic impact on the South Fingal Area. This report entitled the *South Fingal Transport Study: Final Report*, May 2012 recommended road and public transport network improvements for the North/South fringe area including Clongriffin-Belmayne. This study used a morning peak hour transport model for a base year of 2011 and a future year of 2025.

As part of the preparation of the LAPs for Baldoyle-Stapolin and Portmarnock South the model in the South Fingal Transport Study was refined to concentrate on the transportation impacts of the development of the two Local Area Plans having regard to the wider potential for development within Fingal and the including the administrative area of Dublin City Council's North Fringe. Traffic surveys were undertaken in May 2012. Updated traffic flow data and signal information was also obtained for the Clare Hall signalised junction from Dublin City Council SCATS Urban Traffic Control system. This fed into the final report, entitled *Transport Phasing Assessment: Portmarnock South and Baldoyle-Stapolin Local Area Plans*, that was issued in October 2012. Recommendations for phasing arising out of the final report are included in Section 6, *Sequencing and Phasing*.

The following issues were observed by AECOM on the local transport network in May 2012:

- There are high traffic volumes on all approaches to the Clare Hall signals in the morning peak hour. Eastbound traffic on Clare Hall Avenue/Grange Road queues back from this junction and impacts on the operation of the roundabout junction at the Hole in the Wall Road.
- Some congestion also occurs on the approaches from the Hole in the Wall Road and R124 Drumnigh Road to the R123 Moyne Road. In addition, there is poor sight visibility from the minor arm approaches (Hole in the Wall Road and Drumnigh Road) to the Moyne Road.
- Some minor congestion occurs at the Drumnigh Road/Station Road junction, in particular on the minor arm of the junction (Station Road) during the AM peak. However, the delays at the junction are infrequent, while any queues that form disperse quickly. There is poor visibility from the minor road (Station Road) to the left on the Drumnigh Road.

Figure 4B.1 : Location of LAP Lands in the context of existing transport network.



- The Moyne Road underpass of the Irish Rail Bridge is a shuttle system with excellent intervisibility between the yield lines. With low traffic volumes and good visibility it is possible to operate without signals.
- The remaining key junctions were observed to operate within capacity with no major issues in the morning peak hour.

The development of the LAP lands will put additional pressure on key points of the existing road network as the population increases.

4B.3.1 Recommended Road Improvements

As part of the South Fingal Transport Study, a number of road infrastructure schemes are proposed in the study area which will play a key role in facilitating future traffic associated with the Baldoyle-Stapolin and Portmarnock South LAP lands. As part of the detailed assessment for this LAP, the proposed phasing of delivery of the road schemes was analysed. The proposed road schemes are outlined below and shown on Figure 4B.1

Hole in the Wall Road Upgrade: A proposed realignment of the northern end of the Hole in the Wall Road to tie in at the R123 Moyne Road at a four arm crossroads junction. This will address the existing deficient visibility at the existing junctions on the Moyne Road with the Hole in the Wall Road and the Drumnigh Road.

Baldoyle Public Transport Bridge: An extension of Red Arches Road and bridge over the rail line at Clongriffin DART station and connection with the east-west link of Clongriffin Main Street to accommodate buses, pedestrians and cyclists.

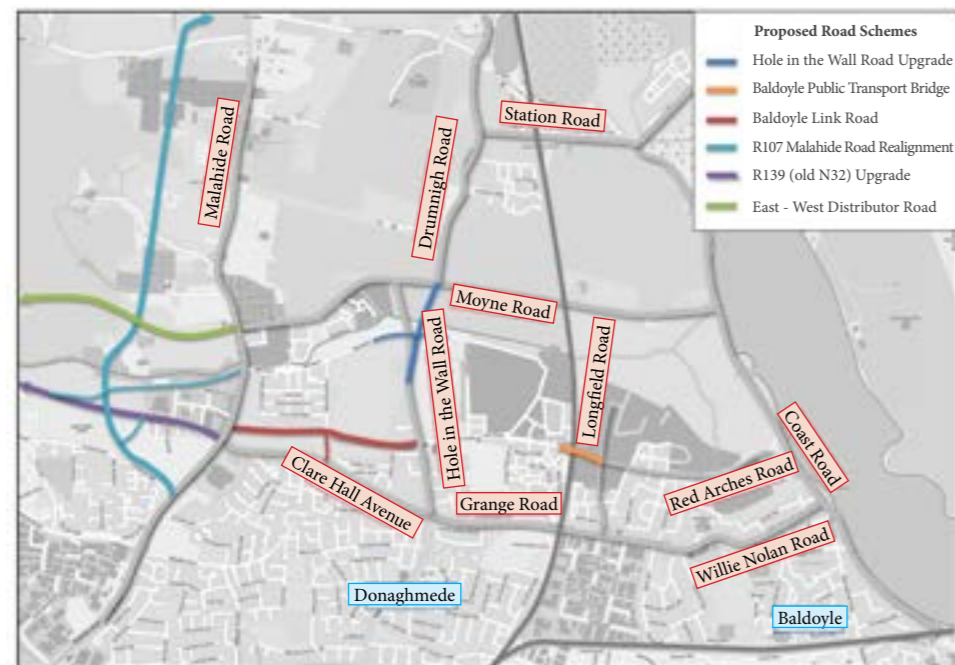
Baldoyle Link Road (within Clongriffin-Belmayne LAP): An extension of Clongriffin Main Street to the west of Hole in the Wall Road and connecting to the R107 Malahide Road to the north of the existing Clare Hall traffic signals.

R107 Malahide Road Realignment: A significant realignment of the existing Malahide Road from Belcamp Lane to north of Chapel Road. The proposed new link is a dual-carriageway with a new grade separated junction with the R139 (old N32).

R139 (old N32) Upgrade: Upgrade of the R139 (old N32) to dual-carriageway from the existing Malahide Road to Clonshaugh Road.

East-West Distributor Road: A new link road from the existing Malahide Road at Balgriffin Road to the R132 Swords Road at Collinstown Cross, incorporating a bridge over the M1 and facilitating access to new development lands at Belcamp and Clonshaugh.

Figure 4B.2: Proposed Road Schemes



4B.3.2 Phasing of Roads Infrastructure

Based on the assessments undertaken of the development growth forecast scenarios for both the Baldoyle-Stapolin and Portmarnock South LAP lands for the years 2014, 2018 and 2025 Aecom recommended a phasing strategy for road infrastructure.

This has been used to inform the overall phasing of development in the LAP lands as set out in Section 6, *Sequencing and Phasing*. As indicated above, the phasing assessment undertaken by Aecom takes into account development potential within all zoned lands within the Fringe Area over the short, medium and long term horizons. It is recognised that other factors such as funding availability, land ownership, market conditions and infrastructural constraints will also have an influence on the ultimate delivery of the lands.

Subsequent to the completion of the AECOM study for Fingal, the National Transport Authority (NTA) commissioned a study of the road network surrounding the Baldoyle-Stapolin LAP lands and the wider area to the west taking in large portions of the administrative areas of Fingal County Council and Dublin City Council. The NTA study will outline the required provision and build out of transportation (roads and public transport) infrastructure to serve the wider area around the LAP lands. Once completed the NTA study, entitled the North East Transportation Study, will provide guidance for the funding and provision of transport infrastructure and services and in this way will inform and guide any changes to the suggested phasing strategy.

Objective TM 7 Liaise with the NTA and the NRA in the phasing of development as it relates to the Baldoyle-Stapolin lands and the wider South Fingal and Dublin City Council area.

Objective TM 8 Ensure that the phasing of development within the LAP lands has regard to the capacity of the road network and to public transport provision informed by the North East Transportation Study.

4B.4 Internal Road Network

The approach to vehicle access both into and throughout the site must strike a balance between encouraging as many people as possible to walk, cycle and travel by bus, the need for the whole area to be accessible and integrated with the rest of the city, the need to cater safely and efficiently for expected traffic levels and the need to minimise extra traffic burdens on roads in surrounding areas. Two vehicle access points into and out of the LAP lands currently exist, one via a roundabout from the Coast Road to the east of the site and the other from a signalised junction at the Grange Road to the south. These will continue to be the only means of access to the lands by way of private car from the surrounding area. An additional public transport link, via a newly constructed road over the railway line adjacent to the village centre, will connect the lands with the developing area of Clongriffin-Belmayne to the west.

The internal road network within the site will seek to create linkages between all areas of the LAP lands, including all residential neighbourhoods, the proposed village centre, the train station at Clongriffin and the green spaces within and surrounding the site. It will follow and incorporate direct lines of movement and create a highly accessible place that is supported by a clear street hierarchy and that incorporates strategic corridors of movement and local routes. The street layout throughout the lands will essentially be subject to a grid format that will help to improve legibility and accessibility through the site. It will provide a choice of routes throughout the LAP lands that will link up with the main access routes into and out of the area. This grid will be broken into a network of streets within the site organised into an access hierarchy comprising primary, secondary and quiet streets that will be complemented by two green routes/boulevards. As suggested by their names each street within the hierarchy will have a different function and character and will be designed to reduce vehicle speeds and to prevent rat-running through the development from Coast Road and Grange Road. Further details about the character of these streets are set out in Section 5 *Urban Design* and proposals should comply with this guidance. The hierarchy of streets is shown on Figure 5.5.

4B.4.1 Boulevards/Green Corridors

The two Boulevards (Ireland’s Eye and Stapolin Avenues) act as the main structuring axis through the site as well as defining the principal pedestrian routes. They will have an important function in linking all of the neighbourhoods with Racecourse Park. They will effectively be extensions of the Park and act as green lungs into the site that will incorporate two single carriageways on either side of a c. 14 metre wide green route. A dedicated pedestrian and cycle route will be provided down the centre of these broad, straight, tree-lined avenues.

4B.4.2 Primary Routes

The two Primary Routes (Red Arches Road and Longfield Road/Main Street) are the principal ways of access and movement distribution through the site. They will act to

distribute vehicular traffic (particularly their importance for providing bus routes) throughout the site. They will also be designed so as to ensure that these streets are important places for pedestrians and cyclists. These are slightly curved along their length both to reduce vehicular speed and to subordinate them to the Green Route/Boulevards. They are reasonably wide streets with tree lined footpaths.

4B.4.3 Secondary Routes

The only secondary route within the development, Stapolin Way, will run in an arc to the north of the site to link Longfield Road and Red Arches Road. It will be similar in width but less heavily trafficked than the primary routes and will serve to facilitate movement through the northern portion of the site. Trips on this street will have more of a local purpose and it is envisaged that the curved nature of the street will serve to reduce vehicular speed and to subordinate it to the Boulevards.

4B.4.4 Quiet Streets

Quiet streets will comprise the vast majority of the LAP street network and their predominant function will be to allow easy and direct walking and cycling into and through the area, provide local vehicular access, and give access to buildings. The role of these streets is to protect and enhance the place and social gathering function that local residential streets provide by promoting them as places to gather and

Figure 4B.3 : Street Names



socialise, alongside their secondary function of providing safe and convenient access to individual properties. Only low levels of traffic are envisaged on these streets. Designs must incorporate measures to ensure pedestrian priority and permeability as well as very low vehicle speeds. Design measures encouraging shared surfaces may be appropriate for these streets.

- Objective TM 9** Implement a street hierarchy that puts pedestrians first and promotes streets as links for all types of movement and as places in their own right, to ensure a strategic, accessible and safe street network across the LAP lands.
- Objective TM 10** Create a high-quality public realm network which provides a range of size of public space that can function as places for social gathering.
- Objective TM 11** Ensure that streets are designed as attractive public spaces in accordance with the *Section 5 Urban Design* of the LAP. They shall cater for a range of users with priority generally given to pedestrians and cyclists and shall be designed to minimise the impact of speeding vehicles.
- Objective TM 12** Ensure that design and layout of streets takes into account the requirements of vulnerable road users and mobility impaired people.
- Objective TM 13** Ensure that the layout and design of new streets within the development minimises the potential for rat-running through and from Coast Road and Grange Road.

4B.5 Pedestrian and Cycling Connectivity

The road layout within the LAP aims to ensure that safe, attractive and well-connected walking and cycling routes are provided as part of the development. High quality streets and spaces have many of the same benefits as those of green spaces. It is their quality that contributes to the character and success of a place and therefore their design is very important. Streets will be designed to keep vehicle traffic speeds and volumes low and to discourage undue through traffic. Combined with good urban design and landscaping, this will ensure that the street environment is attractive and safe.

All routes within the street hierarchy will provide for both pedestrians and cyclists. However, given that the majority of the primary streets through the development have already been constructed, the opportunities to provide dedicated cycle tracks on these roads are limited. Safe and convenient routes to the village centre, train station, bus stops, the future school site, Racecourse Park and all other facilities within the site will be provided for but opportunities also exist for walking trips to be made to key external destinations, including schools and other local services and facilities.

The Boulevards/Green Routes will provide an important part of the overall movement network and public open space framework for pedestrians and cyclists within the LAP area. They will extend Racecourse Park into the residential development, allowing people to move easily from their homes and the village centre to the park. They will also enable many more homes to have a frontage along pleasant green spaces. A dedicated pedestrian and cycle path will run through these Boulevards to make them safe and pleasant routes for future users. While these boulevards will be intersected at two key locations by the Primary Routes that will run through the development, the junctions will be designed in such a manner as to allow pedestrians and cyclists on the boulevards priority. This may be achieved through the provision of raised tables and/or landscaping at these junctions in order to provide clearly demarcated safe routes for pedestrians and cyclists while also slowing traffic speeds.

- Objective TM14** Provide a clear, safe and legible network of cycling and pedestrian routes within the LAP lands that will link key destinations, including the village centre, local schools, Clongriffin train station and other important local destinations and which will also provide linkages to the GDA Cycle Network.
- Objective TM 15** Ensure that safe connections and linkages throughout the site and to Clongriffin train station are maintained all times during the build out of the remainder of the LAP lands.
- Objective TM 16** Provide dedicated pedestrian and cycle routes in the central green spaces that form the spine of the Boulevards at Ireland's Eye and Stapolin Avenue.
- Objective TM 17** Ensure that all road junctions which intersect Ireland's Eye Avenue and Stapolin Avenue are designed in such a manner as to ensure pedestrian and cyclist priority at these crossings. This may be achieved through the use of measures such as raised tables, landscaping or other agreed means.
- Objective TM 18** Ensure that street design encourages walking and cycling throughout the development making use of the principles of shared surfaces, where appropriate.
- Objective TM 19** Provide cycle and pedestrian facilities in appropriate locations including cycle parking, storage and associated facilities and seating within public places.



4B.6 Linkages with the Surrounding Area

4B.6.1 Cross- Rail Street Connection with Clongriffin-Belmayne

The proposed pedestrian and cycle route through the village centre, linking over the railway line with Clongriffin-Belmayne to the west, will be an important connection with that growing community and its new facilities. Initial linkages will be created within the first phase of development of the village centre, via the public realm area to be known as Stapolin Square. This will replace the existing interim access to the train station and Clongriffin and will be readily accessible for cyclists, those with disabilities and young children.

As part of the second phase of the village centre (or earlier, see Section 6, Sequencing and Phasing), the provision of a dedicated bus ramp will connect Baldoyle-Stapolin with the developing lands of Clongriffin-Belmayne to the west. This is a key piece of infrastructure that will help to improve connectivity with the surrounding area and will also facilitate the integration of communities and services on both sides of the railway line.

This cross-rail link provides the opportunity to extend the public transport corridor that serves the Main Street Boulevard in Clongriffin, and which feeds into the Malahide Road QBC, into the Baldoyle-Stapolin LAP lands thereby increasing the catchment and connectivity for sustainable transport modes.

Fingal County Council and Dublin City Council both support the delivery of this connection. It will be an objective of the LAP to seek its delivery as expeditiously as possible.



Objective TM 20 Ensure the early provision of permanent access arrangements for pedestrians, cyclists and those with disabilities to Clongriffin train station and the developing areas of Clongriffin-Belmayne through the provision of access via the new public realm at Stapolin Square as the first phase of the village centre.

Objective TM 21 Ensure the provision of a bus ramp to connect Baldoyle-Stapolin to Clongriffin-Belmayne as part of the delivery of the second phase of the village centre or earlier as required.

4B.6.2 Fingal Coastal Way

A section of the proposed Fingal Coastal Way, a strategic cycle and pedestrian route that, when completed, will link Balbriggan to Howth is proposed to run through Racecourse Park, parallel with Coast Road, subject to screening for assessment under the Habitat's Directive. This will connect into the Sutton to Sandycove cycle and pedestrian route known as the S2S. Given the sensitivity of the LAP lands along the coast and adjacent to, and within, the SAC of Baldoyle Bay the location, design and materials of a combined cycle/pedestrian route will be important. In agreement with the National Parks and Wildlife Service, a combined cycle/pedestrian route of a maximum of 3m will be provided along the eastern edge of the Plan lands within Racecourse Park to connect to the Portmarnock South LAP lands at the junction of Moyne Road and the Coast Road.

Objective TM 22 Provide, as part of the Fingal Coastal Way, an agreed and appropriately designed combined pedestrian and cycle route, of no wider than 3m, through the eastern edge of Racecourse Park, minimising access points and signage to avoid disturbance and ensuring the integrity of the protected habitats and species within Baldoyle Bay and Racecourse Park.



4B.6.3 Pedestrian and Cycle Route under Railway Bridge in Racecourse Park

From public consultation undertaken as part of the LAP it became evident that existing residents both within Baldoyle-Stapolin and Clongriffin-Belmayne would like the existing arch underpass of the railway line, in the northwest corner of Racecourse Park, to be opened up for use by pedestrians and cyclists. This would facilitate easy access to the amenities of Father Collins Park, Mayne River linear park and the coast to residents of both communities. Such a linkage would also provide for the further development of a greenway along the Mayne River that would connect the administrative areas of Fingal and Dublin City. While the underpass is understood to be in the control of Iarnróid Éireann, both Fingal and Dublin City Councils are committed to working together to try to secure this important link.

Objective TM 23 Work in association with Dublin City Council to secure, with the agreement of Iarnróid Éireann or other relevant 3rd parties, a pedestrian and cycle link under the railway line via the existing arched bridge underpass in the northwestern corner of Racecourse Park.



4B.6.4 Integration with Neighbouring Residential Communities

There are cases where existing cul-de-sacs in adjacent communities have no direct access to the LAP lands, the associated open space, new village centre or train station. The provision of pedestrian and cyclist access into the Plan lands will be encouraged where local residents demonstrate their support.

Objective TM 24 Facilitate, with residents' support, the upgrading of existing cul-de-sacs and areas of open space by opening them up to allow pedestrian and cyclist access where it significantly shortens trips to community facilities, schools, open spaces, shopping facilities or public transport stops for future and existing residents.

4B.7 Car Parking Provision

4B.7.1 Village Centre

A multi storey or decked car park is proposed to serve the first phase (the southern section) of the village centre. The car park will be well designed with attractive elevations and measures to be incorporated both for aesthetic reasons and to minimise impact on nearby residents. Car parking for the second phase of the village centre (to the north of Stapolin Square) will be underground or at podium level to reflect the higher density of development that must be achieved in this area as well as the changing ground level that will result from the construction of the bus ramp.

4B.7.2 Residential Areas

Car parking standards within Growth Area 1 (See Section 6, Sequencing and Phasing) of the development will accord with Development Plan standards for residential areas. However, for all phases thereafter car parking standards for residential units should be reviewed to take into account any improvement in the frequency of public transport services. In the event of any such improvements consideration should be given to implementing reduced levels of car parking. This reflects the strategic nature of the LAP adjacent to the public transport network.

In the early phases of the development of the residential areas car parking will predominantly be on-street. In these instances, creative design solutions should be achieved without eroding the quality of the landscaping and open space provision and without lowering the sustainable density for the scheme. However, in line with the need to promote increased densities in later phases of developments (See Section 4D – Residential Development and Densities) and the likelihood that a greater quantum of apartment units will be provided, particularly along the Parkland edge to the north of the site, car parking should be provided off-street in either underground or podium type parking arrangements. In the latter higher density areas, it may also be necessary to require car park management plans to be prepared as part of the planning application process that would promote shared use of car parking to include appropriate charges to encourage modal shift. In overall terms car parking proposals will be assessed having regard to their impact on place making, achievement of appropriate densities, as well as providing residents with adequate and safe access to their private vehicle.

4B.7.3 Car Storage

Promoting the use of public transport, walking and cycling for the majority of journeys is an important sustainable goal and is not in conflict with the ownership of

vehicles and the need to store them when not in use. Adequate space for car parking storage should be considered in residential designs.

The concept of a car parking bank at street or semi-basement level could be a design feature as part of future developments while ensuring that (a) the sustainable density of a scheme is not compromised; (b) cost prohibitive basement construction is removed as a barrier to on site progress; and (c) larger facilities for car storage are designed in a way that minimises surface land take and allows screening/overhead landscaping or recreational uses.

It is important that should a car parking bank be considered, it be accessible and within supervision distance to the units it intends to serve. It should also be designed so that it can be managed and maintained successfully as part of the management scheme proposal for the private development.



Objective TM 25 As development progresses, require that car parking standards within the LAP lands are reviewed in parallel with improvements in public transport services with the aim of implementing reduced levels of car parking which would reflect the strategic nature of the LAP adjacent to public transport.

Objective TM 26 Require that, in line with the need to promote increased densities in Growth Areas 2 and 3 and the likelihood that a greater quantum of apartment units will be provided particularly along the Parkland edge to the north of the site, with the exception of on-street visitor parking, car parking be provided off-street in either underground or podium type parking arrangements.

Objective TM 27 Ensure that where multi use/public car park facilities are proposed in the village centre, the management regime will be subject to the agreement of the local authority.

Objective TM 28 Seek the preparation of car park management plans as part of the planning applications in Growth Areas 2 and 3 that would promote shared use of car parking to include appropriate charges to encourage modal shift where deemed necessary.

Objective TM 29 Seek well integrated design solutions for adequate car parking within the design and layout of schemes whether parking is provided on-street, at podium level or within basements. Particular attention should be paid to visitor parking and the potential for the development of car storage facilities.

4B.8 Bicycle Storage

Bicycles need reasonable protection against theft, vandalism, and in some cases such as longer-term storage, protection from weather. Bicycle parking is most effective when it is located close to trip destinations, is easy to find and is accessible. Where quality bicycle parking facilities are not provided, cyclists lock their bicycles to lampposts, parking meters, street signs, trees, or other street furniture, all of which are undesirable because they are often less secure, can interfere with pedestrian movement and can create liability issues or damage to street furniture or trees.

The Fingal Development Plan sets out standards in relation to the provision of bicycle parking for various types of development and these should be met throughout the plan lands. Cycle parking should be sheltered and secure, and should be located no less conveniently than car parking relative to the dwelling units (if not provided within the dwelling itself).



Objective TM 30 Require adequate bicycle storage provision within, or close to, each dwelling in accordance with the standards set out in the Fingal Development Plan.

Objective TM 31 Require the provision of cycle parking facilities in new commercial, retail, community facilities etc., in accordance with the standards set out in the Fingal Development Plan. 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 25 metres of a destination for short term parking (shops) and within 50 metres for long term parking (school, office etc). All long term cycle racks (more than three hours), including those adjacent to the train station shall be protected from the weather. From a security viewpoint cycle racks should not be located in out of the way locations.

Objective TM 32 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.

4C - Water Services and Utilities

4C.1 Introduction

The provision of water services and utilities are an essential component of the sustainable development of Baldoyle-Stapolin. Water services include water supply, wastewater and surface water removal and treatment, while utilities generally include electricity supply, broadband, gas, mobile phone coverage and telecom connections. All of these must be planned for so as to ensure that there is adequate availability to support the quantum of development envisaged by the Local Area Plan, in a manner that is environmentally appropriate, cost effective, efficient and protects public health.

The purpose of this section is to identify the existing public water supply, drainage and other key infrastructure within the LAP area, and to set out the requirements and investment needed in infrastructure to meet the objectives of the LAP. The implementation of the LAP will take place in a phased approach and it is envisaged that upgrading or expansion of elements of the public infrastructure both within and outside the LAP will be required as development progresses.

This section addresses these issues in two sections (i) water services (including supply, foul and surface drainage and flooding) and (ii) utilities; with the final section setting out the policies and objectives on infrastructure for the Local Area Plan.

4C.2 Water Supply & Water Conservation

The water supply serving Baldoyle comes from the Liffey at its abstraction point at Leixlip and is fed by the North Fringe Water Supply Scheme via the Ballycoolin Reservoir using a combination of pumped mains, gravity mains and reservoirs. There are plans for the expansion of the Leixlip Plant to increase production capacity to 225Ml/day. The expansion should be complete by the end of 2013. Following the expansion there will be no more capacity for additional abstractions from the River Liffey.

As with all major developments in the Dublin region, the availability of a supply of water is a regional strategic issue which may be a constraining factor on future growth. Currently across the region supply and demand for high quality drinking water is finely balanced and this will remain the case in the short to medium term pending the delivery of a number of projects to increase production, storage and delivery capacity.

The Water Supply Project – Dublin Region is currently assessing the strategic need and source options for a new water supply source for the Dublin Region Water Supply Area, which includes Fingal. The current estimate, based on a per capita consumption of 145 l/day indicates that a new source is required by 2016. Ten new water source options are currently being evaluated in this study. From 2014, the provision of strategic projects will be a matter for the Water Services Board.

At a local level the existing water supply network for the Baldoyle-Stapolin LAP lands is served by a 600mm and a 450mm watermain running from west to east across the northern section of the LAP lands. The area within the Plan boundary is generally

fed from various connections from this watermain. Any proposal to develop site(s) not immediately adjacent to existing water supply infrastructure will have to address the issue of providing a suitable water supply for proposed developments.

New development and/or works and landscaping will need to demonstrate that the existing network and associated way leaves are protected from impacts which could put the network at risk of damage. The delivery of a number of measures to sustainably manage water demand is also important. In order to limit unnecessary water usage, leakage and excessive consumption, a Water Management and Conservation Plan detailing how best practice in water conservation shall be required to include both water mains and internal plumbing. New developments should, where feasible, install suitable water conservation measures. The use of rainwater harvesting, particularly in commercial developments, is to be encouraged.

Objective WS 1	Ensure that priority is given to the provision of water supply in the LAP lands corresponding to the area's strategic designation in the Regional Planning Guidelines as being within the Metropolitan Area of the Greater Dublin Area and as set out in the core strategy of the Development Plan.
Objective WS 2	Ensure that new developments are adequately serviced with a suitable quantity and quality of drinking water supply. Where deficiencies exist development will be limited to that which can be provided for, based on available water supply.
Objective WS 3	Promote water conservation to reduce the overall level of water loss in the public supply and require that new domestic developments provide for water supply metering.
Objective WS 4	Require that a Water Management and Conservation Plan, detailing how best practice in water conservation shall be applied in respect of the proposed development to include both watermains and internal plumbing, be prepared for the development of these lands and submitted with each planning application in order to limit unnecessary water usage, leakage and excessive consumption.
Objective WS 5	Require the adoption of water saving measures throughout future development. This will increase the extent of development capable of being serviced by the existing water treatment plant. Such measures would include: <ul style="list-style-type: none"> • Water butts to collect rainwater • Low flush and dual flush toilets • Low water use appliances • Rainwater harvesting
Objective WS 6	Ensure that water main layout for any proposed development is in accordance with the most up-to-date version of Fingal County Council's 'Guidelines for the Laying of Distribution Watermains' and 'Guidelines for Drinking Water Supply'.

4C.3 Foul Water Drainage

The LAP lands are part of the North Fringe Sewer catchment which ultimately discharges to the Regional Waste Water Treatment Plant at Ringsend. At the time of preparing this LAP Ringsend Waste Water Treatment Plant is operating at its design capacity. Dublin City Council is currently finalising proposals to increase the capacity of the plant from 1.64 million PE (population equivalent) to 2.15 million PE, with a target completion date of 2015. In the longer term The Greater Dublin Drainage Project, which is currently underway, aims to provide strategic drainage infrastructure required for the Greater Dublin Area (GDA). It is currently estimated that construction of a new regional wastewater treatment plant and orbital pipelines to serve the GDA will be completed by 2021.



The Urban Wastewater Treatment Directive requires the collection and high level treatment of wastewater, specifically those to be discharged to sensitive waters such as Dublin Bay. The terms of the recent EPA discharge license (2010) granted to Dublin City Council in respect of Ringsend Waste Water Treatment Plant reinforces this requirement. The Waste Water Discharge (Authorisation) Regulations 2007 (SI No. 684 of 2007) also require that the Water Service Authority satisfies itself that there is drainage capacity available in the network prior to granting a planning permission for any development. This requirement will apply to all developments within the LAP

The North Fringe Interceptor Sewer, a major new trunk sewer constructed in 2004, will be the receiving environment for any future development on the LAP lands. The North Fringe Interceptor Sewer runs along the northern and eastern boundary of the lands. The sewer in this area is a 1600mm GRP pressure pipe and is connected to the Sutton Pumping Station. It generally flows under gravity except for specific flow and overflow conditions that could arise if the Sutton Pumping Station is out of commission. From the Sutton Pumping Station the wastewater is discharged to Ringsend. The LAP lands are all part of the original design catchment for the North Fringe Sewer, and hence, at a strategic level, there is adequate capacity to facilitate development within this area. Any hydraulic deficiencies in parts of the older foul

network are localised and will be addressed as part of the normal development management process.

Within the site the foul sewer pipe network has been constructed, on foot of a planning permission (2002) for the overall infrastructural requirements, for the LAP lands. This network is connected to a newly constructed pumping station, within Stapolin Haggard and a rising main. This rising main is connected to the North Fringe Interceptor Sewer.

A standard requirement is that all development should be drained on completely separate systems, i.e. foul and surface water flows should be directed to separate pipes. This reduces the possibility of flooding of the foul pipelines during times of extreme rainfall events as the foul network should only contain foul flows and not surface water. All surface water discharge shall meet the requirements of Section 6.3.3.4 Location of Development Volume 2 Greater Dublin Strategic Drainage Study and sustainable drainage systems utilised where possible. Water quality will be the significant factor and the implementation of Section 6.3.3.2. Location of Development Volume 2 Greater Dublin Strategic Drainage Study will also have to be adhered to with respect to the treatment train approach on the basis that it is advisable to adopt the approach that the first treatment focuses on sedimentation, the second on hydraulic attenuation and the third the wetland area. The use of sustainable drainage systems produces multiple benefits in terms of enhanced bio-diversity, reduced peak flows, water quality improvements and improved ecology.

Objective WW 1 Permit new development only where it can be clearly demonstrated that there is adequate capacity in the wastewater disposal infrastructure in accordance with applicable requirements and standards, including urban wastewater treatment disposal standards.

Objective WW 2 Ensure the separation of foul and surface water effluent through the provision of separate sewerage and surface water run-off networks.

Objective WW 3 Require that an up to date condition survey (as constructed drawings, CCTV surveys etc) of the foul network in place across the site is submitted as part of any future planning applications.

4C.4 Surface Water Management

New development has the potential to add to flood risk in an area if it leads to an increase in surface water run-off. In keeping with the Greater Dublin Strategic Drainage Study (2005), Sustainable urban Drainage Systems (SuDS) techniques will be incorporated into the development of the LAP lands. SuDS offer a comprehensive design approach to the management of water on a site, to delay run-off and encourage filtration through the use of porous surfaces, detention ponds, green roofs, rainwater harvesting etc. in ways which enhance amenity and biodiversity and minimise pollution effects. Therefore the use of SuDS provides benefits in what is described as the SuDS triangle; water quality, water quantity and amenity/biodiversity. A well designed SuDS system offers the opportunity to incorporate all three benefits.

Given the Council's commitments under the Water Framework Directive to improve the quality of the water in the Mayne River and the international and national

designations which apply to Baldoyle Bay the criterion of Water Quality is a key factor in the design of the storm water system to serve the development.

Within the LAP lands many of the roads, containing the main elements of the surface water network, have been constructed with the surface water discharging to the Mayne River approximately 700 metres upstream of Baldoyle Bay. As a result there is a limit to the range of SuDS techniques that can be implemented on the site. The challenge will be to retrofit SuDS measures into the existing system. The retrofitting will include, where necessary, the replacement/diversion of elements of the existing drainage systems to a SuDS system or the addition of features to the current drainage system which will improve the overall sustainability of the surrounding sewerage network. Surface water from the existing phases of development at Myrtle and Red Arches and from the existing network in general should be diverted/intercepted through SuDS devices before discharging to a new attenuation area within Racecourse Park. Full SuDS design should be implemented in the phases of development not yet constructed.

Fingal's Water Pollution Control Section operate a policy of issuing Trade Effluent Discharge Licences during the construction phase under the 1977 & 1990 Water Pollution Acts, to all companies involved in development. This is to ensure all discharges to surface waters do not compromise the water quality in the receiving waters. In relation to water bodies within or adjacent to LAP lands, it is imperative that any works during construction/development phases do not impact negatively on the Rivers or any tributaries.

In accordance with the Greater Dublin Strategic Drainage Study, it is a requirement that surface-water discharge rates are limited to green-field rates for the development area. However, this requirement does not necessarily apply to the lands covered by this draft LAP due to their proximity to Baldoyle Estuary. Water quality can be enhanced by incorporating suitable SuDS techniques into the design of any development.

A SuDS Strategy for Baldoyle-Stapolin, prepared by Waterman Moylans on behalf of the Council identifies various measures that may be employed throughout the development taking into account the existing surface water infrastructure that is in place across the site. On foot of this the following drainage design SuDS measures shall, where feasible, be incorporated into the development in line with appropriate sustainable drainage practices:

4C.4.1 Measures in Public Realm Areas:

- Wet Ponds located within the larger areas of public open space within the development. These will provide storage to meet attenuation requirements for the 100 year, 6 hour storm and also to cater for tide locking. Ponds will provide the final stage of treatment for water runoff prior to discharge to the watercourses. The ponds, which are located in open space areas, will also provide amenity and biodiversity benefits in accordance with best design practice.
- Storm Water Wetlands/Constructed Wetlands located within Racecourse Park (i.e. structural practices similar to wet ponds that incorporate wetland plants into the design). As stormwater runoff flows through the wetland, pollutant removal is achieved through settling and biological uptake within the practice.

- Swales to be located adjacent to existing and proposed roads where road reservations provide sufficient width and in particular along the main green routes/boulevards throughout the development. These are vegetated surface storage basins that provide flow control through attenuation of stormwater runoff. They also facilitate some settling of particulate pollutants. They are normally dry and in most cases can accommodate soft landscaping and contribute to local amenity.
- Pervious Pavements should be used in public parking bays and other areas of hardstanding that are managed privately by a management company.
- Tree Pits are subsurface tree and stormwater systems that hold large soil volumes while supporting traffic loads beneath paving and hardscapes. It is proposed that these will be used throughout the LAP area to assist with attenuation and groundwater recharge.
- Bioretention Areas located at carefully selected pocket parks and open spaces. These are vegetated depressions designed to store run off and infiltrate it gradually into the ground. These are very effective at pollutant removal and contribute to groundwater recharge. Gullies or open kerbs should drain road runoff to these areas with a perforated overflow pipe discharging back into the main public sewer.
- Petrol Interceptors should be used to treat runoff from roads and parking areas.
- Filtration Trenches or drains are similar in construction to that of infiltration trenches (below) apart from a perforated pipe running through the narrow channel which allow water to filtrate into the surrounding soil and into the pipe which then transfers the water to a disposal unit. These should be provided within pocket parks and public open spaces.



- Infiltration devices such as narrow excavations (1 to 2m depth) filled with selected stone that create temporary subsurface storage for infiltration of stormwater runoff. Infiltration devices are most likely not suitable within the LAP lands due to the lack of adequate infiltration.

4C.4.2 Measures within Private/Semi-Private Areas

- Green Roofs/Living Roofs that are partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane. These serve several purposes for a building, such as absorbing rainwater and reducing flooding, providing insulation, creating a habitat for wildlife. Within the LAP lands green roof technologies should be employed on buildings within the village centre and any other buildings where appropriate.
- Pervious Paving as above.
- Filtration Strips as outlined above.
- Water Butts allows for the collection of rainwater from roofs and downpipes. The rainwater can then be used for watering plants, washing cars etc.
- Bioretention Areas as outlined above.

The above SUDs measures described for both the public realm and the private/semi private areas are not prescriptive however chosen methods must be both appropriate and strategic in nature. Future planning applications will be subject to a robust and flexible analysis and will take account of the strategic SUDS framework described above.

Runoff from all sites must pass through at least one level of treatment using a SuDS component prior to the final level of treatment in the public realm areas.

4C.4.3 Maintenance

Like all drainage systems, SuDS components should be designed in a manner that facilitates inspection and future maintenance. In order to ensure efficient operation and prevents failure. Usually, SuDS components are on, or near, the surface and most can be managed using landscape maintenance techniques. For below-ground SuDS, such as permeable paving, the manufacturer or designer should provide maintenance advice. A commitment to the long term maintenance of the drainage system should be established at the early stages in the planning process. This should include routine and long-term actions that can be incorporated into a maintenance plan. Maintenance plans should be developed prior to the adoption of all systems and should be submitted with each individual planning application within the LAP lands.

Objective SW 1 Require that surface water attenuation is provided generally in locations identified in the SuDS Strategy. Design of surface water attenuation shall be based on the requirements of the Greater Dublin Strategic Drainage Study. Particular reference shall be made to Volume 2, Appendix E which provides guidance on attenuation design and best practice cases (as may be updated).

Objective SW 2 Require all planning applications to submit details of compliance with the SuDS Strategy for the LAP which include proposals for the management of surface water within sites, and runoff rates from sites, protecting the water quality and flow regime of the River Mayne and retrofitting best practice SuDS techniques on existing sites where possible.

Objective SW 3 Require local/site specific SuDS measures in tandem with development.

Objective SW 4 Require green roofs for commercial development within the LAP unless otherwise agreed.

Objective SW 5 Ensure urban areas are designed to accommodate surface water flood flow at times of extreme events through the dual use of roads and pathways as flood conveyance channels. Ensure also that other appropriate areas (parkland, car parks, large paved areas etc) are used as temporary flood ponding areas.

Objective SW 6 Ensure that all trees planted in/adjacent to hard paved areas (footpaths, parking areas etc) incorporate tree root structural cell systems.

Objective SW 7 Require that surface water discharge from the development replicates existing greenfield runoff rates by limiting flow by means of flow control devices constructed to the requirements of Fingal County Council.

Objective SW 8 Require that proposals for sustainable drainage systems include provisions for future maintenance of these systems. In this regard, maintenance plans shall be required as part of each planning application.

Objective SW 9 Require a settlement pond to allow for treatment of all surface water discharges from the development site during the construction phase.

4C.5 Flood Risk Management

The LAP lands are covered by a number of flood studies. The Dublin Region Coastal Protection Project which extended from the city boundary to North Portmarnock identified a number of flood risk locations in Sutton, Howth, Baldoyle and Portmarnock. The Irish Coastal Protection Strategy Study identifies locations along the east coast at risk of coastal flooding and coastal erosion. The most recent study, the Fingal East Meath Flood Risk Assessment and Management Study (FEMFRAMS) has identified a history of flooding, both fluvial and coastal, along the River Mayne, which runs through the northern (parkland) section of the LAP lands and flows into Balydoyle Bay, a Natura 2000 site. As part of FEMFRAMS flood maps were produced for the Mayne River (drafts currently available) for the 1% (1 in a 100) and 0.1% (1 in a 1000) probability of flooding. Although flooding cannot be wholly prevented, its impacts can be avoided and reduced through good planning and management. FEMFRAMS will be incorporated into a new Eastern Catchment Flood Risk Assessment and management study (ECFRAMS).

Baldoyle-Stapolin LAP lands are subject to a number of different types of flooding including pluvial flooding (through rainwater and/or urban generated), Riverine flooding from the Mayne River and coastal and tidal flooding from Baldoyle Bay. The main source of historic flood data is the OPW National Flood Hazard Mapping website, www.floodmaps.ie, which provides an abundance of historic flood information throughout Ireland.

In accordance with the ‘Planning Systems and Flood Risk Management Guidelines for Planning Authorities’ (DoEHLG, 2009), a Strategic Flood Risk Assessment (SFRA) was prepared in tandem with this LAP. The SFRA includes the identification of a number of measures necessary to ensure flood risk is incorporated into the planning of this area, and it also recommends that development proposals for a number of areas within the plan boundary be the subject of site-specific flood risk assessment appropriate to the nature and scale of the development being proposed (refer to Map Site Specific Flood Risk Assessment Map, see Appendix 2).

Objective FRM 1 Implement the EU Flood Risk Directive (2007/60/EC) and have due regard to the relevant Flood Risk Management Plan and the recommendations and outputs arising from same which relate to or impact the Plan area.

Objective FRM 2 Implement the provisions of the DoEHLG/OPW publication ‘The Planning System and Flood Risk Management: Guidelines for Planning Authorities’ 2009 or any superseding document in relation to flooding and flood risk management and facilitate flood management measures, as appropriate.



Objective FRM 3 Require all planning applications for residential and/or commercial floorspace on sites in areas at risk of flooding to be accompanied by a Flood Risk Assessment that is carried out at the site-specific level in accordance with ‘The Planning System and Flood Risk Management – Guidelines for Planning Authorities’ (2009). The scope of flood risk assessment shall depend on the type and scale of development and the sensitivity of the area.

Objective FRM 4 Ensure that any proposals for basements are included in a site specific flood risk assessment.

4C.6 Water Quality

Recent years have seen the adoption of a number of EU Directives, transposed into Irish law, which seek to protect and improve water quality. The key piece of legislation governing water quality in Ireland is the Water Framework Directive (WFD) (2000/60/EC) established by the European Community and which came into force in Ireland in December 2000. The WFD requires that all Member States implement the necessary measures to prevent deterioration of the status of all waters - surface, ground, estuarine and coastal - and protect, enhance and restore all waters with the aim of achieving “good status” by 2015. All public bodies are required to coordinate their policies and operations so as to maintain the good ecological and chemical status of water bodies which are currently unpolluted and improve polluted water bodies to good status by 2015.



For the purpose of implementing the WFD, Ireland has been divided into eight river basin districts or areas of land that are drained by a large river or number of rivers and the adjacent estuarine/coastal areas. The management of water resources will be based on these river basin districts. The Baldoyle-Stapolin area falls within the Eastern River Basin District (ERBD). The Local Authorities located in the ERBD - including Fingal - have prepared a River Basin Management Plan and Programme of Measures. This Eastern River Basin Management Plan (ERBMP) (2009-2015) identifies the status of water bodies within the RBD and provides objectives in order to implement the requirements of the WFD.

The Mayne River (located in the Santry-Mayne-Sluice Water Management Unit (WMU) in the ERBD plan) runs through the northern section of the plan area, from east to west, before discharging to Baldoyle Bay at the junction of Mayne Road and Strand Road (R106). In addition the Racecourse Stream, which is a tributary of the Mayne River, traverses the site. The overall status of the Mayne River is classified by the EPA 2011 Review as being of “poor” status. Maintaining and improving water supply to a good status is a key consideration in development of the LAP lands. In the Santry-Mayne-Sluice WMU the main problems identified were high nutrients, oxygen demand, low ecological rating and inferior habitat. The main causes can be attributed to wastewater and industrial discharges, due to misconnected foul sewers, combined sewer overflows and urban area pollution.

Full implementation of the Programme of Measures (POM) set out for Santry-Mayne-Sluice WMU is expected to correct this. However, recovery time will mean that these rivers will not achieve “Good Status” before 2015. It is likely that the rivers in this management unit will attain “Good Status” by 2027.

The development of sites within the LAP provides an opportunity to improve water quality alongside continuing control measures. Investigative monitoring of the River Mayne to ascertain its water quality status was undertaken by the ERBD and drainage division for this LAP. The results are referenced in the Appropriate Assessment and Strategic Environment Assessment reports accompanying the LAP.

In the case of proposed new developments within the LAP lands, bearing in mind the statutory obligations outlined above, the Water Services section of the Council requires the implementation of holistic drainage policies, including stormwater management and SuDS, in all new developments.

Objective WQ 1 Implement the relevant recommendations and measures as outlined in the Eastern River Basin Management Plan 2009-2015 or any other plan that may supersede same during the lifetime of this LAP. Development shall only be permitted where it can be clearly demonstrated that the proposal would not have an unacceptable impact on the water environment, including surface water, groundwater quality and quantity, river corridors and associated wetlands.

Objective WQ 2 Seek the rehabilitation of the Mayne River to good water status, its restoration as a natural amenity and protection of the riparian corridor through the LAP area.

Objective WQ 3 Implement the SuDS Strategy for the LAP lands.

4C.7 Climate Change

There are various predictions for the effects of climate change in the future, with moderate predictions indicating a 10% increase in rainfall intensity, a 20% increase in base river flow and a sea-level rise of 500mm by the year 2100. These scenarios have been included in the SuDS Strategy. Climate predictions are constantly under review and scientists on the International Panel on Climate Change are considering the current rate of melting of the polar icecaps. A report is due in 2013 indicating the future likely effects of climate change. Conclusions and/or recommendations arising from this report may effect the Planning Authority’s consideration of future planning applications or development proposals to be constructed subsequent to this report.

4C.8 Utilities

4C.8.1 Electricity Supply

The Baldoyle-Stapolin LAP lands are served by a network of underground power cables that are currently fed from a substation on Grange Road. ESB networks, in a submission made during the initial Pre-Draft public consultation phase of the preparation of the LAP, outlined the need for a new 110Kv substation site to service the developing urban areas of Baldoyle-Stapolin and the adjoining Clongriffin-Belmayne (North Fringe) LAP. The provision of upgrading infrastructure to facilitate development within the wider area is supported. Private landowners should engage with the ESB networks in relation to the provision of infrastructure to service their lands where necessary. Identification of an appropriate location should have regard to the size, visual and other potential impacts of any proposed substation.

4C.8.2 Gas Supply

Where there is a need to upgrade and exchange the existing network identified by Bord Gais or other gas providers the distribution pipe work shall be routed in line with the main infrastructure in the paved footpath areas or roadways depending on the pressure of the mains.

4C.8.3 Telecommunications

Telecommunications play a vital role in supporting economic development. Good telecommunications provision can also enable flexible working practices which limit the need to travel. For these reasons the Council is keen to encourage the installation of telecommunications equipment and facilities to serve new development sites. Broadband and telecoms services are available in the area, there are a number of service providers offering broadband and integrated telecoms services. New development in the LAP shall accommodate the provision of a universal open access ducting network to support telecommunications, broadband and digital. All arrangements for exchange buildings, communications, towers containing antenna, dishes, etc shall be agreed in advance in order that their location, design and access thereto is compatible with the design strategy for schemes and the area.

4C.8.4 Energy Conservation and Renewable Energy Technologies

The Government’s white paper on energy, Delivering a Sustainable Energy Future for Ireland – The Energy Policy Framework 2007-2020, sets out the Government’s strategic approach to delivering a sustainable energy future for Ireland. At present, 90% of Irish energy requirements are imported. By 2020, the Government aims to meet 20% of energy requirements from renewable sources.

New development, and particularly large scale development such as Baldoyle-Stapolin, provides significant opportunities to develop “decentralised energy



systems” such as Combined Heat and Power (CHP). Decentralised energy systems are more efficient than ‘centralised’ or national power generation and distribution systems as they reduce energy lost through the transmission process. They also utilise energy in the form of heat that is ordinarily discharged into atmosphere, rivers or sea during the normal energy generation process. The term ‘decentralised’ refers to site-wide systems and smaller scale systems for groups or individual dwellings. There are a number of different types of decentralised energy systems, either fuelled by renewable energy or fossil fuels, which might be appropriate for use at Baldoyle-Stapolin. In addition to the development of CHP/Community Heating, it is likely that the greatest potential for renewable energy in Baldoyle-Stapolin is through solar collection (photovoltaic and solar thermal), ground source heat pumps and biomass.

Objective UT 1 Facilitate the provision of adequate gas and electricity infrastructure within the Plan Area, to meet the requirements of the relevant service providers and in accordance with the principles of proper planning and sustainable development.

Objective UT 2 Facilitate the provision of adequate telecommunication infrastructure within the Plan Area, including telephone and broadband service, to the requirements of the relevant service providers and in accordance with the principles of proper planning and sustainable development.

Objective UT 3 Require that ducting be shared where possible and underground services are placed where they create minimum disturbance to road users.

Objective UT 4 Ensure that telecommunications infrastructure is adequately screened, integrated and/or landscaped so as to address collision risk for birds, minimise any adverse visual impacts and preserve significant views from the visual intrusion of large-scale telecommunications infrastructure.

Objective UT 5 Require that new buildings be sustainable in their siting, orientation, design and construction. Passive solar design techniques, high energy efficiency, low impact construction methods and the use of local /sustainable building materials and/or recycled aggregates will be encouraged to ensure that new developments minimise their environmental impacts and long term costs.

Objective UT 6 Require all planning applications within the LAP lands to demonstrate how they have incorporated the principles of energy efficiency and environmental sustainability and require energy efficient systems to be incorporated into any water services pumping stations.

Objective UT 7 Facilitate and actively promote the development of energy infrastructure such as:-

- Smart meters for electricity, gas and thermal energy
- Smart Grid development for micro electricity generation
- District Heating Networks
- Gas and Electric Infrastructure for vehicles

that will facilitate increased energy efficiency in buildings, the use of indigenous low carbon electric and thermal energy resources and assist in establishing low carbon commerce and communities.

Objective UT 8 Promote and facilitate the development of renewable sources of energy and associated infrastructure within the LAP area and encourage the integration of micro-renewable energy sources into the design and construction of new developments as appropriate and subject to screening for Appropriate Assessment.

4C.9 Waste Management

Waste Management is concerned with the generation, collection and disposal of waste. The Dublin Region Waste Management Plan adopted in 2005, or any future version of it, will provide policy guidance on waste management in Fingal. Best practice in terms of waste management recommends that as much waste as possible is dealt with through reduction, reuse and recycling, with as little as possible remaining to be disposed of. This can make a significant contribution towards overall sustainability levels of the development. Refuse collection in Fingal is currently carried out by a number of private contractors who have been issued waste collection permits. Delivery of the objectives of the current Regional Waste



Management Plan and Fingal Development Plan relating to waste management in residential and commercial areas will be implemented through the development management process and by accommodating recycling facilities for new residential and commercial developments.

Objective WM 1 Promote the prevention, reduction and recycling of waste in new developments. Applicants for future development will be required to submit proposals demonstrating how this is to be achieved.

Objective WM 2 Facilitate the installation of bring banks at suitable locations within the Plan Area. These will be situated so as to not cause disturbance to ecological sensitive areas.

4C.10 Construction and Demolition Waste

Developers will be required to submit a construction programme, at planning application stage, setting out a planned programme for the management, recovery and disposal of construction and demolition waste material generated at the site during the excavation and construction phases of development, in accordance with the relevant national waste management legislation. It is an objective of this LAP that developers ensure that all waste is removed from the Plan lands by approved waste disposal contractors to approved waste disposal facilities. In addition, it is an objective of the Plan that developers take adequate measures to minimise the impacts of traffic, noise and dust during construction phases.

Objective WM 3 Require that developers/applicants submit a construction and demolition waste programme at planning application stage. Such a programme shall set out how the management/recovery/disposal of construction/demolition waste material generated at the site during the excavation and construction phases of development will be dealt with, in accordance with the relevant national waste management legislation.

Objective WM 4 Require that, where development does not occur within one year from the granting of permission, a revised demolition waste programme shall be submitted for approval three months prior to the submission of the first commencement notice.

Objective WM 5 Ensure that developers/applicants demonstrate that all waste is removed from the plan lands by approved waste disposal contractors to approved waste disposal facilities.

Objective WM 6 Ensure that developers/applicants take adequate measures to minimise the impacts of traffic, noise, dust and litter during construction phases. A methodology statement for such measures shall be submitted at planning application stage and developers shall employ best practice as applicable at the time of construction.

4D - Residential Development & Density

See also Section 5, Urban Design

4D.1 Housing Mix - A vibrant, vital, inclusive and mixed new community

The Baldoyle-Stapolin LAP lands are the last remaining large scale undeveloped residential land bank within the Baldoyle area. It will provide a large number of homes with a mix of different types and sizes and a range of community and other facilities, to form a complete and vibrant neighbourhood.

When completed it is envisaged that the entire Coast development will provide between approximately 1,500 to 2,000 new homes. To create a balanced new community, the homes must comprise a mix of different types and sizes suitable for a range of different households, including the elderly and others with specialist housing needs. Promoting a variety of home sizes will help create a mixed community and also provide for the re-housing needs of existing residents. This is in line with the Vision for Baldoyle-Stapolin as a family-friendly and stable neighbourhood providing a high quality living environment. Increasing the proportion of homes suitable for families was also a key concern which local residents raised during consultation.

Homes should be flexible enough to meet the changing needs of residents – sometimes known as ‘lifetime homes/adaptable homes’. This will ensure that spaces and features in new homes can readily meet the needs of most people, including those with reduced mobility.

The existing developments at Myrtle and Red Arches have been developed around an innovative higher density block model which has created a uniquely urban environment where residents share undercroft parking and semi-private open space (back garden areas). Through public consultation it has become apparent that, while there are some issues to be overcome associated with the detailed design, existing residents have generally enjoyed their living experience within these innovatively designed multi-unit blocks which have facilitated the creation of close knit communities. This housing model should remain one of the preferred housing typologies – achieving higher densities and close communities. However, it is also acknowledged that there is demand for more traditional own-door, own plot housing. While this may be the more dominant market need in the short-term it should not represent the future of this unique area. Thus, it is proposed that within this LAP both the traditional and more innovative models of accommodation will be provided. Innovative designs that help to achieve family typologies as part of a sustainable density will be promoted.

Objective RS 1 Require that a suitable variety and mix of dwelling types and sizes are provided in developments to meet different needs, having regard to demographics, social changes and the human life cycle patterns.

Objective RS 2 Ensure that one bedroom dwellings are kept to a minimum within the development and are provided only to facilitate choice for the homebuyer. In any event, no more than 5%

of units in any application or over the whole development, shall be one bedroom units.

4D.1.1 Social Housing

The Council seeks to provide social housing to meet the needs identified in the Fingal Housing Strategy (2010-2017). All relevant lands zoned for residential development, or a mix of uses including residential, will be subject to the requirements of Part V of the Planning and Development Act, 2010 in relation to the provision of social and affordable housing. Planning applications should clearly outline how the requirements of Part V will be met.

Objective RS 3 Ensure that between a minimum of 7.5% and a maximum of 15% of the LAP lands is reserved for those in need of social or affordable housing in accordance with the Fingal Housing Strategy or as per the revisions of any subsequent Strategy and Part V of the Planning and Development Act 2000 (as amended).

Objective RS 4 Facilitate the development of strong, vibrant and mixed tenure communities.

4D.1.2 Traveller Accommodation

Traveller accommodation, in the form of a 10 bay site, is located within the north of the Plan lands, within Racecourse Park and is accessed from Moyne Road. Each bay can accommodate two caravans. There is an objective in the 2009-2013 Traveller Accommodation Programme to extend the existing site to accommodate an additional 10 group houses.

Objective RS 5 Provide accommodation facilities for the traveller community in accordance with the relevant Traveller Accommodation Programme.

4D.2 Residential Density Range

Achieving an appropriate density is important in order to generate a compact new community that can sustain a good balance of retail, services and residential uses. A compact urban footprint is economically advantageous, as higher densities generate population catchments and the critical mass necessary to support more services, justify existing and future investment in public transport and community facilities and also to generate the conditions for lively streets and open spaces. The proposed new village centre and the train station at Clongriffin will be within five to ten minutes walking distance of the residential areas.

The LAP proposes a design-led approach to density in achieving the optimum use of land resources and investment in infrastructure. Given that no part of the residential area of the LAP lands lie outside 600 metres of the newly constructed train station at Clongriffin, and based on the guidelines published by Department of Environment, Heritage and Local Government on Sustainable Residential Development in Urban Areas, a general minimum net density of 35-50 units per hectare should be achieved across the entire site subject to appropriate design and amenity standards in the LAP area.

A Preferred Density Masterplan is set out in Figure 4D.1 where density and building form will vary between medium and higher density, within a range of 38-80+ units per hectare. The Preferred Density would allow for the development of approximately 1100 new units in addition to the 636 built and 205 under construction (total of 841 in existing development) and would provide for a compact urban form with higher densities at specified locations. Notwithstanding the Preferred Density in Figure 4D.1, a range of densities which would offer other alternatives for the development of the Plan lands have been set out in Table 4D.1. However, at no time should individual blocks within the residential areas provide a minimum density of less than 38 units per hectare. Reflecting this, Table 4D.1 indicates a density range between the minimum 38 units per hectare and the Preferred Density Masterplan. Within the village centre higher densities are appropriate given its proximity to the train station although exceptions to this may arise where significant levels of mixed uses are to be accommodated within blocks. The blocks indicated within the LAP will encourage flexibility so that a range of densities can be achieved within the block format by altering the mix of unit types.

Development will be of an appropriate scale and form where it adjoins existing housing. It is likely that within lower density areas, dwellings will predominantly consist of semi-detached and terraced houses, while in higher density areas there will be a larger proportion of townhouse, duplex and apartment units. Achieving a high quality design and layout will be paramount in the acceptability of planning applications for higher density developments. All applications must demonstrate how the proposal contributes to place making and the identity of the area.

Table 4D.1 Residential Density Ranges and Potential Development Yields

Density Type	Land Area (ha)*	Density Range (units per hectare)		Minimum Units	Preferred Density Masterplan Units
		Min. Density	Max/preferred Density		
Medium Area A	7.5	38	42	285	315
Medium-High Area B	5.4	38	50+	205	270+
Higher Area C	6.7	38	80+	255	536+
Developed to Date	12	35	114	741	841**
Total excl. existing developed	19.6			745	1121
Total incl. existing developed	31.6			1486	1962

* Net area of blocks excluding public open space ** Includes the 205 units under construction

4D.3 Density and Urban Design

A fully integrated and responsive design-led approach to development will be required. Detailed urban design guidance is set out in Section 5. The design guidance

sets out the parameters for the key structuring elements and urban grain of the LAP providing for the continuation of the compact urban form already constructed in the early phases of development. In the case of residential development, good design will allow for increases in residential densities, extend the range of housing choice and, at the same time, improve the environmental quality and integration of new development into the landscape and surrounding neighbourhoods. Higher densities increase the importance of quality landscaping and open space in developments in order to maintain quality of life.

It is crucial that residential development in the LAP avoids the characteristics of a large suburban housing estate and instead continues the creation of an urban place, taking its cue from development already completed. A number of Character Areas within the undeveloped lands have been identified and are outlined in detail in Section 5. The character of each area and appropriate heights will vary depending upon existing environmental features, topography, relationship to adjoining residential dwellings and location at the interface with Racecourse Park and Stapolin Haggard. The overall strategy is to build upon existing environmental characteristics where appropriate and promote a mix of unit types, designs and materials to distinguish each character area. At the same time, there must be legibility between one character area and another to create a cohesive development. Innovative designs that help achieve family housing typologies as part of a sustainable density will be encouraged. The quality of place should be paramount, ensuring that the finished development creates a place which offers a good quality of life where people want to live.

Figure 4D.1 Preferred Density Masterplan



Objective RS 6 Achieve a residential density in keeping with a compact urban form which reflects the character and function of the locality, having regard to the need to make the most efficient use of land and transport investment.

Objective RS 7 Seek to achieve the densities provided for in the Preferred Density Masterplan Figure 4D.1 in order to ensure the population catchment and critical mass necessary to support more services, justify existing and future investment in high quality public transport and community facilities and to generate the conditions for lively streets and open spaces. In any event, a minimum of 38 dwellings per hectare (net density) shall be required in each residential block.

Objective RS 8 Require, generally, a minimum net residential density of 50 units per hectare within the proposed village centre and along the northern boundary with Racecourse Park subject to appropriate design and amenity standards. This will be reflected within the village centre by the provision of between 120 – 190 residential units.

Objective RS 9 Ensure the development of sustainable residential communities through the promotion of innovative, high quality building design and layouts that prioritise non-car based movement and provide for a high level of permeability, accessibility and connectivity to the existing built environment, services and facilities.

Objective RS 10 Ensure that future residential development proposals are in accordance with the principles set out in the DoEHLG document 'Sustainable Residential Development in Urban Areas 2009 and its companion document 'Urban Design Manual: A Best Practice Guide for Planning Authorities 2009, or any updated version of these documents published during the lifetime of this Plan.

Objective RS 11 Ensure general compliance with the parameters and detail set out in the LAP within Section 5 Urban Design.

4D.4 Heights

In line with the original Action Area Plan and associated Masterplan for the area a central requirement of the LAP is that the new development be fundamentally urban. In response to this the building heights and density of development across the Plan lands are shaped by three considerations; the desire to create a sustainable development that maximises the strategic location of the site adjacent to Clongriffin station and provide a critical mass to support functions and services to serve the area; climatic factors including the need for shelter from the prevailing wind and; achieving variation across the site while at the same time trying to ensure a visually attractive, cohesive and uniquely urban development.

Broadly speaking, the LAP provides for increased densities and height around the village centre and the Racecourse Park edge falling to lower height and densities throughout the remainder of the development and in particular along the quiet streets. The height gradient across the site naturally corresponds to the density gradient and minimum and maximum heights (by floor) are established for all areas of the LAP lands.

A number of punctuation nodes are provided for at key junctions and identified strategic locations. Buildings at these points should acknowledge their strategic location within the Plan lands. They may be slightly higher than their neighbours (but still within the heights parameters set out above) and/or have specific corner treatment which distinguishes them from other corner locations.

Objective RS 12 Require buildings to conform to the heights set out in Figure 4D.2 Building Heights within the LAP lands.

Figure 4D.2 Building Heights



4E - Community and Education

4E.1 Community Facilities & Services

Well developed community facilities and amenities can ensure a good quality of life and social interaction for all residents of an area. These amenities can include childcare and educational facilities, nursing homes and health centres, libraries, facilities for older people and community halls. Baldoyle currently has a wide variety of established community and educational facilities including the Baldoyle Community Hall which is utilised for a range of activities i.e. boxing, drama, ballet. Baldoyle Library, which is located on Strand Road, is also an important community resource. Baldoyle is also home to the International Badminton Centre, Baldoyle United Association Football Club and the Arabian Gymnastics Club. In addition, there are a number of crèches, Montessori schools and medical practices at key locations throughout the area. Notwithstanding the presence of existing facilities in the area an expanding population, such as that envisaged within the Baldoyle-Stapolin LAP lands, will generate increased demand for the provisions of services and amenities and it is important that these are provided in tandem with new development to ensure that the new community has the opportunity to be sustainable by using local services rather than travelling to use those provided outside its area.



It is the responsibility of the Planning Authority to reserve sufficient lands to accommodate community and recreational facilities. It is important that reserved lands are accessible to all members of the public. The Regional Planning Guidelines require Planning Authorities to adopt objectives that provide the social, community and cultural needs of all persons and communities through the provision of well dispersed and easily accessible social and community infrastructure. These objectives are key contributory factors in ensuring the delivery of a high quality of life.

Within the Baldoyle-Stapolin LAP lands it is envisaged that the community facilities arising from the development will be primarily located within the village centre where residents will have access to uses such as shops, health facilities, childcare facilities and places for the community to meet and use. Clustering such facilities together will help to improve viability as well as making them more convenient and accessible by public transport, walking and cycling. The aim is to create a successful and sustainable neighbourhood rather than just a new housing area and to provide the community with a choice of opportunities to meet its need.

Providing for community services and facilities in a central location within the LAP lands will also help to foster social inclusion which refers to a series of positive actions to achieve equality of access to services and goods, 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. Social inclusion seeks the creation of an inclusive and fair society, combating inequality, social exclusion and poverty.

In providing new community related facilities, such as a community centre or meeting rooms, the space must be flexible in nature allowing for adaptability which can be delivered through the provision of multi-functional spaces with floor space that will accommodate a variety of uses. The ability to design buildings that will allow for the sharing of space and flexibility for change in use over time is necessary in the short term to ensure that as each stage of development is delivered sufficient spaces are provided to meet demand.

- Objective CI 1** Ensure that the community needs of residents within The Coast can be provided for and that future development in Baldoyle-Stapolin will be accompanied by a corresponding expansion of these facilities and amenities.
- Objective CI 2** Support and encourage an appropriate mix of community services and facilities including health centres, facilities for older people and community halls/meeting rooms primarily within the village centre.
- Objective CI 3** Encourage the provision of health care services within the village centre to cater for the needs of the existing and future population of the growing neighbourhood and to co-ordinate with the HSE, through the implementation of the LAP, on the future planning for such facilities under HSE investment plans.
- Objective CI 4** Investigate the feasibility of providing community facilities which meet with identified needs within existing vacant commercial/retail buildings within the plan lands.
- Objective CI 5** Seek to cluster or link together community facilities wherever they are complementary and it is practicable to do so, to allow for shared and multi-purpose use and adaptability, within the village centre or other agreed accessible location subject to demand and resources.

Objective CI 6 Support the principles of social inclusion and universal access, to ensure that all individuals have access to goods, services and buildings in order to assist them to participate in and contribute to life within Baldoyle-Stapolin.

Objective CI 7 Provide an adaptable, integrated and accessible living environment for all sectors of the population offering every resident a sense of dignity, respect and security, in the built and natural environment, irrespective of age.

4E.2 Childcare and Children at Play

Childcare facilities will be provided in accordance with current Fingal Development Plan policy and will have regard to the provisions of the current DEHLG Childcare Facilities Guidelines. Two purpose built, stand alone, childcare facilities have already been constructed as part of the development of Myrtle and Red Arches. However, to date no operators have been found. It is envisaged that a single crèche facility will be provided adjacent to the proposed new mixed use village centre to serve the Plan lands, unless an additional location/facility is deemed necessary during the lifetime of the LAP (see Section 6). Any childcare facility, whether within the village centre or the



surrounding residential area must not detract unduly from the residential amenities of neighbouring properties and must comply satisfactorily with all transportation and open space requirements as set out in the Fingal Development Plan. Crèche facilities shall generally be provided at a rate of one facility for 20 children for each 75 dwellings.

The focus on children at play is an important element of the LAP. The need to create facilities and open space that get children active within their own community will increase the well being of the young people within the area. At present there is a children's playground located within Racecourse Park. It is envisaged that more locally based open spaces which provide informal play areas, good surveillance and

security will be provided at appropriate locations throughout the Plan lands. These spaces would be accessible by all and support active living for children. Facilities for children's play will continue to be incorporated into future parks, including smaller local parks, as part of the open space network.

Objective CI 8 Require the development of a childcare facility in the village centre and, where required, a second childcare facility shall be provided within the village centre or other suitable location as deemed necessary by the Planning Authority.

Objective CI 9 Seek the creation of safe and usable open spaces throughout the LAP land for play through overlooking and passive surveillance.

4E.3 Educational Facilities

The area is currently well served by schools, both primary and post-primary in the form of:

- St. Mary's Secondary School for girls, Main Street, Baldoyle
- St. Peters and Pauls Boys National School, Brookstone Road.
- St. Mary's Girls National School, Grange Road.
- Pobalscoil Nessan Community School, Warrenhouse Road.

There are additional schools within the developing North Fringe within the administrative area of Dublin City Council to the west of the rail line including Belmayne Educate Together and Saint Francis of Assisi National Primary Schools both of which are currently in temporary accommodation but for which permanent sites have been identified within the Clongriffin-Belmayne Area.

The Department of Education and Skills were consulted as part of the preparation of the LAP and confirmed the requirement for land reservation for a future 16 classroom primary school within the Baldoyle-Stapolin LAP lands as well as an additional site in Clongriffin. The Department have requested that sites are retained as land reserves for potential future educational use to service future populations as new residential developments are completed in the medium to longer terms. Within the Baldoyle-Stapolin area a site has been identified at the southwestern corner of the lands which is bounded to the west by the rail line, to the south by Grange Road and to the north by the existing development at Myrtle. It is considered that this site is accessible and suitable for an 'urban' type school, possibly three storeys in height, to reflect the urban nature of the existing and planned development within the LAP lands. The proposed site will remain reserved, managed and maintained by the landowners and may be suitable for interim uses.

An alternative site to that at the Grange Road has also been identified for an urban type school as part of the village centre's mixed use development on the northern section of the village centre, subject to the requirement for such being indicated by the Department of Education and Skills within the next Capital Programme for Schools (i.e. the successor document to the 2012-2016 Capital Investment Programme for Schools).

With respect to secondary school provision, the Department have advised that adequate capacity exists within existing schools to cater for existing and future needs with potential to increase capacity at existing sites if required. Their analysis has confirmed there is no additional land requirement for secondary schools within the LAP area.

Where feasible, any future requirements for schools which may arise on foot of the development of the LAP lands will be delivered under the successful Fingal Schools Model. This is an arrangement between the Council and the Department of Education and Skills designed to achieve the dual targets of fast tracking the early delivery of school sites and the provision of community facilities as part of the school building programme. However, the delivery of community facilities on the Plan lands should not be contingent on delivery of the school given the longer timeframe envisaged for the latter.

Objective CI 10 Support the provision of, or access to, adequate educational facilities for the local community including primary, post primary, third level outreach programmes and other training facilities in order to meet the needs of the widest range of residents within Baldoyle-Stapolin and its environs.

Objective CI 11 Support the provision of multi-use community facilities for the local community as part of any school provision in line with the Fingal Schools Model, if the requirement for such facilities remains outstanding at the time.



4F - Retail and Employment

4F.1 A New Village Centre at the Heart of the Community

A proposed new village centre, adjacent to Clongriffin train station, will help form a new heart and focal point for the LAP lands and will meet local needs by providing a range of shopping facilities and associated services. The village centre will also add to the range of facilities available to existing communities in neighbouring areas. As such, the village centre will play a role in helping to establish the character of the new neighbourhood and in bringing together new and existing residents to help foster a shared sense of community.

The location of the village centre and the range of services and facilities available will reflect this place-shaping role. To ensure good access and connections, the village centre will be at a point where key public transport, pedestrian and cycle routes intersect. A single centre will enable a journey for one purpose to serve another, thus reducing the overall number and length of journeys and providing opportunities for social interaction.

It is likely that the delivery of the proposed village centre will be broken into two phases. The first phase, in the southern section of the area designated for local centre use, will incorporate a mix of retail and office/local services. A key part of this first phase will be the delivery of Stapolin Square, incorporating the dedicated pedestrian and cycle route thereby encouraging the early fostering of connections and synergies between the two areas. The northern section of the village centre will be developed as the second phase of the village centre and will be primarily a mix of retail and office uses along with higher density residential development. The dedicated public transport ramp will also be provided as part of this phase. (See also Section 6 Phasing and Implementation).

The village centre will comprise a range of retail and non-retail uses such as the provision of day-to-day ancillary services to the resident and employee populations of Baldoyle-Stapolin. It will provide services such as restaurants, pubs, beauticians, health clinics, crèche and leisure facilities that are considered vital to ensure a diverse and sustainable community and to enable the development to become a hub of sustainable living. In addition, it is anticipated that the village centre will provide flexible community meeting rooms and spaces, a neighbourhood recycling point and possibly healthcare provision. Both day and evening use will be encouraged in order to increase the vibrancy and economic viability of the area. However, due regard must be had to any potential conflicts that may arise between uses in this area i.e. late night uses and residential uses.

It is important that the scale of new retail development is appropriate to the role of the village centre, to serve primarily the new population, and should complement the existing retail offer at Racecourse Shopping Centre and Baldoyle Village. Retail floorspace shall be distributed among a variety of shops and services with independent frontages and access from Stapolin Square. A convenience foodstore is generally a key anchor for local centres and such a store shall be of a scale appropriate to the village centre. To ensure a good mix of uses, it is recommended that the retail

area be distributed among a number of individual shop units, approximately 10-15, thereby ensuring a mix of services and a vibrant core area.

The detailed design, layout and finish of the village centre is set out in Section 5, Urban Design.

Objective RE 1	Provide a vibrant and well designed village centre, adjacent to Clongriffin train station, that will form the heart of the new community and will be easily accessible by pedestrian, cyclists and public transport from within the development and from surrounding communities.
Objective RE 2	Ensure that new development located within the village centre incorporates a range of uses that contribute towards the creation of a sustainable community and a vibrant urban area.
Objective RE 3	Support the development of residential/office over retail/commercial units within the village centre.
Objective RE 4	Ensure that the scale of retail proposed is appropriate to a local centre and does not have a material adverse impact on the vitality and viability of existing centres within the area and that retail floorspace provision is in compliance with current Retail Planning Guidelines.
Objective RE 5	Ensure that new childcare facilities within the village centre are designed and located so as not to cause undue nuisance by virtue of car-parking, traffic and noise generation to existing or future residents of the surrounding area.

4F.2 Local Employment

4F.2.1 Village Centre

Given that the bulk of the developable area of the LAP lands is zoned for residential use, any future employment uses within the site will be small in scale. The main source of employment within the site will be associated with the future mixed uses within the proposed village centre, with the possibility of some additional office uses along the southeastern edge of the site, where it abuts Grange Road. Small-scale offices within the village centre would provide for local employment opportunities and a more vibrant village centre.

In addition, in order to facilitate the development of a range of employment and enterprise opportunities within the Plan lands, there is potential to provide an appropriate quantum of enterprise/training floorspace and a range of small to medium sized work units. These should be located primarily in the village centre or on part of the undeveloped area of the lands fronting onto Grange Road.

Floor-to-ceiling heights should be at least 3.5 metres on the ground floor and at least 3.3 metres on the first floor within the village centre to allow flexibility for both commercial and residential use.

4F.2.2 Live-Work Units

Live-work units are specifically designed for dual residential and business use. They are distinct from space for home working, which is usually informal and often temporary within the home. Living alongside purpose-designed work space reduces overall expenditure on accommodation and the need to travel, generating savings in terms of costs and time, and contributing to a more environmentally sustainable way of life. Live-work units that are part of the new development could form a cluster of micro-businesses benefiting from proximity to one another. The inclusion of small-scale purpose-designed live-work units within, and adjacent to, the village centre will be encouraged to help to reinforce its function and to provide small scale employment opportunities within the LAP lands.

4F.2.3 Home-based Economic Activity

The development of small businesses can play an important role in promoting local employment opportunities. In the early stages of business start-up it is sometimes necessary or appropriate for enterprises to be run from home. The pressure to reduce car usage for environmental and social reasons is beginning to highlight the benefit of home working. These changes are supported by the rapid development of information communications technology. Potential opportunities should be explored to facilitate home-based economic activity (such as a home-based childcare facilities, business, or craft workshop) by developers within the LAP when considering the design of new houses and the layout of housing areas. Home based economic activity will be encouraged provided the proposed business protects and promotes the physical environment, does not impact, in an excessively negative way on the existing character or nature of any area and does not encourage significant increases in traffic.

4F.2.4 Existing uses within the LAP lands

The Tom Walsh motor site is located in the southeastern corner of the Plan lands and is occupied by a large car dealership which currently provides employment within the area. The LAP supports the established nature of the existing use. Should the site become available for further development uses such as office or residential, within the parameters of the existing zoning, would be appropriate.

Objective RE 6	Facilitate the provision of flexible use units including live-work units within, and adjacent to, the village centre.
Objective RE 7	Facilitate employment and training uses to include for microenterprise and start-up units, where appropriate, within the proposed village centre or at locations adjoining Grange Road. Any such units and their uses must be appropriate in scale to the wider residential nature of the lands.
Objective RE 8	Permit home based employment in residential areas where it can be demonstrated that the employment activity will not have adverse impacts on residential amenity.
Objective RE 9	Encourage developers and other providers to take account of the possibilities of home-working in the design of new houses and the layout of housing areas.

4G - Sustainable Development Framework

See also Sections 4A Green Infrastructure, 4C Water Services and Utilities & 5, Urban Design

4G.1 Introduction

The built environment both affects and is affected by the natural environment through the use and reliance upon finite natural resources such as water, energy, land and materials, the provision of goods and services, and the generation of wastes and emissions.

Comprehensive urban redevelopment through ‘blueprint’ planning offers significant potential to achieve environmental, social and economic sustainability through good planning and design, and reduced use of natural resources whilst emphasising a shift in focus towards renewable sources of energy.

Sustainable urban development principles lie at the core of this LAP through the promotion of a sustainable mix of land uses that are fully integrated and supported by sustainable modes of transport infrastructure provision. The identified character areas are a direct response to the unique set of development opportunities and constraints associated with the LAP lands which encourage a highly integrated and responsive approach between built density, urban form, land use and transport infrastructure provision.

The promotion of sustainable urban design principles, design and construction techniques seeks to further reinforce the sustainability framework for the LAP lands.

This LAP has been prepared in the context of a Sustainability Framework which has been developed to ensure that concepts of sustainable development underpin all elements of the Plan. The Framework addresses economic, social and environmental sustainability for development in the LAP area in the following manner:

- **Urban Design** – Incorporates the principles of a Sustainable Urban Extension at a macro level whilst promoting sustainability at a micro level (urban precinct) by incorporating principles of walkability and connectivity.
- **Climate Change** – Ensure developments mitigate and are adapted to climate change impacts.
- **Buildings** – Ensure that buildings in their design, construction and operation contribute to the sustainability of the overall development.
- **Natural Resources** – Conserve natural resources and promote the preservation of water, energy, materials and waste, both in construction and operation. Incorporation of energy efficiency and renewable energy technology and techniques.
- **Natural Environment** – Preserve and enhance the ecological value of the lands.
- **Placemaking** – Develop a sense of place through incorporation of natural environmental features, layout, high quality urban design and good architecture.
- **Business** – Promote sustainable economic development.

- **Transport** – Promote a transport strategy which promotes the usage of sustainable modes of transport such as cycling, walking and public transport whilst minimising trip generation.

Objective SF 1 Promote the incorporation of sustainable urban design principles, design and construction techniques in all development within Baldoyle-Stapolin having due regard to the sustainability framework set out in this section of the plan.

This LAP is committed to implementing sustainability at all levels of development and guidelines are set out below for the design of any future development proposals.

4G.2 Urban Design - Sustainability Considerations

Buildings and urban areas should be designed so as to respond intelligently to the existing topography and climate. For maximum effect and economy the central aim should be to integrate appropriate design and technology into the overall built and natural form of the LAP area.

4G.2.1 Macro and Micro Climatic Considerations

The design and arrangement of buildings on a site 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. The orientation, massing and landscaping aspects of buildings can contribute significantly to the overall energy budget of a building through conservation, heating and cooling.

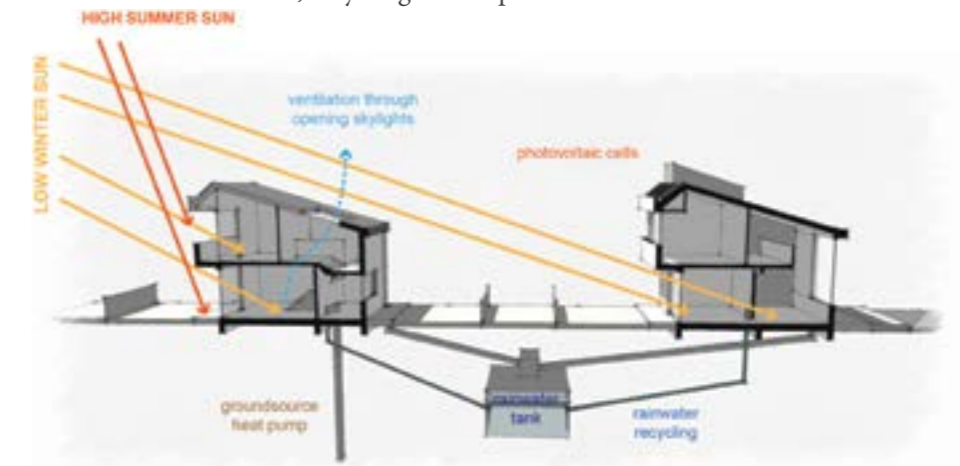
- **Sunlighting:** Urban design should be responsive to climatic factors in a manner that conserves the amount of energy used to light and heat buildings and creates sunlit and comfortable public open spaces. As described in the building form, the urban block should be modelled to take account not only of positive orientation but the optimum aspect for day long passive sunlighting of spaces, streets and internal floor plates. Where possible design and layouts should seek to optimise the amount of solar gain in developments, whilst considering other urban design aspirations to provide ‘live’ frontage to all sides of a block, enabling active streets, supervised and well overlooked spaces.
- **Daylighting:** Building design should be developed to ensure optimisation of daylighting performance through the avoidance of deep plan building blocks and the provision of wide separating boulevard spaces. Daylight performance should be demonstrated for all development proposals through the use of lighting simulation software to demonstrate Vertical Sky Component (VSC) and Daylight Factor (DF) components.
- **Natural Ventilation:** The building site layout should be developed to ensure natural ventilation availability for buildings throughout the development. Natural ventilation enables improved internal air quality, occupant control of the local environment and mitigates against “sick building syndrome”. The availability of natural ventilation for the site should be demonstrated through the use of wind analysis for the prevailing wind conditions utilising Computational Fluid Dynamics (CFD).

4G.2.2 Sustainable Design and Construction

Sustainable building technologies, reduced resource use in the construction of buildings and good urban design principles should be demonstrated within all new development proposals. New developments should, where possible, seek to maximise energy efficiency through their location, layout, design and/or make appropriate use of energy conservation techniques.

In a building’s life cycle, energy is used in a number of different ways:

- In design and construction
- In operation, for lighting, heating and power
- For demolition, recycling and disposal



Applications for new development shall be required to have regard to the provisions of the following:

a) Building Design and Construction

Fingal County Council is committed, as a priority, to encouraging more sustainable development through energy efficiency/reduction and increasing the use of renewable energy in all new building projects. This will be achieved by improving the requirements as set out in Part L of the Building Regulations 2007 (or any updated version) and application of Building Energy Rating (BER) standards. New development must comply with these standards, as set out in the Fingal County Development Plan - Development Plan standards.

Embodied energy is the energy consumed by all of the processes associated with the development of an area, from the acquisition of natural resources to product delivery, including mining, manufacturing of materials and equipment and transportation. The Council will promote the use of low embodied energy materials.

b) Energy Efficiency – Reducing Primary Energy and Carbon Footprint

The design of buildings presents opportunities for energy saving throughout the life of the building by reducing primary energy needs and carbon emissions through the careful selection of plant, controls and management of services.

New development proposals shall be required to demonstrate reduced energy consumption in their design and construction and should incorporate, where possible, alternative energy technologies such as bio-energy, solar energy, heat

pumps, heat recovery and wind energy. The following measures are examples which should be promoted to increase energy efficiency of buildings:

- Heat Recovery - Incorporation of heat recovery into ventilation systems to allow the reclamation of energy.
- Free cooling - Plant and equipment optimised for use of free cooling for air and water systems when suitable external conditions exist.
- Lighting - The lighting in the development will incorporate low energy lamps with lighting controls incorporating daylight saving.
- Variable speed pumping and fans - The air and water systems will be designed using variable speed drives.
- Condensing Boilers - The boiler plant providing low temperature hot water will include for flue gas reclaim by condensing the “latent” heat from the flue gas for use in these systems for space heating and air preconditioning.
- CO² monitoring - The car park ventilation will incorporate CO² monitoring to control the ventilation rate. The system uses less energy as the fans are set to operate at a lower extract rate using variable speed drives and only increase to full extract when the CO² levels exceed certain values.
- Building Management System - BMS will be used to efficiently control and monitor the services within the development. The systems will incorporate optimal routines, night set back and weather compensation.

c) Energy Conservation – Increase usage of Renewable Energy Technologies and Sources

The use of on-site renewable energy, such as solar water heating, photovoltaic (pv) or wind power, is a way to reduce reliance on fossil fuels and minimise emissions of carbon dioxide and other greenhouse gases that contribute to global warming. Renewable energy systems of this nature are particularly suited for site-wide developments incorporating centralised plant, as power and heat generated can be diversified across the variance of building use and operation. In this manner, cost-effective systems can be achieved. Furthermore, the centralised nature of the energy plant would enable future technologies to be more readily implemented as a whole in comparison to individual building developments.

- Solar Hot Water: Solar panels to provide domestic hot water (sanitary ware) would be optimally positioned localised to individual buildings, and connected directly to nearby hot water storage cylinders. Solar panels should be installed at an inclination of between 20° and 45°, with an orientation between SE and SW in order to optimise performance. Panel installations should be sized to deliver, by renewable solar energy, a high percentage of the required annual hot water energy usage.
- Photovoltaics (PV): PV panels can be provided either on an individual building basis, or as a centralised bank with net export capabilities to the ESB grid to offset development carbon emissions and provide additional revenue. PV panels installed localised to buildings can be integrated either as facade elements or shading devices, thus offsetting installation capital costs. Panels should be located to the same inclination and orientation as described above for solar hot water panels for optimum performance.

- Deep-Bore Geothermal Heating: This technology would involve directly pumping heated water from a depth below ground of 2 km approx for building use. As the only associated energy requirements would be for water pumping, this technology would have the potential for significant primary energy and carbon savings, however, the viability for the site (availability of water) would have to be determined in advance.



4G.3 Conservation and Enhancement of Natural Resources and Features

Water conservation measures shall be incorporated into future developments. The amount of water used in the development will be limited through the use of water conserving devices such as low flush, dual flush systems and automatic cut off devices, in order to prevent continuous unattended drawing of water. Other water conservation measures may include:

- Grey Water Recycling - Involves the reuse of waste water from sinks and showers.
- Rainwater harvesting - Involves the collection of rainwater for reuse in WC's and watering of landscaping vegetation.

In order to limit unnecessary water usage, leaks and excessive consumption of the water supply, developers shall be required to prepare Water Management and Conservation Plans, detailing how best practice in water conservation shall be applied in respect of the proposed development to include both mains water and internal plumbing. These plans should consider incorporating conservation measures including rainwater harvesting and grey water recycling.

Existing natural and landscape features, such as trees and hedgerows should be incorporated within development proposals, in accordance with the landscaping strategy for the LAP lands, in order to enhance the ecological and biodiversity value of the lands whilst fostering a ‘sense of place’ whereby the natural landscape features are sensitively incorporated within the new urban environment.

4G.4 Recycling and Waste Management Strategies

4G.4.1 Construction Waste Management Strategies

Developer(s) shall be required to submit at planning application stage a construction and demolition waste management plan setting out a programme for the management/recovery/disposal of construction/demolition waste material generated at the site during the excavation and construction phases of development, in accordance with the relevant national waste management legislation.

In all instances developers must ensure that all waste is removed from the plan's lands by approved waste disposal contractors to approved waste disposal facilities.

Furthermore, the use of sustainable construction methodologies and material will be encouraged and developers will need to demonstrate that sustainable construction materials will be used that are sourced sustainably.

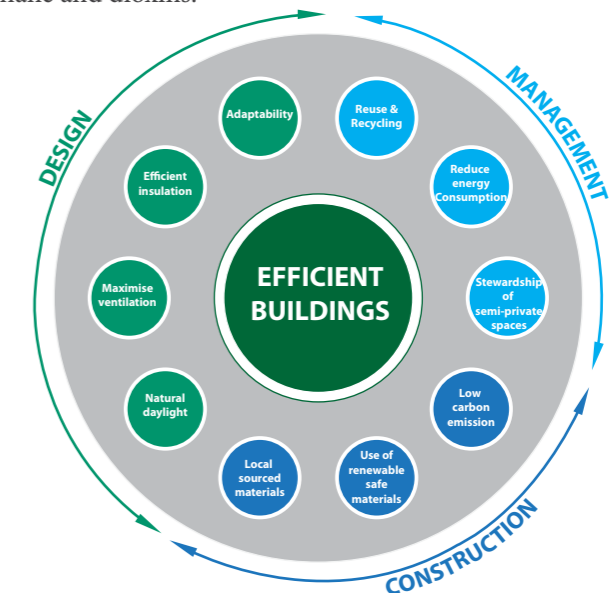
4G.4.2 Operational Waste Management Strategies

Waste Management strategies that promote the principle of recovery, recycle and re-use can make a significant contribution towards overall sustainability levels of development.

In this regard an integrated waste management strategy shall be undertaken to ensure that the development makes a positive contribution to the overall sustainability of any development. All new developments shall be required to comply with Fingal's Waste Management Plan. Alternative infrastructural systems which deliver an equivalent level of recycling, e.g. vacuum waste collection systems will also be encouraged.

A waste strategy shall accompany all applications for substantial development and shall address:

- Maximising the recovery of valuable resources, for reuse or recycling, before further treatment or disposal.
- Design and development of an integrated process which seeks to significantly reduce direct and indirect emissions, particularly CO², methane and dioxins.



Urban Design

5.1 Introduction

The places in which we live and work are important to our quality of life. How places are designed, built and function affects our housing opportunities and choices; our access to public transport, education and jobs; where we shop and spend our free time; even whether we feel safe walking down the street. Places should be designed to be sensitive to their environment, and contribute to a high quality of life. Neighbourhoods based around a clear and coherent urban structure supported by all necessary physical, social and green infrastructure, offer a sustainable model of city living. This LAP aims to facilitate such a lifestyle.

5.2 Existing Context

In developing this urban design framework for the Baldoyle-Stapolin LAP, full recognition has been afforded the work already undertaken in respect of the original Area Action Plan, 2001 which was expanded upon in the Masterplan for Stapolin Village prepared by Esrkinne Tovatt Architects in 2002.

Planning permissions obtained subsequently, whilst implementing the infrastructural framework originally proposed, aspired to a higher density of development than that set out in the 2002 Master Plan, although provided the same configuration of open spaces. The existing permissions involve almost exclusive use of apartment typologies with a minimal number of family units. Circumstances have changed, however, since Phases 1 and 2 were constructed and permissions were granted for the original Phases 3, 4 & 6, whereby the typologies proposed within those applications are no longer considered commercially viable in the current economic climate.

One of the key aspirations of the Baldoyle-Stapolin LAP, further promoted in this Section, is to support sustainable densities across the site while facilitating the commencement of development in the short to medium term; responding to the unique conditions, opportunities and challenges in Baldoyle-Stapolin and building on the momentum that has been established by previous developments within the Plan lands. As such it is expected that the initial phases of new development will be in the form of housing typologies and densities which reflect the changed housing market while still ensuring that an appropriate and sustainable density and form of development can be achieved across the site.

5.3 Principles of Urban Design

Urban design is the art of making places for people and good urban design is fundamental to the creation of enduring, attractive and high value environments. Such environments are memorable, flexible and can evolve to accommodate changes in use over time. Adaptable and well-designed infrastructure networks, buildings and open spaces result in sustainable communities and places that remain viable and well-loved for many generations, supporting civic and economic activity and a high quality of life. Every area is different, therefore rules of good urban design should, insofar as possible, respond to the characteristics, history and culture of the place to which they are applied. There are, however, fundamental principles, demonstrated by the most admired and livable urban areas around the world, that should guide the design of all urban places and communities.

The general urban design principles set out in Table 5.1 are rooted in sustainability, and will provide a common point of reference as the development occurs on foot of the LAP.

Table 5.1 Principles of Urban Design

Character & identity	To promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture.
Continuity and enclosure	To promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas.
Quality of the public realm	To promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people.
Ease of movement	To promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport.
Legibility	To promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around.
Adaptability	To promote adaptability through development that can respond to changing social, technological and economic conditions.

These urban design principles are, by themselves, somewhat abstract, impacting on people's lives only when translated into built form. The form of the buildings, structures and spaces within the LAP lands will be the physical expression of these urban design principles. The urban design guidance set out in themed sections below, as a series of overlays, will define the overall layout of the area in terms of its routes and building blocks; its scale in terms of building height and massing; its appearance as expressed in architectural details and use of materials; and its landscape including the public realm, built and natural green spaces.

5.4 Using this Design Guidance

The Urban Design Guidance set out in this section will form the basis on which future planning applications will be assessed. The guidance aims to provide clarity and direction for developers or potential investors within a planning context, certainty for existing and future residents of the area and a resource for the Local Authority to draw upon and guide decision making.

The design guidance set out in the following paragraphs should be read in conjunction with the relevant sections of the LAP as together they set out an integrated and holistic approach to land use, transport and utilities infrastructure planning providing for the sustainable and environmentally sensitive growth of the LAP lands. The design guidance aims to establish a benchmark to underpin the principles of the LAP

whilst providing developers with flexibility over the form and style of the places they create. It contains a set of parameters within which a variety of building densities, typologies and designs can be created, and a series of overlays comprising character areas, streets, blocks and building types that can be assembled in different ways to accord with the overall vision and objectives set out in the LAP. It is also intended to facilitate co-ordination between the different sites and developers, providing a coherent approach to the quality and character of adjacent developments.

This section of the LAP is written, taking into consideration the hierarchal series of overlays proposed under the following headings:

- **Urban Structure**
 - Strategic Public Spaces
 - Character Areas
 - Urban Edges
 - Street Hierarchy
- **Urban Grain**
 - Block Typologies
 - Height and Massing
- **Building Types and Design Standards**
 - Architectural Finishes
 - Private Open Spaces
 - Parking, etc.
- **Public Realm**
- **Village Centre**

The village centre in terms of function, aesthetics, and its detailed design is of such importance that it is considered under its own heading, as well as within the overall context of the urban design framework.

Objective UD 1 Ensure general compliance with the urban design guidance set out in this Section of the LAP.

5.5 Urban Structure

Urban Structure refers to the strategic public spaces and their interconnections and is considered as the:

- network of parks, squares, green routes and incidental open spaces;
- network of vehicular and pedestrian movement/transport routes into, out of and through the plan lands; and
- way in which buildings, movement routes and open spaces relate to one other.

The layout of these elements provides the basic plan on which all other aspects of development form and functionality depend. In keeping with the original Action Area Plan 2001, and associated 2002 Masterplan, the public spaces within the LAP lands will act as the key driver of the urban structure.

The urban structure, and therefore the built form, is developed as a series of overlays that are the building blocks used to develop a comprehensive framework to guide development within the LAP. They are laid out and developed in a hierarchical manner, prioritising and focusing on the strategic public spaces and routes in the first instance, down to the small private spaces that follow. These overlays should

be used in an integrated and comprehensive way when formulating and reviewing development proposals.

As development generally is likely to occur at a slower pace than in the past, the issue and impact of ‘interim’ development sites (i.e. vacant or undeveloped sites within a developed area) must be considered as part of the overall urban structure, albeit that this is intended as a temporary feature within this urban structure.

5.5.1 Strategic Public Spaces

The main structuring elements of the Plan are the formal parks, namely Racecourse Park and Stapolin Haggard; Grange Square and the other proposed local/small parks; the proposed civic space at Station Square and the two broad, tree-lined boulevards/green corridors linking the major public spaces within the LAP lands and extending them through to Racecourse Park by opening views of the surrounding area.

The two boulevards are Ireland’s Eye Avenue and Stapolin Avenue. Ireland’s Eye Avenue runs from east to west and is orientated to frame a view of Stapolin Square in the village centre and from Stapolin Square to Ireland’s Eye itself (across Racecourse Park). Stapolin Avenue, running from north to south along the line of the original avenue of trees which traverse the site, links Grange Square to the south of the lands to Racecourse Park to the north. The two boulevards intersect at the major central public space within the LAP lands, that is, Stapolin Haggard. The public spaces at

Figure 5.1 Public Space Network



Stapolin Square and Grange Square represent the two major points of entry into the LAP lands and are pivotal in extending the Green Infrastructure routes from outside the site (i.e. Racecourse Park and the coast) through the lands. Stapolin Square, at the public transport hub, is at the heart of the LAP’s retail and commercial centre. It is envisaged that it will be an intimate but vibrant, busy and active space. All of these spaces lie on the interconnecting network of pedestrian and cycle priority routes.

The two primary public transport and vehicular routes through the village form a cruciform, with Red Arches Road running east-west, allowing access from Coast Road to the east and Longfield Avenue running north-south, providing access from Grange Road to the south. These two streets, which meet at the village centre around Stapolin Square, along with the two boulevards, help to define a series of **character corridors** (see Figure 5.5) which, in conjunction with the remaining public streets and spaces, form a loose grid street pattern into which the various **character areas** (see Figure 5.2) as well as the individual building blocks sit.

With a projected community of approximately 2,000 homes it will be important to ensure that the finished development creates a positive and clear sense of place. At the same time, there is a need to prevent monotony within the development as a whole. This will be achieved through the creation of distinct identities for each of the streets within the street hierarchy (i.e. the creation of character corridors) and through the character areas that will define the LAP’s urban nature and ambiance.

Figure 5.2 Character Areas



5.6 Character Areas

Individual character areas within the LAP lands are defined through the finer detailing of the buildings, form, fenestration, the nature of activities they generate, their relationship to each other and to the public realm as well as the specification of the palette of materials required to reflect locality and promote a sense of place. Character areas will, in some cases, run across density boundaries thereby producing a variety of development forms within a specific character area. Different architectural treatments will be sought to provide variety between character areas and enhance legibility between and within them. The smaller public open spaces created within these areas will also contribute significantly to the nature of their character. However, for legibility and order, the public realm elements set out for each street within the hierarchy in paragraph 5.8 to follow, should remain consistent throughout their length, as they run from one character area to another. The buildings bounding these public realm elements, as long as they maintain the prescribed scale and materials ascribed to in paragraph 5.8, can vary in their design from area to area.

Six clear and distinct Character Areas have been identified within the LAP lands:

- The Racecourse Park Area
- The Haggard Area
- The Northern Residential Area
- The Central Residential Area
- The Southern Residential Area
- The Village Centre Area

Five out of six of these areas are primarily residential in nature with their character being defined and differentiated by their relationship to the structuring elements of the plan; the boundaries, existing development, street network and open spaces. The sixth area, the Village Centre Area has three main functions: to provide a location and backdrop for the civic and commercial life of the village; to act as a link to the railway station and; to act as a link to the development across the tracks in Clongriffin-Belmayne.

5.7 Urban Edges

5.7.1 Railway Edge

Development along the railway edge will, in the main, take the form of cul-de-sacs with the built form comprising incomplete perimeter blocks with gables to the railway. The boundary edge to the railway will, with one exception, consist of a minimum 2m high concrete or masonry wall (with decorative finish). This wall is to provide security for residents and the railway; and to provide a minimal level of noise amelioration and should be of fair-faced brickwork, self-coloured render, dry dash finish or other aesthetically acceptable finish. In the village centre, it should be designed to accommodate the slope of the bus way connection (to link into the parapet wall of the ramp) to the station and the development on the west side of the track.

The wall should have a steep-sided triangular coping (although other geometry may be considered) to make climbing difficult. The coping should be designed with sufficient overhang and drips to allow rainwater run-off without unsightly discolouration or algal growth. Along much of its length the wall will form the edge to private gardens of the perimeter blocks. Between the blocks are cul-de-sac streets. The wall will form the end of the cul-de-sac. To increase amenity, a planted margin

should be provided, at ground level, between the carriageway end and the wall. This should be of sufficient size to allow for planting of significantly sized trees.

Inside the railway reservation, the railway track varies in level. A bank will accommodate the change in level between the track level and the street or garden level. This should be planted to absorb train noise. The rail reservation boundary behind commercial buildings such as a car-park building in the village centre may be of a more permeable material (eg. stout welded mesh panel fencing or other appropriate).

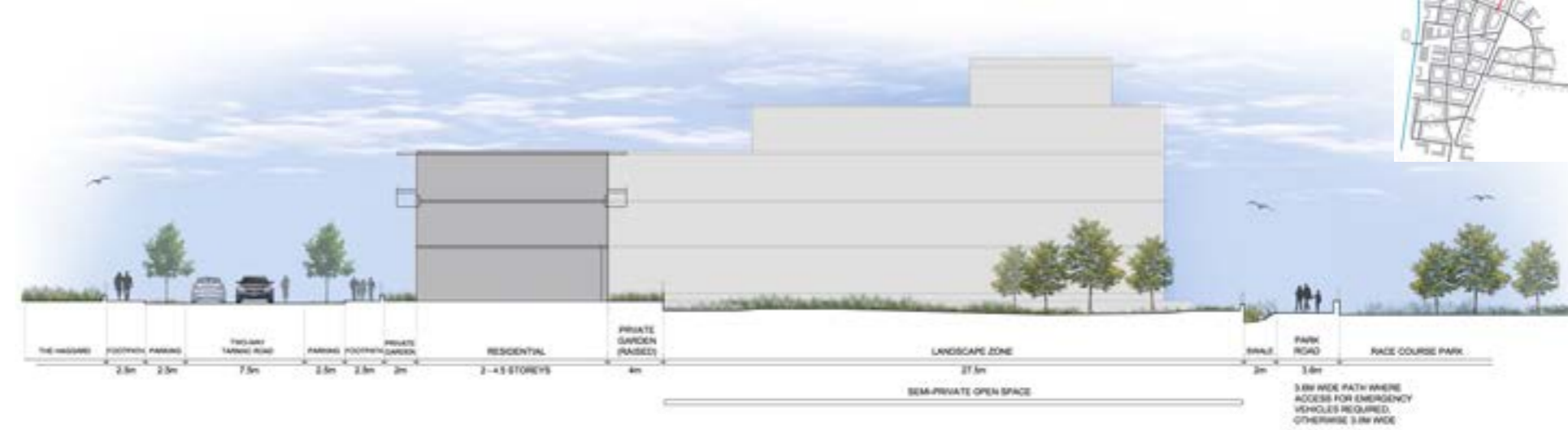
5.7.2 Racecourse Park Edge

The relationship of the built development to the park/open space is critical given the importance and relevance of the area in defining the nature and character of Baldoyle-Stapolin. Building height and form and the quality of design are important given their potential prominence in the otherwise flat landscape. The original Masterplan for the Plan lands proposed an innovative configuration whereby the built form enclosed and created a series of secondary spaces, connected to the park and which formed a ‘threshold’ between the natural and built environments. This solution, however, relies on the right orientation to be fully successful, for example to design secondary spaces which are not overshadowed by the buildings enclosing them. A different

Figure 5.3 Railway Edge



Figure 5.4 Racecourse Park Edge



solution is required where these spaces face north. Careful consideration must be given to the establishment of some form of shelter-belt within this zone, either by the building configuration or by landscape features, to protect the development from prevailing north-east winds.

A shared surface path may be required along the northern edge of the residential area of the Plan lands depending on the final layout in this area. In addition to pedestrian and cyclist facilities, this path will serve maintenance and emergency vehicle access on a maximum 3.6m wide surface and should be designed to be sufficiently robust for emergency vehicles. Landscaping at the interface of this area should comprise either a railing or landscaped ditch or swale to the park side of any pathway; screen planting to the development side and; high quality landscape elements within semi-public areas facing the park and street trees along the southern edge.

5.7.3 Grange Road Edge

Grange Road is a major east-west thoroughfare which runs to the south of the LAP lands. The LAP lands adjoining Grange Road form the gateway to the development



from its southern edge and therefore it is important that buildings here are of a contemporary and high quality design. The southwestern portion of these lands has been reserved to accommodate a primary school while the southwestern and southeastern corner sites can facilitate a range of uses provided for under the Fingal Development Plan. The existing car sales outlet on the southeastern corner, while a non-conforming use, is a well designed and attractive complex and its continued use will be supported. It will be essential that any future development of these gateway sites comprise of buildings that mark the entry point to the LAP lands. These buildings should have noticeable variation of urban form attributes and/or materials and details. Other elements such as distinctive roof form or architectural treatment should also contribute to the gateway. While the south side of any buildings on these lands will form the public face of the LAP lands it is important that their north sides are designed to respond to the residential nature of the streets on that side.

5.7.4 Existing Residential Edge

While most of the development edge with existing residential developments at Stapolin Lawns and Castlerosse have been completed with the developments at Myrtle and Red Arches it is intended that the remaining gap will be filled with semi-detached units similar to those which have been constructed to date along the completed section of Stapolin Avenue. This will ensure a seamless transition between new and existing houses, protecting the existing development from disruption by knitting the two together.

5.8 Street Hierarchy and Character Corridors

Independent of the character area, a coherent and consistent approach to the hierarchy of streets is proposed within the LAP lands through the recognition of character corridors. There is a hierarchical range of streets within the LAP, each designed according to the core principle that the street is a public space (a place of containment and activity), rather than simply a movement and access route. The street hierarchy relates to the level of penetration of the street, and therefore its length, and also the level of movement and activity expected on it. The scale and character of each street, its width and the height of buildings along it, relates to this hierarchy.

Figure 5.5 Character Corridors



Within the street network are a number of local parks and pocket parks which are articulated as extensions of the street space. What remains constant through all the streets is that the buildings enclose and shape the street.

The street hierarchy proposed for the LAP lands provides for the Green Routes (Boulevards) at the top of the hierarchy (Stapolin Avenue and Ireland's Eye Avenue, which are identified as the key structuring elements within the LAP in paragraph 5.5.1 above). Red Arches and Longfield Road are designed as Primary Routes with Stapolin Way being a Secondary Route. Thereafter within the hierarchy are Quiet Streets.

While design guidance has been set out below for all of the street hierarchy, it is particularly important for design, visual consistency and legibility that the character corridors identified along the main structuring routes, those being the two boulevards of Stapolin Avenue and Ireland's Eye Avenue and the two primary routes, Red Arches and Longfield Road, are carefully considered and a cohesive approach taken to their layout, materials, design and height.

Figure 5.6 Street Hierarchy



5.8.1 Green Routes (Boulevards) - Stapolin Avenue and Ireland's Eye Avenue

The Green Routes are the two avenues, the width of which are broader than the primary routes, accommodating a central zone which is used as a linear, planted public open space with pedestrian and cycle routes connecting the major public open spaces. The central 'green' zone allows for casual passive use, assists in sustainable drainage and acts as linear green lungs through the development. Where these routes cross other routes, pedestrians and cyclists on the central reservations should have priority. In line with the overall aim of the LAP to discourage car dependence parts of the Boulevards have no vehicular access. For the remainder, vehicle movement is in segregated lanes either side of a central pedestrian route and cycleway.

Development along these routes will be in the form of medium scale residential buildings. Selective and sparing marking of corners at major intersections, through the use of distinctive buildings, will create punctuation nodes that will serve to make the network navigable and logical (Figure 5.29 and also Section 4D, Figure 4D.2).

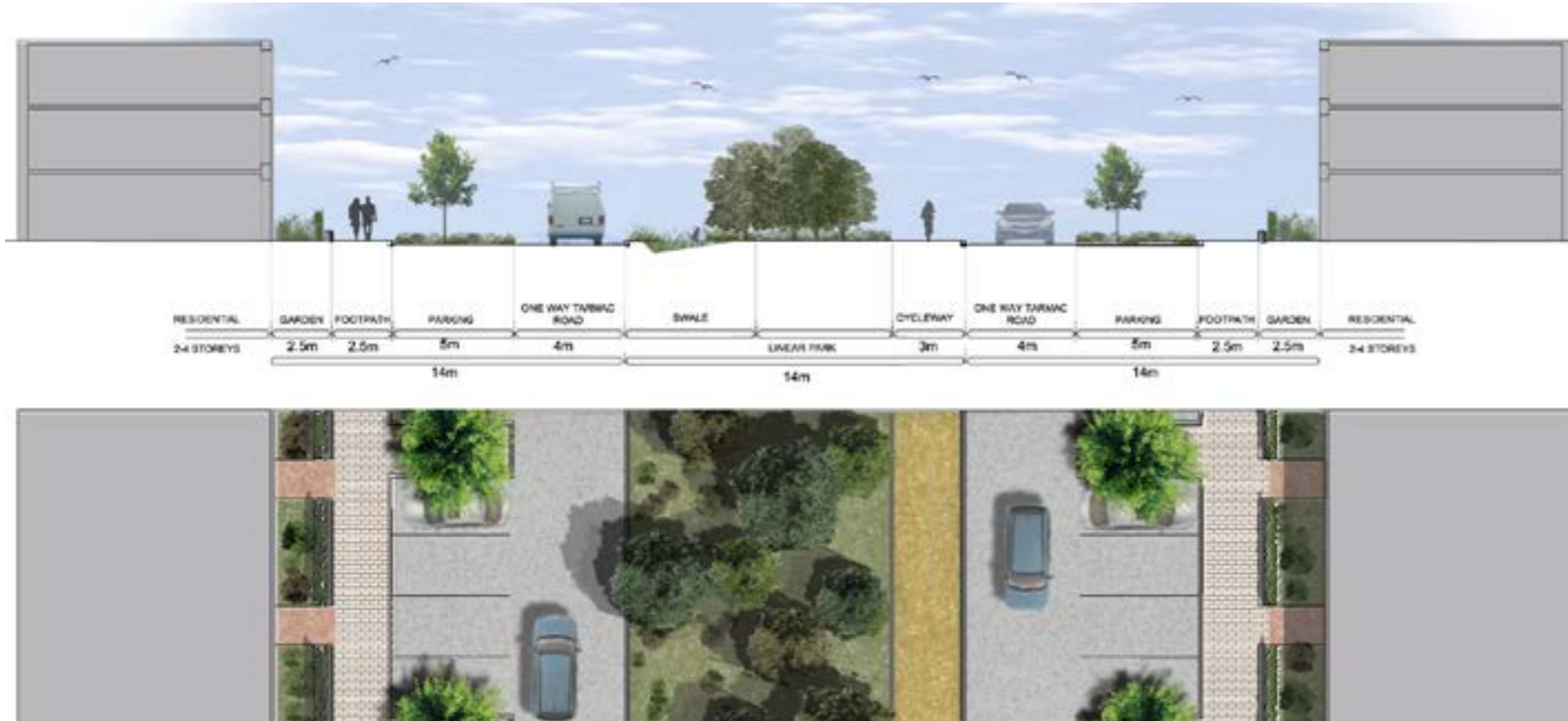
Table 5.2 Design Parameters for Green Routes

Parameter	Guide
Building face to face distance	38 – 47 metres
General traffic lanes	4 metre wide one-way carriageway either side of the green corridor
Median strip	10 - 24 metre wide green tree-lined corridor incorporating bio-swale elements
Footpath	2 metres wide
Footpath Edge: Boundary Treatment	Building line 2.5m behind footpath (maximum) Boundary hedging behind dwarf wall or other aesthetically appropriate treatment along entire corridor length
Materials	Roads – tarmac; Footpaths 300 x 300 paving slabs
Traffic-calming measures	Speed tables or other as agreed at selected junctions
Car parking	Parallel parking or chevron parking where space allows
Tree planting	Minimum every 15 metres within the parking zone
Building Typology	Residential
Building Height	Generally 3 storeys with possible 4 storey elements at punctuation nodes

Figure 5.8 Junction details of Stapolin Avenue & Red Arches Road



Figure 5.7 Section through Ireland's Eye Avenue



5.8.2 Primary Route - Red Arches and Longfield Road

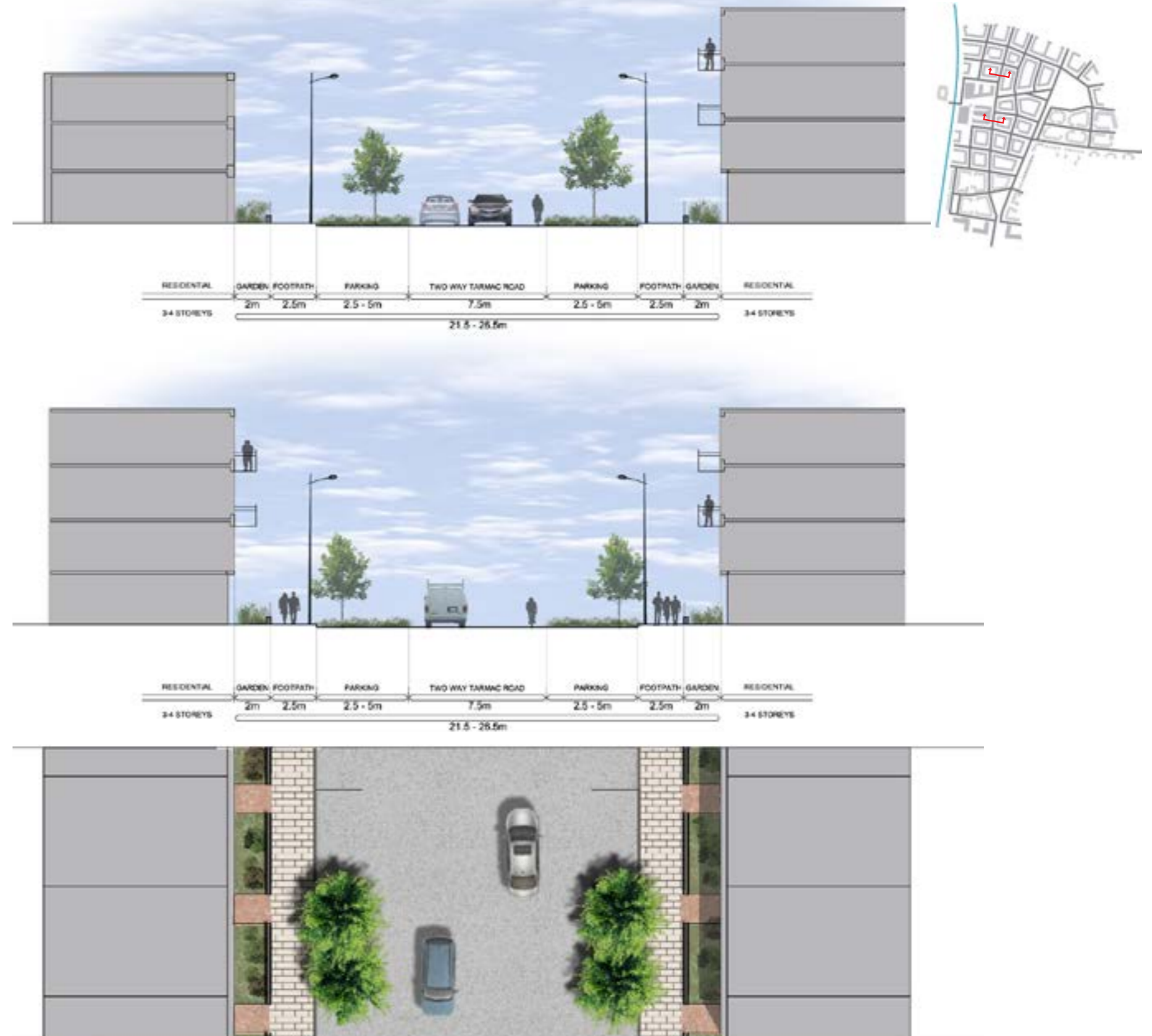
Primary Routes are the main traffic routes into, and through, the Plan lands Stapolin and comprise Red Arches Road running east-west and Longfield Road running north-south.

The Primary Routes are relatively broad, tree-lined streets and are slightly curved along their length both to reduce traffic speed and to subordinate them to the Green Routes/Boulevards. It is important that they are legible as major connectors; as they connect points of interest whether visual, economic or environmental. Due to the level of traffic that they are likely to facilitate they must be designed to be robust and safe. Traffic speeds will be moderate. It should be noted that, due to its unique function and character, the area of the Primary Route in the vicinity of the village centre is detailed separately in paragraph 5.17.

Table 5.3 Design Parameters for Primary Routes

Parameter	Guide
Building face to face distance	21.5 – 26.5 metres
General traffic lanes	7.5 metre wide carriageway. Buses accommodated within general traffic lane
Median strip	n/a
Footpath	2.5 metres wide + 1m wide furniture zone
Footpath Edge: Boundary Treatment	Building line 2.0 metres from back of footpath 1.2 metre high railings on dwarf walls or other aesthetically appropriate treatment along entire corridor length
Materials	Roads – tarmac; footpaths - 600 x 600 paving slabs; railings – painted metal
Traffic-calming measures	Speed tables or other as agreed at selected junction, planting arrangements, parking arrangements
Car parking	Parallel or chevron parking. Underground/podium parking within the development sites. Furniture zone adjacent to parking.
Tree planting	Minimum every 15 metres within the furniture zone
Building Typology	Residential
Building Height	Generally 3 – 4 storeys with possible 4 storey elements at identified punctuation nodes. Within the village centre heights will be minimum 3 storeys south of the public plaza and 3-5 storeys in the blocks to the north

Figure 5.9 Section through Longfield Road



5.8.3 Secondary Route -Stapolin Way

Stapolin Way runs in an arc to the north of the site to link Longfield and Red Arches Road. It will be similar in width to the primary routes but will be less trafficked and will have an important role adjacent to the interface to Racecourse Park and Stapolin Haggard. Trips on this street will have more of a local purpose and it is envisaged that the curved nature of the street will serve to reduce vehicular speed and to subordinate it to the Boulevards and Primary Routes.

Table 5.4 Design Parameters for Secondary Routes

Parameter	Guide
Building face to face distance	21.5 – 26.5 metres
General traffic lanes	7.5 metre wide carriageway Buses accommodated within general traffic lane
Median strip	n/a
Footpath	2.5 metres wide + 1m wide furniture zone
Footpath Edge: Boundary Treatment	1.2 metre high railings on dwarf walls to southern, eastern and western boundaries, change of level with screen planted mounding along the northern edge or other aesthetically appropriate treatment
Materials	Roads – tarmac; footpaths - 600 x 600 paving slabs; railings – painted metal
Traffic-calming measures	Speed tables or other as agreed at selected junction, planting arrangements, parking arrangements
Car parking	On-street parallel or chevron parking; underground or podium parking within the development sites
Tree planting	Minimum every 12 metres within the furniture zone
Building Typology	Residential
Building Height	Generally 4 – 4½ storeys facing Racecourse Park; 2 – 4 along Stapolin Way. Occasional setback penthouses

Figure 5.10 Section through Stapolin Way



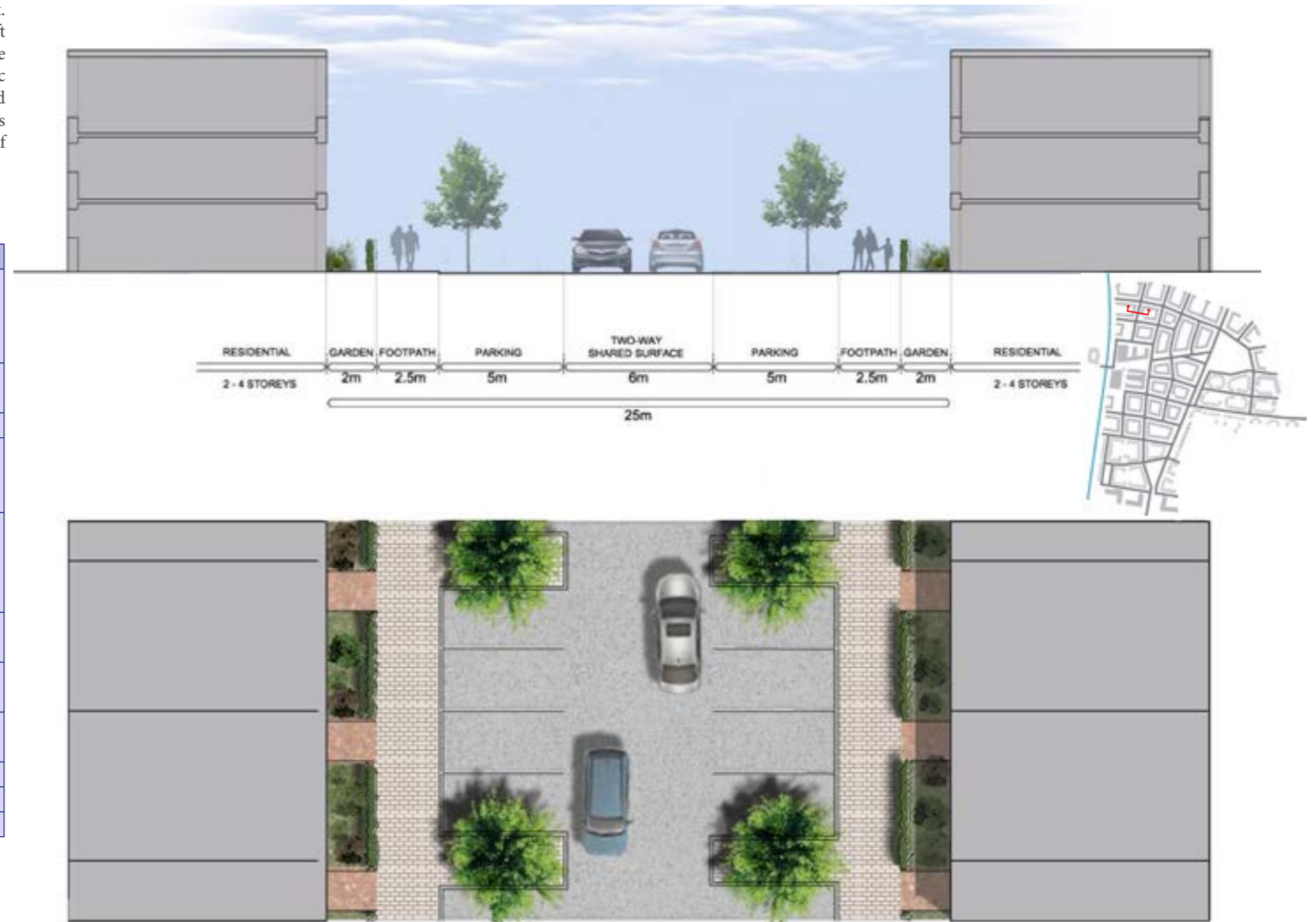
5.8.4 Quiet Streets

The Quiet Streets are shorter local streets being no more than two blocks long. Their function is to give access to particular houses and apartment units. Through their design and use of materials including the use of shared surfaces, these streets should prioritise pedestrian movement over vehicular movement and encourage low vehicle speeds and volumes related specifically to activities within or adjacent to the street. They are narrower and generally the scale of buildings abutting them is lower. Soft landscaping helps to increase the sense of enclosure within the streets and define privacy strips as well as appropriate areas within which vehicles should park. Traffic speeds will be restricted, controlled by the location of tree planting, chicanes, speed tables or other measures as appropriate. Parallel parking is favoured on Quiet Streets to reduce the width of these streets and also to help calm traffic and create a sense of enclosure.

Table 5.5 Design Parameters for Quite Streets

Parameter	Guide
Building face to face distance	19 metres where parallel parking on both sides 20 metres where one side is perpendicular and one parallel 25 metres where double perpendicular parking
General traffic lanes	6 metre wide carriageway; 4 metres wide where one way or 7 metres wide where a shared surface is proposed
Median strip	n/a
Footpath	2.5 metres wide where a shared surface is not provided 1.0 metre furniture zone within the footpath next to the parking
Footpath Edge: Boundary Treatment	1.2 metre high railings on dwarf walls to southern, eastern and western boundaries, change of level with screen planted mounding along the northern edge or other aesthetically appropriate treatment
Materials	Roads – tarmac; footpaths - 300 x 300 paving slabs; shared surfaces – interlocking paving setts
Traffic-calming measures	Speed tables or other as agreed at selected junction, planting arrangements, parking arrangements
Car parking	On-street parallel or chevron parking; underground or podium parking within the development sites
Tree planting	Informal, approximately every 10 metres
Building Typology	Residential
Building Height	2 – 4 storeys

Figure 5.11 Section through Quiet Streets



5.9 Traffic Management and Parking along Route Hierarchy

A key objective of the transport strategy is the creation of a network of streets that, through their intrinsic design, encourage drivers to travel at a speed that is appropriate to the local environment. Traffic calming design parameter features must be appropriate for the character of the street, as outlined above. In addition, the following requirements should be reflected in the design of individual streets:

- Visual appearance - The visual appearance and character of a street gives users important clues about relative priorities and appropriate driving speeds. Streets will therefore be designed with as narrow a carriageway width as appropriate for the respective street typology and features such as landscaping or alternating the alignment of parking spaces will be used. These principles will be applied in all streets.
- Speed limit - Traffic calming features will be designed in at intervals in conjunction with speed limit entry signs to provide a self-enforcing environment throughout the area. Street clutter (signs) will be kept to a minimum, neither speed limit repeater signs nor traffic calming signs will be required.
- Shared Space – Streets will be designed as shared spaces where appropriate, in particular Quiet Streets. Change in width and use, surface treatment and a differentiation at the entrances together with variations in alignment, will restrict driving speeds.
- Vertical deflection - The use of subtle ramps and platforms, integrated with pedestrian crossings and footways will be provided where appropriate.

5.9.1 Street Parking

While the LAP seeks to obviate the need for private car travel, car usage and ownership must be planned for as part of the design and use of the proposed street hierarchy. Within areas of medium density development it is likely that the majority of spaces will be accommodated on-street. Where parking is provided on-street it should be done according to the principle that it forms a part of the landscaped road edge. Bays will be arranged in series, separated by trees and landscaped areas. Depending on street width or function, parking is arranged as parallel, diagonal or perpendicular. On street car parking spaces should, where possible, be provided adjacent to the residential unit that it serves and, if this is not possible, in all instances car spaces should be visible from the residential unit, thereby increasing security. On-street parking places should be located in explicit bays such that indiscriminate parking is deterred.

While on-street parking should be designed to serve the residential development adjacent, if not delineated and in the public domain, access to these spaces for non-residential car parking (in particular rail based commuter parking) can potentially impact on car parking arrangements and availability as well as residential amenity. However, the alternative, the provision of on-street, dedicated parking spaces can militate against the possibility of them being taken in charge by the Council. Metered parking which may be required as the DART service improves and associated commuter parking increases, in tandem with generous provision for residents could help resolve this issue. Alternatively, any on-street parking spaces could be included as part of the management company’s responsibility. Where this is being proposed, clear plans should be submitted as part of any planning application clearly differentiating any private areas that will be under the control of a management company from the areas proposed to be taken in charge by the Council.

Figure 5.12 Examples of Street Parking & Materials



5.10 Streetscape, Landscape and Planting

See also Section 5.20 Public Realm

The existing landscape and topography of the area has a unique character and is a key determinant of the urban structure and grain. The siting and design of each of the corridors, character areas and open spaces within the overall urban structure provides a carefully considered hierarchy of spaces with appropriate uses identified for each. The treatment of these spaces, their position in the hierarchy, the links between the spaces and the interconnections to lands outside the LAP are fundamental to the success of the green infrastructure and open space strategy set out in Section 4A of the plan.

Carefully considered use of materials and their relationship with the corridors and neighbourhoods, supporting and reinforcing the character areas that define the different areas is essential. This LAP utilises and adapts the originally proposed framework of movement corridors and hierarchy of streets and public spaces. The streetscape, landscape and planting strategy set out below further promote the creation of character areas and character corridors, and is expanded on in Paragraph 5.20 Public Realm.

5.10.1 Planting

Existing trees and vegetation should be retained where possible taking into consideration the ecological value of the trees, their condition, the visual and amenity contribution, their context and setting and their influence on the definition of any views. The proposed planting should be designed and maintained such that it adds value to the public realm by creating a visual and amenity resource, enhancing the design, integrating and complementing the plazas, streets, roads, and other spaces, improving the microclimate, biodiversity and provision of wildlife habitats. The planting strategy for the streets will also be designed to provide spatial containment

and separation, shade, shelter, privacy, and wayfinding. In line with current legislation, only **non-invasive**, preferably native species will be accepted.

In addition to the general aspirations outlined above, broad design principles for each strategic public space (whether park or street) is outlined below. As these elements generally require ongoing maintenance throughout the entire life of the development, their design and construction should be carefully considered to ensure that they serve their intended purposes.

Table 5.6 Landscaping Schedule

Street Hierarchy/ Public Open Space	Planting Requirements
Green Routes	Large scale upright avenue tree planting forming a green edge to street and medians that defines the pedestrian movement zone and urban structure. Large trees will be in keeping with the scale of the streetscape to form green boulevards. Hedging can be used to reinforce the boulevard effect. Trees planted in private buffer along residential facades to create a green ‘leafy’ streetscape.
Primary Routes	Medium to large trees selected with formal shaped crown to tie in with overall civic urban aesthetic. Trees aligned with street furniture along road kerb edge to reduce visual and physical clutter and maintain a pedestrian zone.
Secondary Routes	Trees planted intermittently and at nodal points in keeping with urban aesthetic, to provide orientation points and to reduce forward visibility and assist in slow traffic speeds. Medium scale trees species selected to correspond to scale of street and to soften building outlines without creating shade. Low level hedging and groundcovers can be utilized to guide movement provide a change in ground plane materials.
Quiet Streets	Medium and small scale trees to correspond to scale of street planted intermittently on both sides of the street and planting pockets associated with parking spaces to provide leafy character. Different streets planted with different tree species to create individual character. Soft planted strip with bold swathes of shrubs/groundcovers/grasses to create a green streetscape in response to the setting.
Stapolin Haggard	Retain existing planting with new planting reinforcing the existing planting structure.
Village Centre	Large trees selected with formal shaped crown to tie in with overall civic urban aesthetic of the local centre. Hedging, shrubs and groundcovers can be utilized to provide textural contrast and a change in ground plane materials.

Street Hierarchy/ Public Open Space cont'd	Planting Requirements cont'd
Grange Square	Large and medium scale upright tree planting trees to reinforce the adjacent green routes, strategically positioned to reinforce the design retaining open space in park maximising the activities that can take place without interruption. Hedging, shrubs and groundcovers can be utilised to assist in definition of spaces.
Perimeter Edges	Trees aligned with vistas to maximise the views and provide a green leafy character in keeping with the parkland setting.
Local Parks	Trees will be large scale parkland trees with broad canopies in keeping with urban aesthetic, strategically positioned to reinforce the design and at nodal points retaining open space in park maximising the activities that can take place without interruption.
Local Squares	Medium and small scale trees species selected to correspond to scale of street, in keeping with the character area, and to assist in providing orientation points. Low level hedging and groundcovers can be utilised to guide movement provide a change in ground plane materials .

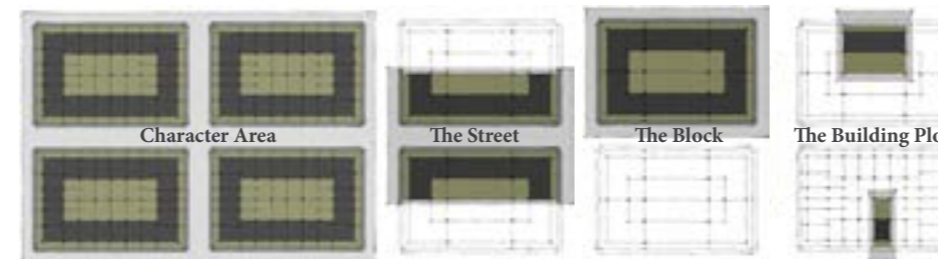
Further consideration and emphasis is given to the street and public open space hierarchy through the use of public lighting, street furniture and public art, which are considered in depth in Section 5.20 Public Realm.



5.11 Urban Grain

Successful urban places have spatial qualities that contribute significantly to their character and sustainability. The block is the three dimensional framework within which buildings are located and organised between the network of streets. The network of open spaces and hierarchical streets across the LAP lands, described earlier, create the opportunity for a regularised block structure. The following paragraphs introduce a set of guidelines to shape the development of the built form within this network. The aim is to create a richly varied built form that defines public space, generates flexibility, supports the development of the Character Areas set out in paragraph 5.6 and constructs a legible and visually attractive environment.

Figure 5.13 Urban Grain



5.11.1 Block Types

Two principle block types are proposed within the LAP lands; the Perimeter Block and the Pavilion Block. A description of the block types and the key design guidance for each is set out as follows:

5.11.2 Perimeter Block

The general configuration of the residential area within the LAP lands is in the form of perimeter blocks, as envisaged in the original Masterplan, and as executed in the first two phases of development. This configuration is preferred as it addresses a number of urban design issues in a satisfactory manner:

- The perimeter block, with buildings facing onto public routes and spaces, provides for flexibility in accommodating a diversity of building types at medium to high densities.
- The use of the perimeter block form will help deliver a legible townscape in which public and private space are clearly distinguished, territory is marked out and security improved.
- Streets which are overlooked by windows are passively supervised. The presence of front doors on the street generates activity and establishes a visual rhythm.
- Building form with a continuous, uninterrupted block edge defines the street, encloses the public space and offers its active edges to enliven the street.
- The perimeter block manifested in the form of terraced houses and apartments is highly sustainable. The reduction of external wall area leads to a low embodied energy in construction, affordability which supports the sustainability goal of equity of choice, good thermal insulation and hence low energy consumption and improved durability. Careful consideration of improved levels of sound insulation will deal with a criticism of terraced housing and apartments that noise pollution is a problem.

- At the lower densities set out in the LAP private gardens will be provided for individual properties. To achieve this, special attention is required at corners to obviate the need for extensive lengths of rear or flanking garden walls to the street where security of the properties or where passive supervision of the street can be compromised or anti-social activities occur. Breaks in perimeter blocks to allow for access to some rear gardens, or to allow for underground services or drains to pass between buildings, must be secured with high gates and be no wider than 2.5 metres.
- In higher density blocks small private gardens/terraces should be provided for ground floor properties with the focus of the internal block space being shared semi-private garden/courtyard areas for residents of the first floor and above. This will allow for greater flexibility in the provision of a variety and mixture of housing typologies. In this way, apartments, duplexes and houses can be more satisfactorily integrated within the one perimeter block, SuDs areas can be incorporated, safe play areas for toddlers can be accommodated and, in general, a more controlled landscaped environment can be provided.
- Landscaping to courtyards should include medium and small trees planted in groups or as specimen planting, to soften building outlines without creating shade. Planting should consider the shape and scale of planted areas and should respect any pedestrian desire lines, allowing good visibility and supervision across shared open areas and allowing easy access and maintenance.
- In the lower density areas provided for in the LAP it is likely that parking will be on-street. However, at higher densities, with the exception of on-street visitor parking, basement or podium level parking will be required.

Figure 5.14 Indicative High Density Perimeter Block with Communal Semi-Private Open Space



Figure 5.15 Indicative Typology of a Medium Density Perimeter Block at a density of 40 units per hectare



Figure 5.16 Indicative Typology of a Medium Density Perimeter Block at a density of 45 units per hectare



Figure 5.17 Corners within Perimeter Blocks will require careful and innovative design solutions



Figure 5.18 Indicative 3D image of a Perimeter Block at a density of 45 units per hectare



Figure 5.19 Indicative Open-Ended Perimeter Block adjoining Racecourse Park



Figure 5.20 Building form with a continuous, uninterrupted block edge defines the street

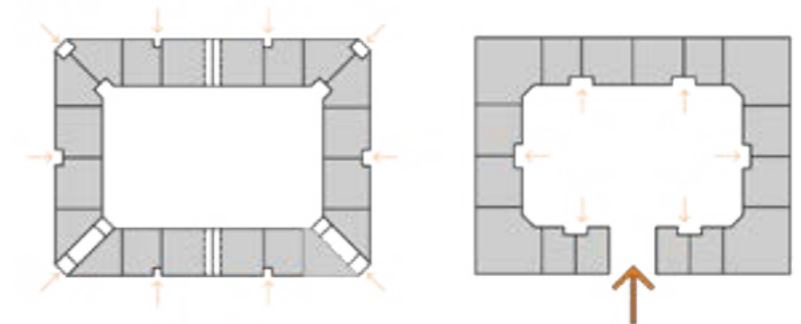


Figure 5.21 Buildings should create enclosure and definition to the public and private spaces around them and should be appropriate to the character of the local area.



5.11.3 Pavilion Block

Pavilion buildings, in the form of stand alone apartment buildings with four corner apartments and service core per floor, set in well landscaped grounds, may be a more appropriate building typology where the interface zone between the developed areas of the site and Racecourse Park suggest a more gradual transition from soft landscape to built form. This form of development will facilitate dual aspect units (generally east-west) along the parkland edge while also retaining a courtyard feature with defined edges at ground level thus allowing the feeling that the LAP lands flow into the parkland and equally that the courtyard space is part of a wider open space environment.

Where pavilion blocks are provided the following general guidance will apply:

- The pavilion block will most likely gable onto the public road providing passive supervision of adjoining public streets and spaces. Entrance points to the apartment blocks and courtyards may be designed as small stand alone buildings that will enliven the street.
- Where utilised, special attention will be required to identify appropriate ways of creating a sense of enclosure for the semi-private courtyards between the blocks to ensure that residents can enjoy the semi-private nature of these areas while still achieving a sense of openness from within the site to the adjoining parkland.
- Exclusively private garden areas for individual properties will not be possible without creating extensive lengths of rear or flanking garden walls to the street thus reducing opportunities for passive supervision. Such an arrangement is unacceptable as it can compromise the security of the properties, present opportunities for anti-social activities to occur and is visually unacceptable along areas of the public realm.
- Careful consideration of improved levels of sound insulation will deal with a criticism of terraced housing and apartments that noise pollution is a problem.
- Small private gardens/terraces should be provided for ground floor properties with the focus of the internal block space being shared semi-private garden/courtyard areas for residents of the first floor and above. This will allow for greater flexibility in the provision of a variety and mixture of housing typologies. In this way, apartments, duplexes and houses can be more satisfactorily integrated within the pavilion block, SuDs areas can be incorporated, safe play areas for toddlers can be accommodated and, in general, a more controlled landscaped environment can be provided.
- At the higher densities provided for within the LAP basement or podium level parking will be required.

Figure 5.22 Indicative Plan View of Pavillion Blocks along the Racecourse Park Urban Edge

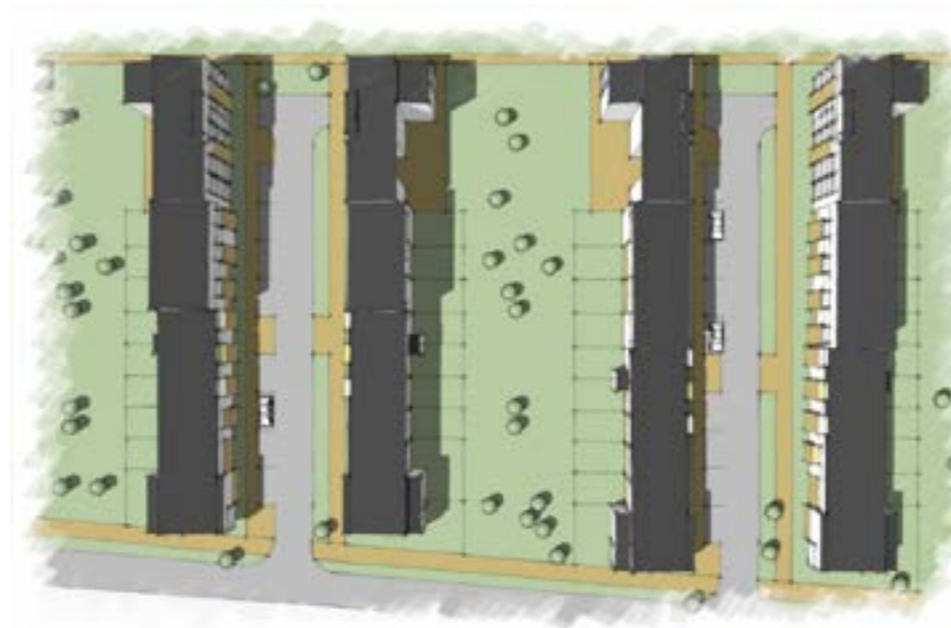


Figure 5.23 Indicative 3D Image of Pavillion Blocks along the Racecourse Park Urban Edge



Figure 5.24 Pavillion Blocks allow for maximisation of daylight and sunlight to dual aspect units and opens up vistas through the site & of adjoining parklands



Figure 5.25 Example of boundary to semi-private courtyard spaces



Figure 5.26 Example of well designed Pavillion Blocks with landscaped edge



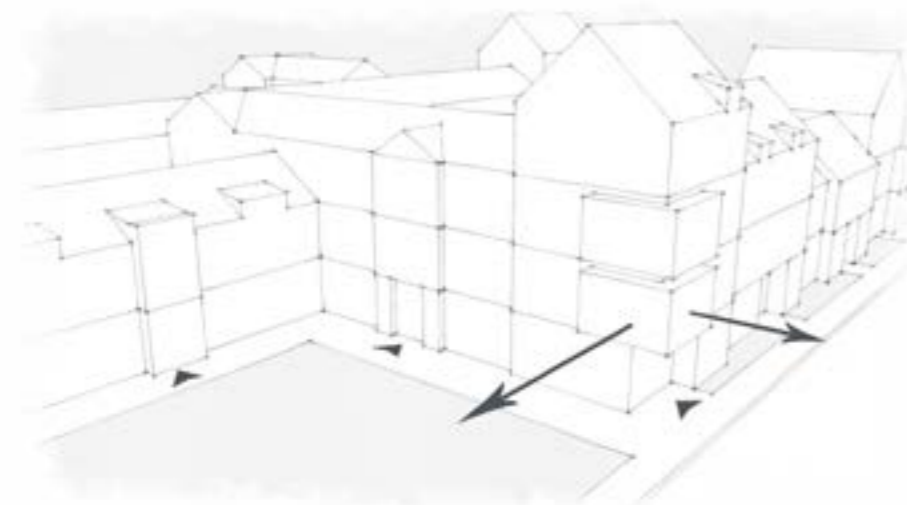
5.11.4 General Block Requirements

- Buildings should create enclosure and definition to the public and private spaces around them and should be appropriate to the character of the local area.
- There should be ‘active’ frontages (entrances, public rooms, balconies, bays and porches) avoiding long blank walls and buildings. Natural surveillance is achieved by streets being overlooked by a ground floor habitable room to avoid ‘dead spots’.
- Building corners need careful consideration in the layout, responding to their setting. Where possible building frontage should be used to ‘turn the corner’ and if not possible, priority of frontage should be given to the higher order street type.
- Blank gable ends (such as those devoid of window or doors) should be avoided where they face in to public streets or open space areas.

Figure 5.27 Building corners need careful consideration in the layout. Where possible building frontage should be used to ‘turn the corner’.



Figure 5.28 Buildings should be designed with ‘active’ frontages to provide natural surveillance of the streets and avoiding ‘dead spots’.



5.12 Height and Massing

5.12.1 Building Heights

In line with the original Action Area Plan and associated Masterplan for the area a central requirement of the LAP is that the new development be fundamentally urban. In response to this the building heights and density of development across the Plan lands are shaped by three considerations; the desire to create a sustainable development that maximises the strategic location of the site adjacent to a newly constructed main line rail station and provide a critical mass to support functions and services to serve the area; climatic factors and; achieving variation across the site while at the same time trying to ensure a visually attractive, cohesive and uniquely urban environment.

Section 4D sets out the range of densities that will apply across the site and should be referred to for more detail. Broadly speaking, the LAP provides for increased densities and height around the village centre and the Racecourse Park edge falling to lower height and densities throughout the remainder of the development and, in particular, along the Quiet Streets.

The height gradient across the site naturally corresponds to the density gradient and minimum and maximum heights (by floor) are established for all areas of the LAP lands. Development along the edge of Racecourse Park will generally be 4–4½ storeys in height while the apartments and commercial units on the northern side of the village centre will generally be 3–5 storeys. Elsewhere throughout the development heights will range from 2–4 storeys. No buildings on the site should be lower than two storeys.

A number of punctuation nodes are provided for at various locations throughout the site, primarily at key junctions and strategic locations. Buildings at these points should acknowledge their prominence of position. They may be slightly higher than their neighbours (but still within the heights parameters set out above) and/or have specific corner treatment.

Figure 5.29 Building Heights within the LAP lands

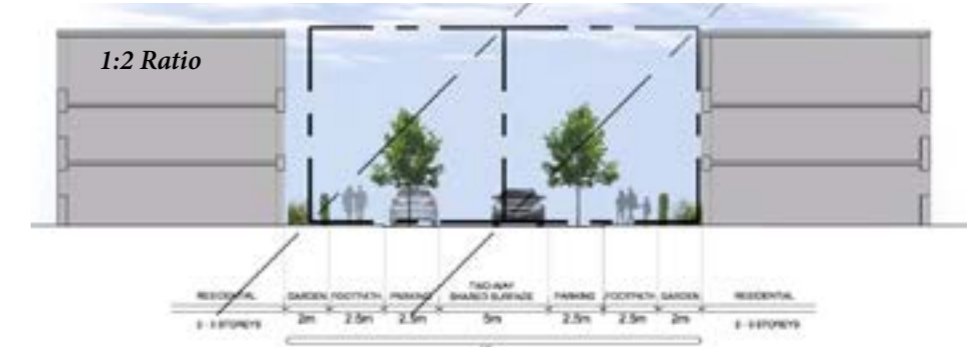


5.12.2 Height to Width Relationship

There is a subtle and careful relationship between the function of a street, its length and width and the height of buildings that define it. The ratio of street width to height remains relatively constant throughout the street hierarchy so that the more public the street, the longer and wider it will be and the higher can be the defining building along its length. Buildings should not be too high relative to the width of the street so as not to dominate, likewise if buildings are too low relative to the street they will fail to properly enclose or define it. Around the village centre and parkland edge buildings will be slightly higher so as to emphasise the proportions and the importance of the space as a local focus.

The threshold when pedestrians first perceive enclosure is a 1:4 ratio of building height to thoroughfare width, typical of low-density, suburban environments. In denser urban contexts height-to-width ratios between 1:3 and 1:2 create an appropriate enclosure on a thoroughfare. Highly walkable thoroughfares do not require tall buildings. Street trees may be used to provide a similar sense of definition and enclosure in contexts with lower height and less dense buildings.

Figure 5.30 Height-to-width ratios between 1:3 and 1:2 create an appropriate enclosure on a thoroughfare.



5.12.3 Daylight, Sunlight and Climatic Factors

The range of building volume around individual blocks will need to take into account local climate to optimise comfort of both inside and outside spaces and to facilitate environmental sustainability. The principal factors are the sun and the wind.

In winter intermittent winds blow off the sea to the north east. Positioning the highest buildings to the north along the parkland edge will, to a certain extent, mitigate the effects of the wind over the village shielding building and spaces and maximising solar penetration on the southern aspect.

The height gradient should also be reflected in individual courtyard blocks, with higher buildings generally to the north and lower to the south.

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 (B.R.E. 2011) and British Standard (B.S.) 8206 Lighting for Buildings, Part 2 2008: Code of Practice for Daylighting or any update on these documents.

5.13 Building Types and Design Standards

Each block with the LAP lands can be subdivided into a range of building plots with the result that each block is highly flexible and will allow the opportunity to achieve a range of densities and heights and correspondingly can allow for a wide mixture of dwelling type and styles. The block structure also allows the opportunity for a certain degree of standardisation of components, thus achieving economies of scale. The division of the blocks into smaller building plots enables different typologies thereby encouraging a diversity of building forms, design styles and elevational treatment.

5.13.1 Possible House Types

New housing design should reflect the implementation of the first two phases of the original sections of development and continued vision for the plan lands and be contemporary in design and appearance. Pastiche or neo-vernacular design 'solutions' will not be considered. In the design of all typologies within the perimeter block configuration, special attention must be given to ensuring, particularly in corner situations, that adequate levels of privacy are achieved given the proximity of windows of adjoining units and the problems associated with overlooking and overshadowing. All dwellings must be dual aspect, having windows within each dwelling facing in more than one direction.

The housing typologies to be utilised within the plan area will fall into three main categories: houses (small, medium and large), duplex apartments and apartment buildings.

Terraced Town House

Terraced houses offer direct street access and private back gardens. In higher density mixed unit blocks, small terraces can exhibit better energy performance as well as helping to increase densities which support local services and public transport. Terraced houses can have many repeated elements such as party walls and as such construction can be more efficient (in terms of cost and time).

Basic Building Parameters

- Terraced town houses will be 2, 2.5 or 3 storey
- Minimum 6 metre wide frontage ensuring that private gardens are not overly narrow, unusable spaces. Only a limited number of narrower frontage houses (minimum 5.5 metres) should be provided.
- Floor to ceiling heights at ground floor typically c. 2.7 – 3 metres.
- Principal entrances should be accessed from the street.
- Houses should be designed in a flexible manner to allow for Lifetime Adaptability.
- All houses should meet the minimum standards set out in the current Fingal Development Plan.

Semi-Detached Houses

Semi-detached units are houses built in pairs with external access to the rear of every unit along the sides. They are suited to areas at the interface between existing suburban houses and the LAP lands or along short edges of the perimeter blocks.

Basic Building Parameters

- Semi-detached houses will be 2, 2.5 or 3 storey
- Minimum 6 metre wide frontage ensuring that private gardens are not overly narrow, unusable spaces.

- Floor to ceiling heights at ground floor typically c. 2.7 – 3 metres.
- Principal entrances should be accessed from the street.
- Houses should be designed in a flexible manner to allow for Lifetime Adaptability.
- All houses should meet the minimum standards set out in the current Fingal Development Plan.

Figure 5.31 Terraces can exhibit better energy performance as well as helping to increase densities

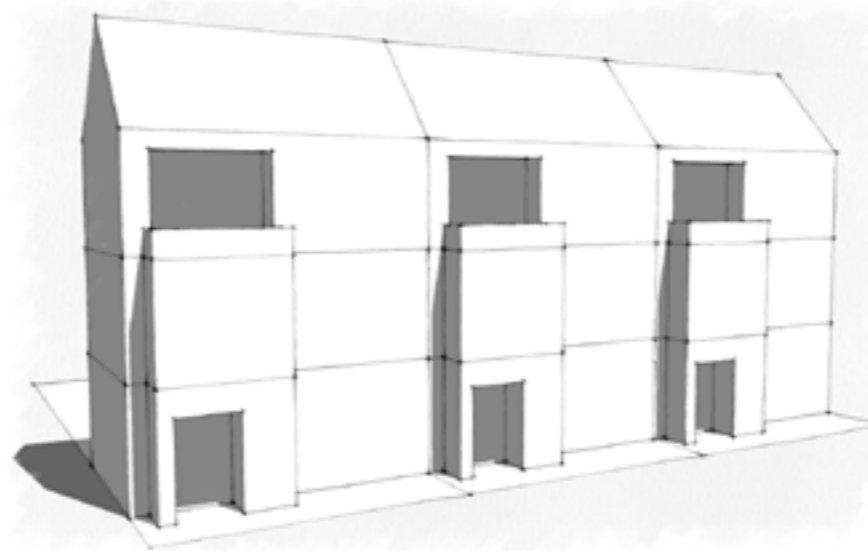


Figure 5.32 Semi-detached units are suited to areas at the interface between existing suburban houses and the LAP lands or along short edges of the perimeter blocks.

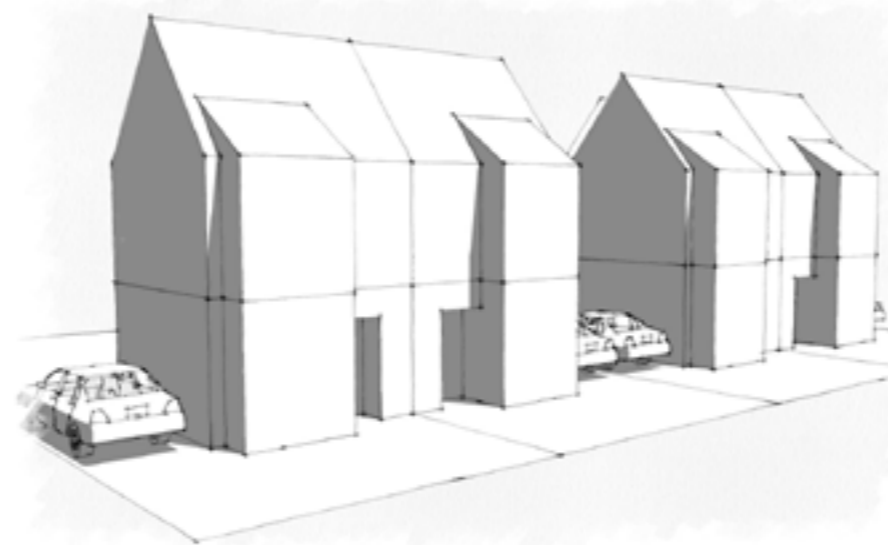


Figure 5.33 Examples of well designed terraced and semi-detached houses



Duplex Units

Duplex units significantly help to increase densities within the block structure and can work well in corner locations.

Basic Building Parameters

- Blocks will generally be either 3 storey (generally a 2 storey unit over ground floor apartment or vice versa) or 4 storey building comprising 2 x 2 storey units.
- Alternative innovative design solutions, such as a 'scissors' type configuration in which both units comprise ground and upper floor components may also be considered.
- Buildings/units can be provided in terraces or in corner configurations.
- All upper floor units must have space at ground floor for bin storage and secure bicycle storage.
- Each unit should be provided with own-door access.
- All units should meet the minimum standards set out in the current Fingal Development Plan.

Figure 5.34 Examples of Duplex Arrangements

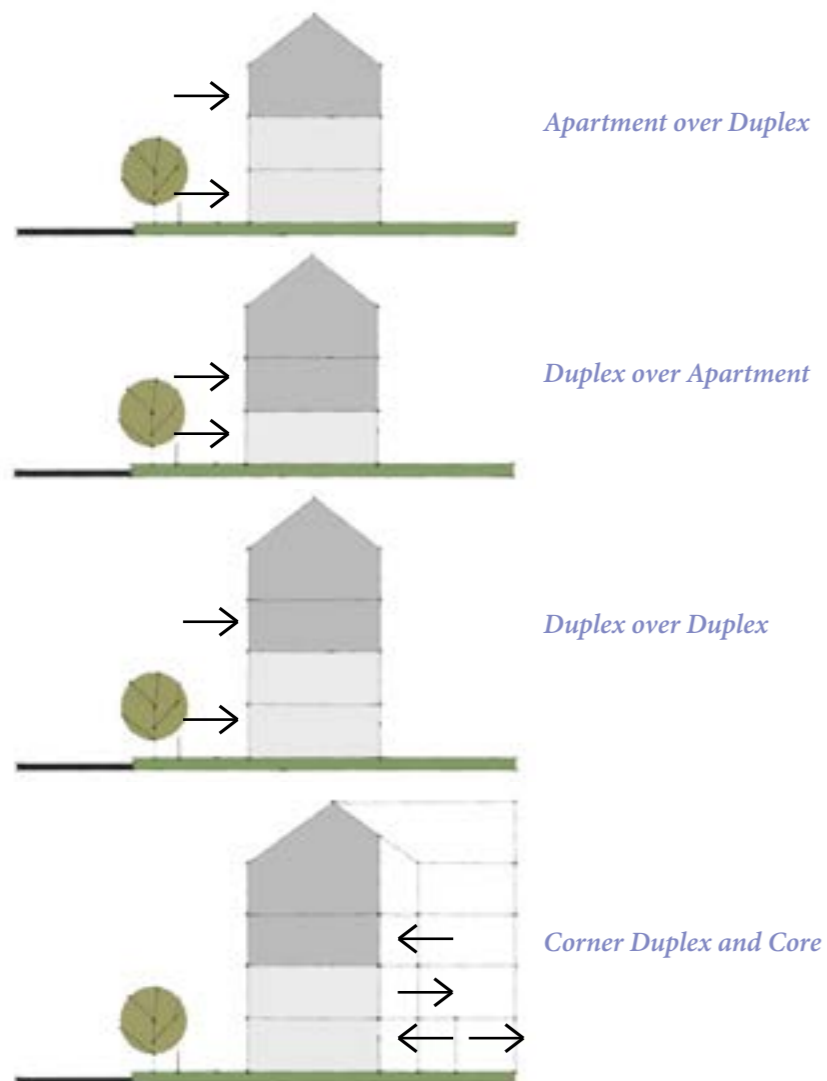
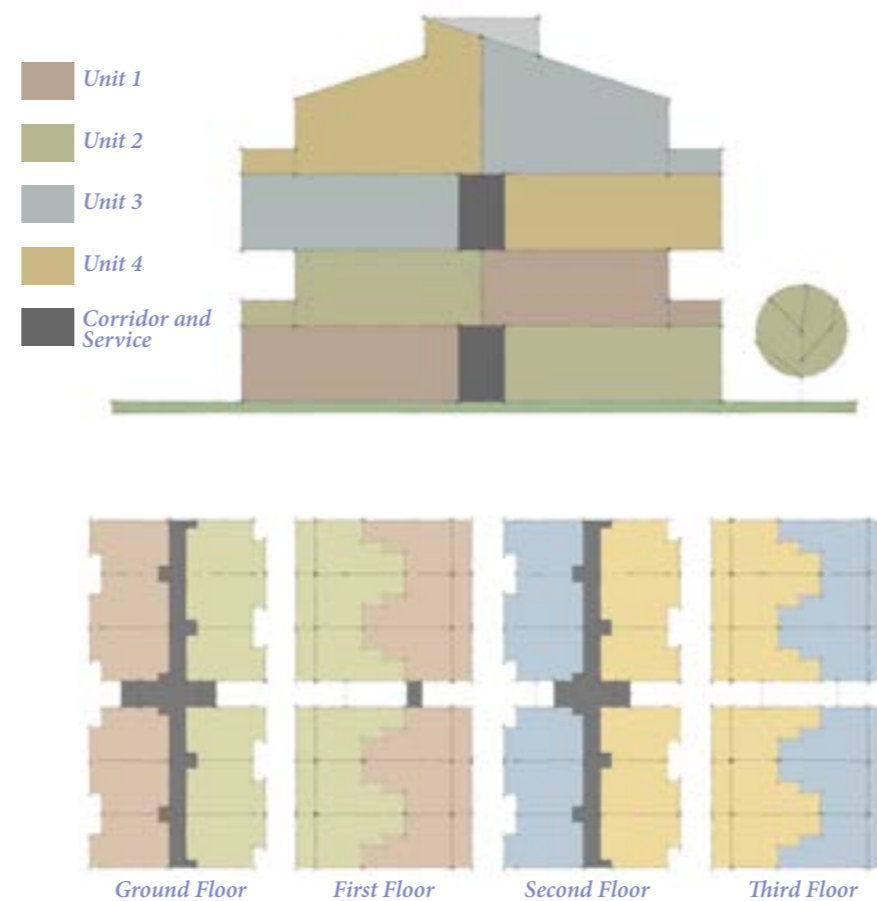


Figure 5.5 Examples of Scissors Layout Duplex



Apartment Buildings

Based on the Preferred Masterplan (see Section 4D and Figure 4D.1) apartment buildings will be predominantly located within the village centre and along the northern edge of the plan lands adjoining Racecourse Park, though they will be facilitated elsewhere where appropriate. Smaller apartment buildings may be used elsewhere in order to contribute to the legibility of an area, terminate vistas, contribute to the character of a street elevation and/or add variety and mix of unit types within a block.

Basic Building Parameters

- All apartments within the scheme must comply with minimum standards set out in the Fingal Development Plan and Sustainable Urban Housing: Design Standards for New Apartments, Department of the Environment and Local Government, 2007 (as may be amended).
- The requirement for dual aspect dwellings more or less precludes the provision of apartment buildings with internal double-loaded corridors, requiring the provision of units with no more than two apartments per floor per service core in a terraced situation or four corner apartments per floor in a stand-alone pavilion type apartment building.
- Communal entrances should ideally be dual access and should connect through the building to serve both internal courtyards and external streets and spaces.
- All apartments should have private outdoor space provision to meet minimum Development Plan standards.
- Communal gardens should be incorporated to the rear of blocks to provide visual amenity and outdoor space for residents.
- Communal gardens should be well-defined spaces which have a clear function and purpose, incorporating as appropriate outdoor seating, eating and playing areas. They should require low levels of maintenance and not result in dead or unused space.

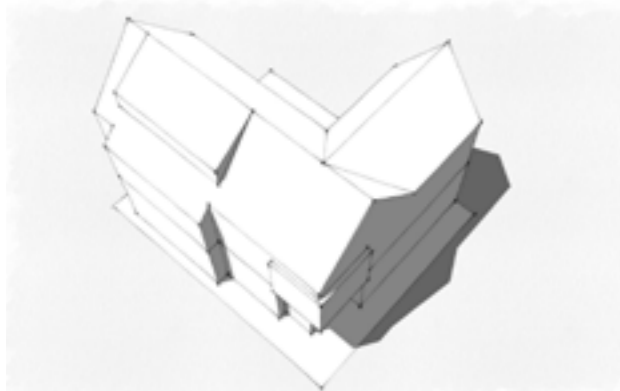
Figure 5.36 Smaller apartment buildings may be used to contribute to the character of a street elevation and/or add variety and mix of unit types within a block.



5.13.2 Feature Buildings

Feature buildings form landmarks in the urban form and, by definition, stand out from the background architecture which surrounds it. Landmarks can help make a neighbourhood legible and can help identify a sense of place. Examples of special buildings include:

- Corner houses – In order to avoid blank gable ends and to create an active frontage, bespoke designs to turn corners of perimeter blocks will be necessary. Designers will be encouraged to develop innovative solutions or the treatment of corner solutions such as corner windows, upper floor projections, balconies, varied roof and ridge level that aid legibility, improve the surveillance of the street and contribute to the overall character of the area.
- Key/Special Buildings – These will be most appropriate at identified punctuation nodes which have been identified by virtue of their location and will aid legibility and contribute towards a distinctive character. Focal point buildings will serve to terminate vistas or views and aid orientation. These buildings will have slight variations on one or more attributes of urban form to help ensure their distinctiveness from adjacent buildings.
- Houses Adjacent to Pocket Parks – The LAP provides for small pocket parks, incorporated into the corners of two blocks within the lands. The design of the dwellings surrounding these parks will require careful consideration in order that they can play the dual role of providing natural surveillance of these park areas while also ensuring that the occupants of the dwellings are afforded a high degree of privacy.



*Figure 5.37
In order to avoid blank gable ends and to create an active frontage bespoke designs to turn corners of perimeter blocks will be necessary.*



*Figure 5.38
The design of the dwellings surrounding pocket parks will require careful consideration in order that they can play the dual role of providing natural surveillance of these park areas while also ensuring that the occupants of the dwellings are afforded a high degree of privacy.*

5.13.3 Architecture and Finishes

- Buildings should be good neighbours, respecting an areas or streets vertical and horizontal rhythms, building heights, built form, adjacent roof lines, local materials and off-course high quality design and finish.
- Develop a material and detail strategy that responds to the local climate – selecting materials that look good in all weathers.
- The number and composition of elements in a facade and the contrasts between them, as seen up close and from afar, determine visual quality. Richness in detail, as viewed from any angle or distance is desirable. The richness can appear quite simple and effortless.

Figure 5.39 Examples of quality finishes



5.13.4 Private Open Space

The provision of private open space will be in accordance with the current Development Plan requirements. Under the 2011-2017 Development Plan the standards are as follows:

- For houses the general standard is 60 sq. m. for 3 bedroom units, 75 sq. m. for 4 bedroom units; a reduced standard can be considered for 1 & 2 bedroom units in corner locations but not below 48sq.m.
- For apartments and duplex units, private balconies, roof terraces and ground floor spaces will be a minimum of 5 sq. m. plus 2.5 sq. m. per bed space. In addition, for apartments and duplex units, a semi-private zone or sitting out area is required for residential amenity.

Notwithstanding this it must be recognised that the development in Baldoyle-Stapolin is urban in nature and the provision of open space, while meeting general development plan requirements, should be flexible enough to reflect the need to provide an urban, rather than a suburban, development. In particular, this may involve shared semi-private courtyard space within blocks.

Figure 5.40 Apartments and duplex units will require a semi-private zone or sitting out area for residential amenity.



5.13.5 Privacy

Designs should ensure that the privacy of occupants is protected without compromising the need to create a compact urban neighbourhood. Methods to ensure privacy can include:

- Providing sufficient elevation to elevation separation distances between first floor windows of habitable rooms of minimum 22 m increased as appropriate for developments higher than 2 storey.
- Creatively using opaque glazing on bathroom windows.
- Positioning of windows and arrangement of habitable rooms to reduce intrusive views.

5.13.6 Access

- All building entrances should be welcoming and easily identifiable from the street to help improve legibility. The scale and style of an entrance should relate to its function. The more important the function of the building, the more impressive the entrance should be. For example a public building will have a larger and more prominent entrance than a house.
- Entrances should make a positive contribution to the street in respect of surveillance and legibility and provide protection from the weather.
- To add animation to the streetscape and create active street frontages, main entrances to house and duplex units, communal entrances to apartments and non residential uses should, insofar as possible, be accessed directly from the public street and be easily visible from the public realm.

5.13.7 Flexible Design

New buildings should be designed and constructed, where possible, to facilitate their use by a range of activities over the lifespan of the building. Designing a new development to accommodate different uses over time is highly sustainable and enables different activities to be accommodated, as market demand requires, thereby preserving a building’s usefulness and lifespan.

Flexible design requires designers and developers to consider higher floor-to-ceiling heights, separate entrances to allow different activities to occupy space within the building, a building depth of between 10 - 14 metres to allow for commercial and/or residential use, and modular internal room layouts which can be adapted at a later stage.

New Buildings should be designed to be adaptable for a range of activities, by the inclusion of the following features:

- higher than minimum floor-to-ceiling heights particularly on the ground and first floors of commercial buildings, i.e. approximately 4 metres at ground level, 3.2 - 3.6metres for first level
- open structural frames
- separate entrances to ground and upper floors
- a minimum building depth of between 10 - 14 metres
- regular and modular internal room layouts
- adequate natural light and ventilation to all habitable rooms

5.14 Parking

Development within the LAP seeks to minimise car use in line with the principles of sustainable development. Nevertheless the LAP recognises that the car remains the principal mode of travel for many people. In development areas such as Baldoyle-Stapolin where higher densities are desired, and yet current market demands for typologies other than predominantly apartment-type schemes prevail, car-parking provision can become a significant constraint on residential density. The Development Plan allows for developments within 1000 metres of a DART station to have car parking standards relaxed particularly with regard to off-street spaces. This will be determined in respect of particular phases of development as proposals are assessed by the planning authority.

The current Development Plan sets a general standard of 2 parking spaces for 3 bedroom units and 1-2 spaces for one and two bedroom units. Visitor parking, particularly for apartment and townhouse units are also set out. Within urban areas and in order to achieve high quality urban design the Development Plan recognises that it may not be appropriate or possible to provide all this parking within the curtilage of individual dwellings. On-street parking has been dealt with previously in paragraph 5.9.1. Off-street parking will be provided in the form of carports, garages, podium parking and underground parking, as detailed hereunder.

5.14.1 Carports and Integrated Garages

In some instances it may be appropriate to provide a limited amount of on-curtilage parking to supplement on-street parking. Where provided, on-curtilage parking should take the form of side driveways, garages and carports and should be used to supplement any on-street parking. Where this form of parking is provided:

- Garages, garage doors, and carports should be integrated into the building design to reduce the visual impact upon the streetscape.

- To maintain a diverse and attractive streetscape, a garage should appear as a recessive element to the street elevation of the home, the house facade should be the primary element to the street.
- Excessively wide garage doors dominate the street and should be avoided. A garage door facing the street must not occupy more than 50% of the width of the dwelling house at the street frontage, measured at the building line.

It should be noted that exemptions that allow for the conversion of such spaces into habitable accommodation in the Planning and Development Regulations 2011 (or as may be amended) will be removed as part of any overall planning application. This will ensure that the car parking requirements assessed at the time of the planning permission will be maintained in the development.



Figure 5.41 Well designed integrated garages can reduce the requirement for on-street car parking.

5.14.2 Podium Parking

Podium Parking is covered ground floor parking and comes in two types:

- Podium under the entire courtyard space, including parts of the surrounding buildings.
- Part podiums behind terraces or under apartment buildings.

In each case the buildings wrap around the parking space on the street frontage (except for ventilation and entries) masking the parking from the street and preventing the creation of dead street space. The treatment of the podium within communal/semi-private courtyard areas will be one of the key factors in determining the success of this arrangement and how the raised courtyard areas function as areas of open space for residents. Detailed consideration must be given to this issue as part of any planning application. It may be appropriate to slope/bank and sensitively landscape the edges of these podiums rather than have sheer concrete faces opposite residential units.

5.14.3 Underground Parking

Higher density development, particularly along the edge of Racecourse Park and on the northern side of the village centre, will most likely necessitate the provision of underground car parking. As this parking is entirely underground the relationship of

the parking garage to the street would simply be in terms of vehicular and pedestrian entries and exits and ventilation requirements.

5.14.4 Bicycle Parking

A key part of the strategy to reduce car use in the village is providing a safe and pleasant environment for cyclists. This includes the provision of secure bicycle parking facilities. The Development Plan sets a general standard for the bicycle provision for residential, commercial and community uses and these should be adhered to.

Figure 5.42 Courtyard Podium Parking

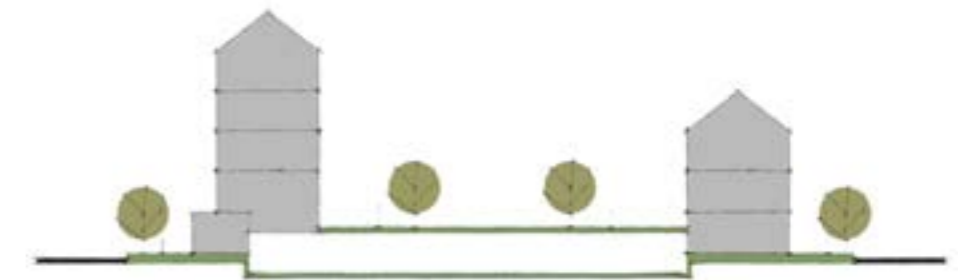


Figure 5.43 Part Podium Parking

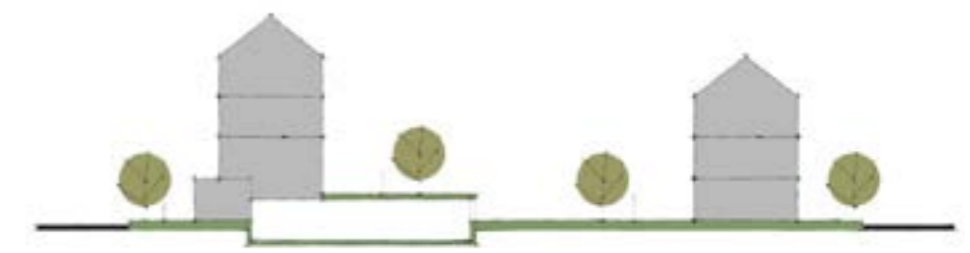
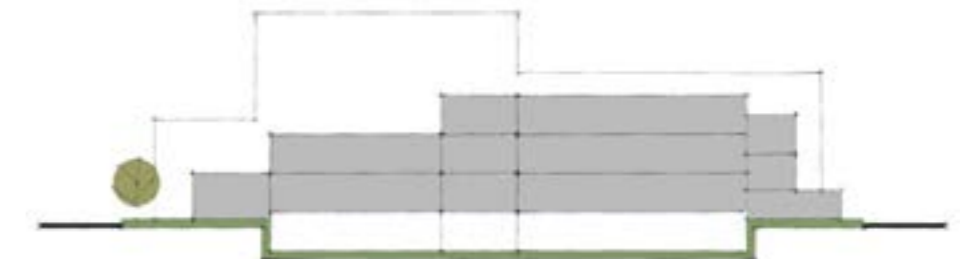


Figure 5.44 Underground Parking



5.15 Refuse and Recycling Facilities

There can be conflict between the integration of external features such as bin and recycling stores, cycle storage and utility services to a property and the necessity for active frontages and passive street surveillance. This is particularly problematic with the provision of terraced housing and apartment properties. Any solution that results in the bins potentially obstructing entrances, windows and utility services will not be acceptable.

- Refuse collection facilities shall be designed as an integral part of the built form of proposed developments and shall be in secure storage areas protected from the weather. They should have no adverse impact on the public realm.
- Refuse and recycling storage and collection facilities should be designed to be convenient and easily accessible, integrate with the surrounding environment and be as unobtrusive as possible.
- All houses and duplex apartments should be provided with storage areas for the three bins currently being collected on behalf of the Council. Where possible, these storage areas should be provided to the rear of the dwelling. However, in terraced houses, to avoid bringing bins through the house, storage areas should be designed-in discreetly to the front of the dwellings. Where sited at the front of the property, they should be appropriately screened visually from the public footpath or enclosed in a well-ventilated covered area. They should be designed into developments so as to avoid large areas of blank frontages.
- Apartment buildings should provide for communal waste storage facilities in convenient locations within the curtilage of the development. The provision of facilities for the collection of waste from communal waste collection bins (Euro-bins) within the public realm can create difficulties for pedestrians and residents particularly at times of collection. Marshalling areas for collection should be provided in all developments (within the semi-private zone associated with development), adjacent to public areas which are convenient for collection trucks. Provision must be made within developments for their storage out of public view but convenient for their users at all times except when refuse is being collected.
- The provision of bring banks should be factored in early in the design process. A small centre, where users will bring their recyclables by hand should be located within the village centre. Any bring bank should be easily identifiable, and should be positioned with regard to the wider street environment and the potential for noise and other nuisance issues.

Figure 5.45 Refuse collection facilities shall be designed as an integral part of the built form of proposed developments



5.16 The Village Centre Area

The Village Centre Area is a distinct character area and will provide for a variety and mix of uses, allowing for the creation of a vibrant and sustainable community. The village centre will serve as the access point to the train station via pedestrian, cycle and bus movement and the key link between the new communities at Baldoyle-Stapolin and Clongriffin. As part of the first phase of development of the village centre, pedestrian and cycle routes to the train station will be required through the new civic space of Stapolin Square. It is also intended to provide a connecting bus route over the railway line which will allow for the bus, that currently terminates at Clongriffin, to access the eastern side of the railway line and open up the potential for new connections to Baldoyle and further afield. To facilitate this, a bus ramp will be required as part of the second phase of the development of the village centre. Unless otherwise agreed, this bus ramp will run to the north of the village, mirroring the bus ramp in place on the Clongriffin side of the railway line.

Stapolin Square will be a key focal point for the village centre bisecting the centre in an east-west direction. Visually, this space will link Clongriffin Station to Ireland's Eye in the east, continuing the vista along Ireland's Eye Avenue. This vista is made all the more important and relevant by the fact that the village centre will, at its meeting point with the train station, be approximately 8 metres higher than at its lowest point where it meets with Longfield Road. Therefore, the view eastwards on arrival at the train station will allow for sightings of Baldoyle Estuary, Ireland's Eye and Howth amongst other landmarks. It is this variation in ground level that will present one of the major challenges in designing this key area within the LAP lands.

There are various solutions for this, each with their own challenges. It may be that a generally level space would provide greatest certainty to future retailers in terms of floor levels. If this is the preferred solution, the height difference will need to be accommodated by means of steps and/or ramps at the most western end of the square. A well designed and well landscaped series of ramps and steps could create a distinctive backdrop to and transition from a significant public square to the railway station building. This element could also act as an appropriate viewing platform out to Ireland's Eye, along Ireland's Eye Avenue. However, as it is the most elevated part of the site it will be exposed to easterly prevailing wind so care must be taken to ensure that the hard and soft landscaped elements can provide sufficient shelter from this. It will be important for the success of the square, in both design and functional terms, that the final solution is aesthetically pleasing and of high quality materials, not visually dominated by railings, and is durable and accessible. Inclusion of a lift should be considered to ensure universal accessibility to the railway station.

In addition to providing a meeting place and a space for movement between the communities on either side of the railway line Stapolin Square will provide for frontage to the various mixed uses within the village centre. Units should be designed to complement the square in terms particularly of materials and height. High quality design and materials are critical to ensuring that the square is an attractive, well used, and vibrant space. Thought should be put into detailed design at an early stage of the design process, allowing for a variety of potential uses within the square such as farmers market, outdoor café seating and different forms of entertainment.

Stapolin Square will provide a visual and aesthetic continuation of the green route along Ireland's Eye Avenue. The landscaping of the square should include both hard and soft materials and be themed to have a resonance with the area. Such a theme could relate, for instance, to the history of the lands or reflect the surrounding environment or heritage.

Figure 5.46 Indicative Overview of the Village Centre and Stapolin Square



Figure 5.47 Indicative View from Clongriffin Station towards Ireland's Eye Avenue



Figure 5.48 Flowing Garden and Step Details



5.17 The Village Centre - General Design Criteria

Well-designed public spaces and buildings, which are comfortable, safe, attractive, accessible and durable, are key elements that can improve the vibrancy, vitality and economic performance of a village centre. Buildings and spaces within Baldoyle-Stapolin village centre should utilise good quality design to contribute positively to the streetscape and identity of the area, including the centre's appearance from surrounding streets and neighbourhoods and to ensure that a safe and convenient environment is created for both pedestrians and vehicles.

Stapolin Square should be designed to ensure that visual cohesion is expressed through the choice of materials, pavement pattern, form and placement of street furniture and plant material. Materials, colour, window patterns, parapet/roof forms, and detailing and modulation of the façade will be important when designing the buildings that will surround the Square. The following design criteria provide guidance in relation to future development within and surrounding Stapolin Square:

Building Use

While a range of factors contribute to the vibrancy and viability of a village centre, such as the continuity of the buildings along the street and well designed and proportioned facades, the amount of interaction between the ground level of a development and the footpath is critical to the overall vitality of the centre. Interaction is achieved through both passive frontages (glazing, lobbies and building entrances to the street) where visual interaction between the activity and pedestrian is possible, as well as active frontages (retail uses, cafes, banks and other activities) that directly open out onto the street and there is physical interaction between street users and these activities. In general the following guidelines will apply:

- Building use surrounding the Square will include a mix of uses including for example retail, commercial; health centre; crèche; café; restaurant; pub; residential; flexible use.
- Buildings should be designed to accommodate business activities at ground level, particularly those activities that will engage with and activate the street. Floor-to-ceiling heights should be at least 3.5 metres on the ground floor and at least 3.3 metres on the first floor within the village centre to allow flexibility for both commercial and residential use.
- Where residential uses are proposed, they should be located above ground level to maintain opportunities for ground level business activities, and to facilitate appropriate privacy and noise mitigation.
- At ground floor level, blank facades facing the street and on the primary building frontage are not appropriate. As a guide, in these locations:
 - A. Display windows should occupy at least 80% of the total width of the building façade facing the street, and other public places.
 - B. Featureless facades facing the street should not exceed 4 metres by 2.5 metres, being a façade without windows, doors, columns, recesses, niches or other detailing.

Building Design and Site Layout

- Building Heights: 3 storey blocks or 3 storey equivalent (10 metres minimum) to the south of the public plaza where it is clearly demonstrated at planning application stage that a sufficient quantum, size and mix of retail and commercial units appropriate to a village centre can be accommodated. 3-5 storey to blocks north of plaza.
- Buildings should be built to the edge of a street or public place to provide continuity and alignment to the street boundary, (and where applicable,

to an adjoining public space) to a height appropriate to define and enclose the street or public space.

- Architectural elements and design techniques which provide pedestrian amenity, variation and visual interest are considered appropriate in the village centre. Building facades which are exposed to public view should contribute to a visually rich and interesting built environment. Means by which this can be achieved and which can help to deliver a human scaled building include:
 - A. 'Punctuated' or articulated walls with visually recognisable patterns, decorative features, rhythm and texture to express the building's distinct elements and functions;
 - B. Use of balconies, recessed terraces, bay windows, sun shading devices etc;
 - C. Variation in materials and finishes to balconies;
 - D. Horizontal and vertical rhythms created by the use of architectural elements such as parapets, horizontal string courses, blades and columns, (that create shadow lines) and the proportion and scale of windows and doors; and
 - E. Minor variations in setbacks to the building façade (to create modulation).
- Where, for topographical reasons, it is not reasonably possible to engage the ground level of a building directly with that of the adjoining footpath, any retaining walls and/or landscape work between the ground level of the building and the footpath should provide a high level of public amenity and be of high quality design, materials and detailing. These should be designed to minimise separation between the ground level of the building and the footpath.
- The design of the building should help to distinguish the ground floor from upper floors through higher floor to ceiling heights, greater use of glazing and additional detailing of facades.
- Design at ground level should contribute to pedestrian vitality, interest and public safety. Glazing and windows should comprise a reasonable proportion of the frontage. In relation to supermarket development when windows may be scarce or absent in a façade, consideration should be given to how the activity generated, both vehicular and pedestrian, compensates providing for a safe environment.
- The upper level of a building should be designed to maximise outlook onto streets and open spaces, through the use of windows, doors and balconies to maximise passive surveillance.
- Buildings located on major street junctions should utilise architectural design features to emphasise and address the street corner. Where practical, the main building entrance should be located on the corner at street level.
- To facilitate SuDS and also for aesthetic reasons, all commercial buildings (and residential buildings where feasible) will be required to provide green roofs.
- Blank walls and reflective or opaque glazing fronting the street and significant pedestrian routes at ground floor level, which hide the presence of activity within buildings and reduce casual overlooking, will not be appropriate.
- Entrances and foyers should be clearly identifiable from the street and, wherever possible, be at the same level as the street.

- Security shutters on new shopfronts should be placed behind the window glazing and should be transparent and encourage the use of transparent security shutters.
- Clearly demarked residential entries should be provided directly from the street. Deck access serving residential units will not be permitted.
- Commercial service requirements (such as loading docks and waste storage) should be separated from residential access and servicing needs. Such uses should be screened from residential units so as to minimise visual impact as well as noise and smell nuisances.
- The design of residential units should recognise the need for privacy and avoidance of nuisance, (from lighting, noise, and signage) arising from existing or potential business activities on adjacent sites.
- Development should be designed to mitigate the adverse effects of noise on neighbouring activities having regard to such matters as site layout, separation distances, screening and sound dampening.

Figure 5.49 Well-designed buildings are key elements that can improve the vibrancy, vitality and economic performance of a village centre.



Supermarkets

A traditional village centre is generally characterised by continuous building lines along street edges, frequent doors and transparent windows that ‘animate’ and allow casual surveillance of the street. The resultant built form is generally visually harmonious, pedestrian amenity and safety is of a high order, and the activity and interest at street level is enlivened as a consequence. In contrast supermarkets and large stores can be characterised by a built form that has blank and featureless walls and internalised shop fronts. Consequently their contribution to pedestrian amenity and safety, the public realm, and the level of integration with other parts of the town centre is often poor.

However, supermarkets can be designed to integrate with more traditional forms of development. Techniques include a “sleeve” of smaller buildings to conceal building bulk and the use of modulated facades and a significant amount of glazing to create active frontages. Supermarkets can, when well designed, play an important role in the wellbeing of village centres; they attract large numbers of people to a place. This assists in creating vibrancy and vitality.

Supermarkets and larger stores should be designed to address the street and adjoining open space areas by bringing visual activity and pedestrian amenity to these edges. Blank walls, access ramps, and service bays visible from the street should generally be avoided.

One or more of the following techniques should be utilised having regard to the context of the site:

- At ground floor level provide a significant amount of glazing to facades, or
- Sleeve the publicly visible elevations of the building with smaller scale uses that have active frontages (such as specialty shops or offices), or
- Utilise a mix of glazing and/or architectural design techniques such as modulation (stepping) along the facades, use of vertical elements and structural bays or other similar techniques which create rhythm and visually break up building scale. In conjunction with this technique, landscaping may also be used to assist to break up building scale.
- Due consideration to the treatment of trolley storage areas will facilitate the provision of a clear and safe route between the train station, the residential areas and any multi-storey car park and/or lift to the shopping areas.

Figure 5.50 Example of supermarket frontage addressing the public realm



Commercial Loading and Delivery

Loading and delivery access will generally be to the rear of buildings where possible either through dedicated loading areas or where premises back onto covered parking podiums or underground car parks through these parking areas. This will ensure that service vehicles are adequately separated from shoppers and pedestrians and cyclists. In general, servicing should be managed by allocating particular times for loading and delivery. This will be especially necessary where deliveries are made to the front of premises and access may be via pedestrian areas, such as Stapolin Square.

Rooftops

- Large expanses of roof should be designed to provide visual interest and a variation in building form when viewed from any public street or public open space area.
- To facilitate SuDS and also for aesthetic reasons, all commercial buildings (and residential buildings where feasible) will be required to provide green roofs.
- Taller buildings should include a clearly defined and well designed upper termination of the building.

Mechanical Plant and Communication Structures

- Satellite dishes, telecommunication antennae, plant and air conditioning, ventilation stacks and ancillary structures should be located away from the street frontage and integrated into the design to ensure that the facilities will not become a skyline feature at the top of the building.
- Plant and equipment including mechanical ventilation should be located and designed to minimise noise intrusion on adjacent streets, pedestrian areas and residential units.

Stapolin Square – Pedestrian and Universal Access

Pedestrian circulation patterns through, alongside and within the village should, as appropriate be responsive to, mesh with, and be physically, functionally and spatially integrated with the pedestrian circulation patterns of the surrounding area. Pathways through Stapolin Square should ensure good permeability through the village centre and the surrounding urban fabric.

A safe and convenient pedestrian environment with a high standard of amenity should be created within the village centre which:

- Provides direct and well defined routes.
- Links car parking areas to building access points.
- Incorporates pedestrian linkages to adjacent sites, streets and public open spaces (where appropriate).
- Design, form and function principles must encompass and explore the concept of universal accessibility. Accessibility is necessary to assist the elderly, parents who use strollers, service personnel and people with disabilities.

Pedestrian Shelter

Those areas of the development which encourage pedestrian movement should, where feasible, provide protection from inclement weather. Continuous pedestrian shelter should be provided, where possible, over footpaths to front of buildings. Regard should be had to the width of cover provided and height above street level.

Figure 5.51 Pathways through Stapolin Square should ensure good permeability and accessibility for all through the village centre and the surrounding urban fabric.



Longfield Road and Footpaths

Longfield Road will which will run to the east of Station Square will be comprised of a 7.5 metre wide carriageway around the perimeter, with pavement widths adjacent to the village centre of 6 metres with parking bays inset.

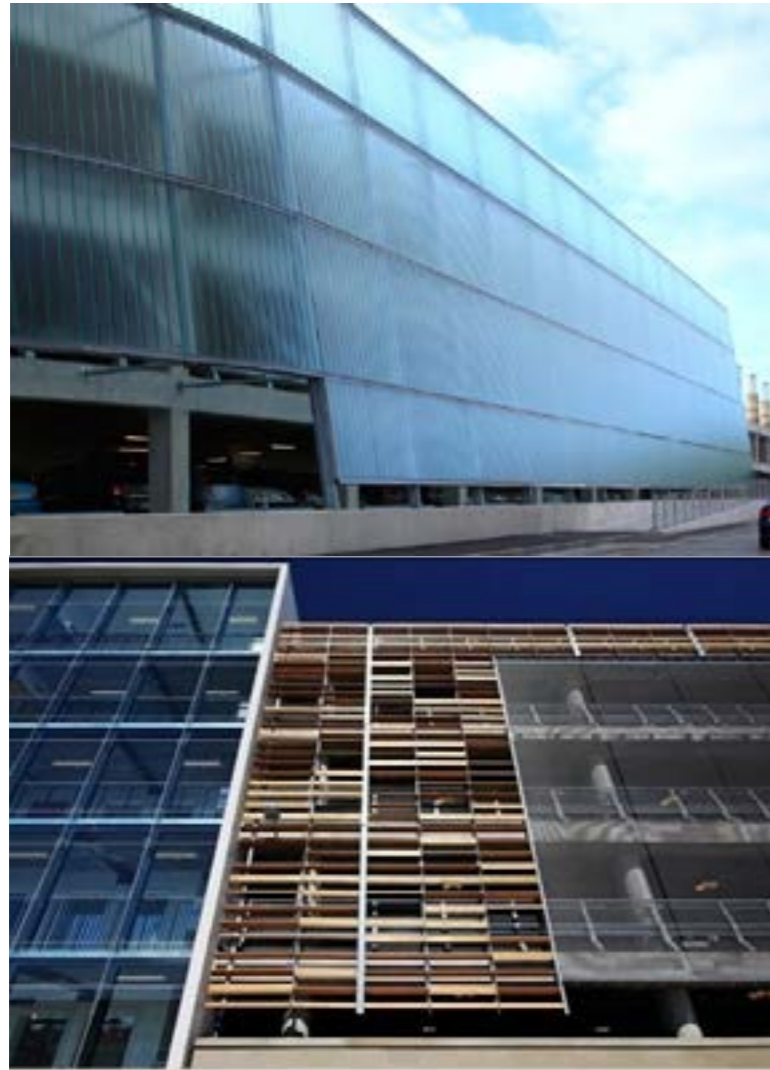
Car Park Design

It is likely that a range of car parking solutions may be appropriate within the village centre including limited surface parking, underground and multi-storey parking. Given that the ground levels rise from east to west undercroft car parking may be an appropriate parking solution on the site. In limited circumstances, where car parking is provided on-street it should generally be end-on parking. The following criteria apply where parking is provided within a building:

- Parking levels should be integrated with the overall design of the building and should not visually dominate the streetscape or the appearance of the development.
- Car parking structures should be screened appropriately and in accordance with their location. A higher standard of screening and/or incorporation of ground level activities should be utilised in pedestrian-oriented areas. Where a multi-level car parking structure faces the street, the levels above the active ‘sleeve’ shall be designed in a manner that provides a high standard of screening to the cars and provides a visually attractive backdrop to the street.
- Facades of a car parking building where visible from a street or public open space should be attractive, varied and create visual interest consistent with the overall design of the building.
- Ventilation panels should be carefully designed to achieve aesthetically pleasing patterns.

- Ventilation fumes from a car parking structure should not be emitted into the adjacent pedestrian environment or in proximity to neighbouring residential units.

Figure 5.52 Facades of a car parking building where visible from a street or public open space should be attractive, varied and create visual interest.



Materials

Stapolin Square

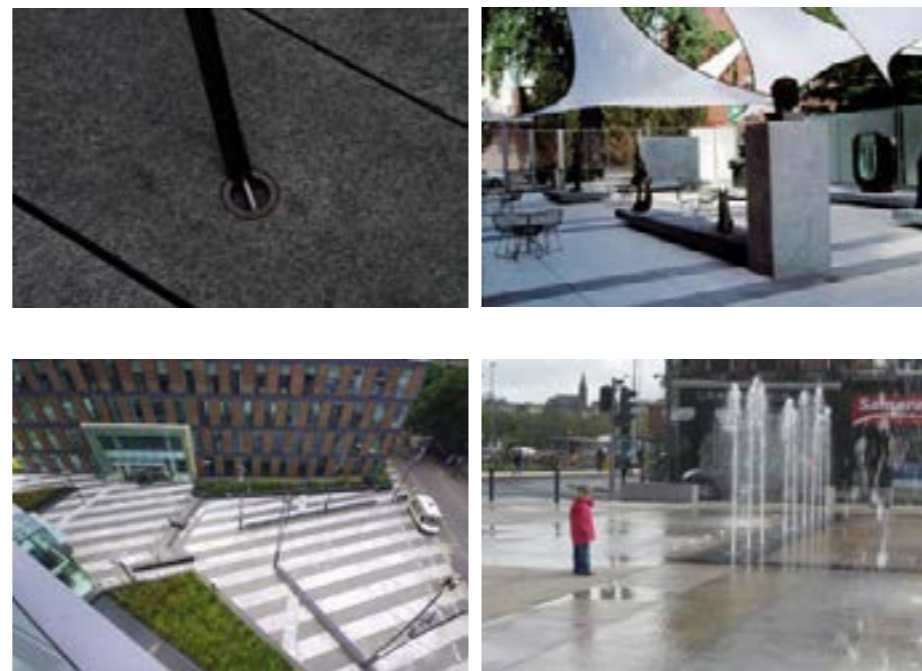
- Within Stapolin Square materials must be of a high quality and demonstrate longevity and proven performance under high volumes of pedestrian traffic.
- Materials must be easily maintained, replicated and replaced. Installation, maintenance and replacement must be easily achieved without compromising the finish of pavements, kerb and channel, steps, seating walls and other infrastructure. For example, the use of paving units allows for easy replacement if they are damaged or if underground works are required.
- Simplicity rather than complexity is preferred in the choice and combination of materials. For example, a combination of two or at most three different pavement materials is likely to achieve the functional, spatial and visual integrity intended.

- Provision should be made for service points, lighting and anchor points for tents/marquees to allow for use as a weekly market, Christmas fair or other appropriate uses.
- Appropriate materials will include: roads - tarmac; footpaths and plaza - predominantly stone setts and paving flags.

Surrounding Buildings

- Buildings surrounding Stapolin Square should utilise durable, high quality and easily maintained materials.
- Buildings should be predominantly stone, brick, glass, steel to reflect the centrality and urban quality of the village.

Figure 5.53 Examples of Materials and Details for Station Square



Landscaping

The provision of well designed landscaping will assist in the creation of high levels of amenity within the village centre. Landscaping can make a positive contribution to the design of a centre by creating visual and pedestrian focal points, enhancing public open spaces, providing shade and wind shelter, and introducing additional colour and texture in the built environment. It also can be specifically designed to mitigate the effects of storm water runoff from these surfaces through the use of SuDS. Landscaping can be used to better define both pedestrian and vehicle routes, and to mitigate the adverse effects of development by screening and softening buildings and car park areas. Hard and soft landscaping should be used to enhance and integrate the development.

- Soft landscaping features should be set in predominantly hard landscape setting.
- Large trees selected with formal shaped crown to tie in with overall civic urban aesthetic of the village centre. Hedging, shrubs and groundcover can be utilised to provide textural contrast and a change in ground plane materials.

Figure 5.54 Examples of Hard and Soft Landscaping



Street Furniture and Lighting

Street furniture and lighting should also be given detailed consideration and prior to the lodgement of the first planning application, a detailed design guide on street furniture and lighting throughout the plan lands should be agreed with the planning authority.

Bring Bank

The design of the village centre should include provision for recycling bins. Their location should be configured in such a way as to ensure that they are accessible, shielded from general view and sufficiently removed from residential units so as to avoid noise nuisance and smells.

Signage

- All commercial signage should relate well in terms of size, scale and appearance to the building on which they are set and the street scene of which they are a part.
- Signage should generally not extend beyond the defined shop front fascia and should avoid lurid colours and excessive backlit illumination
- A signage zone should be defined so that a consistent height and scale of signage can be established across adjacent shop fronts.

- Generally, large spot lights or dominant lighting which creates pools of light and areas of shade will not be considered acceptable. Intermittent, flashing lighting or moving displays are also not generally supported. Subtle internal window lighting is encouraged to promote vitality in the street and aid security, especially at night time.

5.18 Delivery of the Village Centre

It is envisaged that the village centre will be delivered in two stages. The first stage will be to the south of the civic square and will include Stapolin Square in its entirety. Given that there may be some time between the delivery of the first phase of development of the village centre and the second phase, it is critical that the initial planning application deals with the treatment of the northern half of the site in the interim period. This will be all the more critical given the height differentiation and the need to bank up part of the site to address this height difference. Interim measures must be visually pleasing while still dealing with safety considerations. Planting along the edges and grassing of the bank inside ibex, or similar, fencing may be appropriate but full details of the treatment of all interim sites has to be lodged at planning application stage (see Section 6 for objectives for interim sites and phasing requirements).

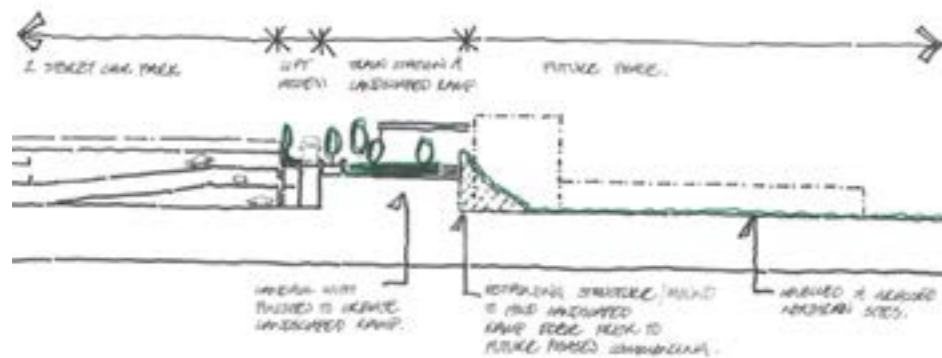
5.19 Interim Sites

See also Section 6 Sequencing and Phasing of Development

Given that two phases of development have been completed in two distinct areas unconnected to the village centre, it is imperative that the village centre is developed and facilities are provided as a priority and that a permanent physical link is established between the two built phases and the village centre.

Thereafter, the build-out of further phases should not impinge on the safety or quality of life of existing residents. Careful consideration should be given to the design and programming of, and temporary works associated with the remaining phases to achieve this.

Figure 5.55 Indicative Interim Measures for Northern Section of Stapolin Square



Within each of the identified growth areas, a number of phases are set out, each dependent on factors such as current market forces, logistics of construction and access arrangements. Careful consideration must also be given and proposals submitted with planning applications for how vacant sites are to be utilised and presented prior to their development. This particularly applies to sites adjacent to where development has already occurred or adjacent to where it is intended to

develop in earlier phases. In examining such interim uses priority must be given to ensure the safety and security of the public and ensuring that the quality of the visual amenity for residents adjoining undeveloped sites is improved. The design and development of these areas may present opportunities to run design competitions for the spaces and to involve the local communities and residents within the LAP lands in their development, maintenance or interim temporary use.

5.20 Public Realm

5.20.1 Landscaping in the Urban Environment

The landscape strategy set out below and complementing the streetscape, landscape and planting strategy outlined in Paragraph 5.10 illustrates a public realm scheme that has considered the existing landscape and its context in the wider area and has sought to maximise these links to the benefit of the scheme. Carefully considered use of materials and their relationship with the corridors, supporting and reinforcing the character areas that define the different areas is essential.

Planting adds value to the public realm by creating a visual and amenity resource, enhancing the design, integrating and complementing the plazas, streets, roads, and other spaces. It provides sensory interest, and improves the microclimate and quality of air by reducing the effects of pollution. It can also improve biodiversity and provide habitats for wildlife and it is imperative that only non-invasive, preferably native species are planted. Planting will also be designed to provide spatial containment and separation, shade, shelter, privacy, and wayfinding.

In developing a landscape and planting plan for individual schemes within the LAP lands, applicants/developers shall ensure that schemes provide for:

- Non-invasive native species.
- Retention of existing trees and vegetation, recognising their ecological value, visual and amenity contribution, as well as their influence on the definition of any views, context and setting.
- Designed and constructed soft landscape treatments to create interesting and dynamic public spaces within the urban environment.
- Visual and sensory interest in the open spaces, street and road corridors, providing amenity and distinct landscape character for recreational areas.
- Consistent structural planting strategy that will read as a considered continuum.
- Strong links between the different character areas of the public realm
- Legibility of the public realm by defining the character through the use of plants.
- Shade, shelter, privacy, spatial containment and separation.
- Buffer or security zones, visual barriers, or landmarks or gateway features.
- Traffic calming and pedestrian comfort and safety.
- Solar screening around buildings where appropriate.
- Biodiversity and wildlife habitats.
- Environmental improvements such as noise reduction, improved air quality.
- Ongoing maintenance strategy.

Paragraph 5.10 outlines the planting requirements for the streets and public open spaces, this is further outlined below, with reference to those spaces which influence residential schemes at a more local level.

Figure 5.56 Designed and constructed soft landscape treatments create interesting and dynamic public spaces within the urban environment



Public Space	Planting Requirements
Quiet Streets	Medium and small scale trees to correspond to scale of street planted intermittently on both sides of the street and planting pockets associated with parking spaces to provide leafy character. Different streets planted with different tree species to create individual character. Soft planted strip with bold swathes of shrubs/groundcovers/grasses to create a green streetscape in response to the setting.
Local Parks	Trees will be large scale parkland trees with broad canopies in keeping with urban aesthetic, strategically positioned to reinforce the design and at nodal points retaining open space in park maximising the activities that can take place without interruption.
Pocket Parks/ Squares	Medium and small scale trees species selected to correspond to scale of street, in keeping with the character area, and to assist in providing orientation points. Low level hedging and groundcovers can be utilised to guide movement provide a change in ground plane materials
Courtyards	Medium and small tree planted in groups or as specimen planting, to soften building outlines without creating shade. Planting should consider the shape and scale of planted areas and should respect any pedestrian desire lines, allowing good visibility and supervision across shared open areas and allowing easy access and maintenance.

5.20.2 Public Lighting

Just as this LAP considers the quality of the visual appearance and legibility of the physical environment of Baldoyle-Stapolin during the daytime, the same values must be applied to determining how the development presents itself after dark. Issues of safety and security for residents and visitors are important, but cognisance must also be given to the sensitive and unique nature of the natural environment of the area.

Each street within the hierarchy can be differentiated after dark by a variation in the

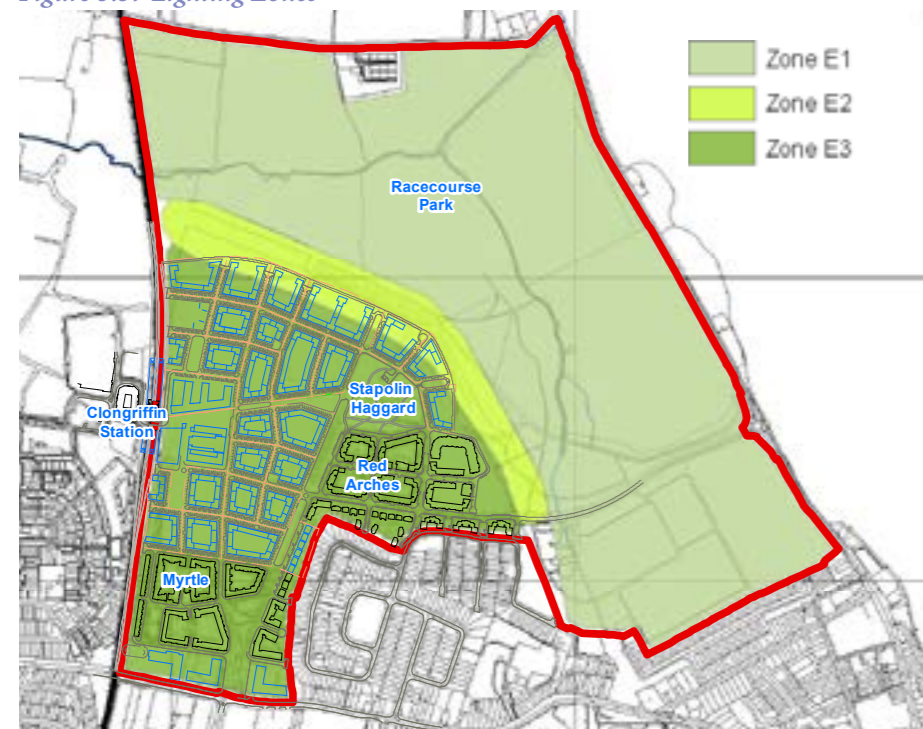
intensity and colour of street lighting in each corridor. These differentiations can also be emphasised by the selection of various lamp standard heights and designs. The village centre and safe routes to the train station can be highlighted through a creative application of quality feature lighting.

It is important to establish a hierarchy of light intensities to ensure that environmental impacts are minimised as far as possible as well as to ensure that subtly lit and unlit areas and features are not compromised in terms of their character and visibility after dark. The success of the implementation of the urban design framework with reference to lighting design will rely heavily on striking the correct balance between light and dark between the various areas of the plan lands and their immediate contexts. It will be crucial to ensure that the recommended maximum light intensities are adhered to so that any one project or route does not compromise the overall character by becoming overly dominant, visually, after dark.

As a first step towards determining appropriate light intensities for the Plan lands, the establishment of an 'Environmental Zone' (as defined by the Institute of Lighting Engineers' publication, Guidance Notes for the Reduction of Light Pollution published in the UK) should be considered. This categorisation system represents current best practice in Europe and aims to ensure that the relative brightness of a site with respect to its environmental context is appropriate. Environmental Zones have been selected from the following categories:

- E1: Intrinsically dark landscapes (national parks, areas of outstanding natural beauty, etc).
- E2: Low district brightness areas (rural, small village, or relatively dark urban locations).
- E3: Medium district brightness areas (small town centres or urban locations).
- E4: High district brightness areas (Town/city centres with high levels of night-time activity).

Figure 5.57 Lighting Zones



Baldoye-Stapolin generally falls under categories E1, E2 and E3, see Figure 5.51 Lighting along transitional areas between zones may not fall neatly into one zone and will need to be assessed in detail at pre-planning or planning application stage.

5.20.3 Street Furniture

To ensure that street furniture is appropriately located and designed, parameters for its selection are set out below. From a best practice review in relation to this process, a number of key principles can be identified. These include:

- The importance of establishing a common vision in the design, function, and placement of street furniture in the earliest possible stage in the process;
- Coordinating the design, placement, and advertising on street furniture to make streets more attractive;
- In the context of an appropriate level of development management, the importance of developing a set of clear design and policy guidelines to inform applicants submissions and to be used as criteria to evaluate submissions.

The main guiding principles to be considered when selecting and placing the different items of street furniture are:

- Choose street furniture to relate to its character corridor, character area, local distinctiveness, and reinforce a sense of place.
- Different items of street furniture should relate to each other in terms of design, siting and colour.
- Avoid causing clutter.
- Keep to a minimum 'defensive' street furniture such as guard railings and bollards.

It is also important to consider the placing of street furniture to enhance the public realm and not to create a site for and source of anti-social behaviour or nuisance.

Account must be taken of a number of interrelated factors when locating street furniture within the footpath - where all elements of street furniture are located between the face of the buildings and carriageway:

- Available footpath and verge widths
- Vehicle flows
- Pedestrian flows
- Parking and loading requirements
- Land uses adjacent to the public realm
- Regulations governing street furniture size and location requirements
- Security
- Special needs of pedestrians with a range of mobility impairments

In general, street furniture should be placed in a zone 450mm back from the kerb, leaving a clear footpath of minimum 1000mm. Assuming that adequate clear footpath and kerb zones can be provided, the width of the zone for placing street furniture can fall into the following basic categories:

- 500–1000mm wide: Allows positioning of barriers, bollards, street lights, control boxes, seats, bins and cantilevered bus shelters with perch seats, but with no end panels.
- 1000–1600mm wide: Allows positioning larger items of street furniture. Cycle racks can also be angled at greater than 45 degrees to the kerb line. This width permits the introduction of seats and street trees.

- 1600–2000mm wide :Allows positioning of cycle racks at 90 degrees to kerb line, kiosks and other structures, bus shelters with half and full end panels, and street trees.
- 2200mm + : Allows for a range of street furniture, tree and shrub planting interspersed with car parking – parallel, end-on and chevron.

Figure 5.58 Street furniture should relate to character corridors and character areas to add local distinctiveness and reinforce a sense of place.



5.20.4 Public Art

Public art will be provided as part of the development to help generate pride in the area, increase a sense of ownership, create distinction, a unifying character and identity and contribute to quality of life. Public Art can help to provide an aesthetically interesting environment and enhance public spaces. It can become an important means by which a community can project a unique identity.

The provision of public art will assist in creating the distinctive character of Baldoye-Stapolin. It is considered particularly important that public art is integrated into the overall design of Baldoye- Stapolin and its functional elements e.g. lighting, street furniture, floor designs and signage as well as providing landmark works such as sculptures. Any public art should reflect the unique identity and character of the area such as its importance as a former racecourse within the Dublin area, its natural heritage importance or other locally relevant identity. Public art should be integral in the planning of the area. A Public Art Strategy will be required to support a planning application.



Figure 5.59 Public Art can help to provide an aesthetically interesting environment and enhance public spaces.

Sequencing and Phasing of Development

6.1 Introduction

Section 19(2) of the Planning and Development Act 2000 provides for the phasing of development within a local area plan. This section of the LAP will deal with the sequential development and phasing programme linked with necessary investment in water services, public transport and roads, community facilities, schools and open space. Having regard to what can and should be reasonably provided and funded, it sets out a phasing mechanism and the enabling works that are required in each phase before being able to move on to the next phase.

Significant elements of infrastructure have been delivered in Baldoyle-Stapolin within the early phases of development under the Action Area Plan 2001 and associated planning permissions. This includes Clongriffin train station, key access roads, water services and some of the open space amenities. However, there remain critical pieces of infrastructure which will need to be delivered as part of this LAP or as part of wider infrastructural improvements in the South Fringe area. Delivery of this infrastructure will be by the developer as part of planning approval or will be enabled, at least in part, through Section 48 development contribution schemes for strategic infrastructure in the wider South Fringe area.

Phasing will be addressed in two ways by; a) addressing the geographical progression or sequencing of development through identification of growth areas and; b) addressing the quantitative restrictions on the phasing of development until such time as enabling infrastructure has been delivered.

6.2 Sequencing of Development

Development to date has occurred to the south and to the east of the site linking the main access routes from Grange Road and the Coast Road. In the original Masterplan, these areas were identified as Phase 1 (sectors 1-10) and Phase 2 (sectors 11-13 and 18-24) and were to deliver 400 and 500 units respectively. Phase 1, to the south, was granted permission under F02A/0921 for 361 units and is completed. Phase 2, to the east, was granted permission under F03A/1162 for 477 units. To date sectors 1 and 2 for 205 units of the Phase 2 permission have not been completed and have been permitted an extension of time until 12th August 2014.

It is critical that the LAP ensures the progression of development within the site in an ordered way which avoids the undue creation of long term 'gaps' or interim sites within the built element of the development. In particular, it must avoid the situation of permitting remote development in advance of the infrastructure necessary to link such development to the village centre, existing development, open space and main access roads. In this regard, residential development should generally occur from the south of the lands towards the north with the southern section of the village centre occurring before, or in tandem with, the early phases of residential development.

Three growth areas have been identified to facilitate the orderly progression of the development:

The first phases of residential development within Growth Area 1 will ensure that linkages are created towards the village centre and the train station in an east-west and north-south direction from existing development at Red Arches and Myrtle.

The second phases of development within Growth Area 2 will occur along the northeastern boundary of the plan lands, linking to the existing development at

the east of the lands through the open space at The Haggard and Stapolin Avenue and to the village centre along Ireland's Eye Avenue. Consideration will be given to allowing this stage of development to proceed in parallel with the first stage once the connecting open spaces to the existing development and the village centre have been secured. This will allow for clear links to both existing development and the village centre.

The third phases of development within Growth Area 3 will provide, in the first instance, for the completion of the village centre through delivery of the northern half of the village centre site. Following, or in tandem with, this the remainder of the residential units will be built out thus completing the site. It will be possible to allow for the parallel development of Growth Areas 2 and 3 provided that the village centre is completed and that residential development in Growth Area 3 progresses from the village centre and Ireland's Eye Avenue northwards.

Figure 6.1 Growth Areas within the LAP Lands



6.3 Timeframes for Delivery

Given the economic uncertainties, timeframes are indicative only and provide a broad framework within which development can be delivered. However, it is important that the sequencing of development within the lands is adhered to for the facilitation of orderly development.

Growth Area 1- Short-Medium term

The southern phases of development, within Growth Area 1, are the short-medium term phases. They will include the southern half of the village centre and will allow for a 'kick start' to the residential development by allowing for densities and typologies which will meet current demand for new residential units. It is envisaged that this timeframe will likely cover the period 2013-2019 and deliver approximately 300 units.

Growth Area 2 – Medium term

This phase will only begin after the village centre has commenced construction. It may overlap with the delivery of residential development in Growth Area 1 subject to the phased delivery of the two boulevards (Ireland's Eye Avenue and Stapolin Avenue) and The Haggard to ensure connectivity to the village centre and existing residential development to the south. The timeframe for this Growth Area may range between 2015-2020 and beyond and will provide for the delivery of residential units within a range of minimum 200 to 300+ units.

Growth Area 3 – Medium-Long term

If not provided earlier, this phase of development will provide for the completion of the village centre to the north of Station Square. Following, or in parallel with, the commencement of construction of the northern half of the village centre the residential sectors will be delivered from the south of the Growth Area northwards ensuring the necessary linkages to existing development. The timeframe for this phase may range from 2018-2025 delivering residential units in the range of 300 to 400+ units.

Allowing for Flexibility

The sequencing set out above will provide for an orderly progression of development ensuring that permission is not granted prematurely which would render a particular site remote through poor connectivity. However, a certain element of flexibility will be allowed based on clearly demonstrated socio-economic reasons. This would, for instance, allow for the second phase of the village centre to be provided prior to residential development in Growth Areas 2 and 3. It also recognises that certain developers may be in a position to deliver a part of the site before others. This is particularly so for that part of the site north of Ireland's Eye Avenue where development may proceed on the basis of connectivity with the village centre and with existing development and subject to any phasing and infrastructural requirements being met. Regardless of socio-economic reasons, proposed development which does not have clear connectivity to existing development, the village centre and train station, would be considered contrary to proper planning and sustainable development of the area.

Each phase and/or sub phase of development (sectors) will be linked to the delivery of key pieces of infrastructure, internal and external, physical and social. This is set out in the next section of the plan.

Additional Lands Independent of Growth Areas

Lands along Grange Road

The lands to the south of the LAP along Grange Road, sectors 13-15, can be delivered independently of the above Growth Areas. To the southwest, land along Grange Road is reserved for a school site, consideration should be given to the expansion of these lands for the school site to include the lands as far west as Longfield Road.

Uncompleted Development along Red Arches Road

Two apartment blocks to the east of the lands remain unfinished. These are to provide for 205 units under F03A/1162/E2 giving an approximate density on the unfinished lands of 128 units per hectare. Should this development not be finished out under the extension of time permitted up to August 2014 this site should be viewed as independent from the Growth Areas given the existing linkages via Red Arches Road to existing development. Delivery of these lands, sectors E1 and E2, should include the associated local park immediately adjacent to the east.

However, it is reasonable that action should be taken on the unfinished apartment blocks in Phase 2 before the rest of the site is fully developed. To this end, an objective is included to ensure delivery of this site prior to the construction of more than 180 units in Growth Area 1.

Objective SP 1	Completion of the apartment blocks is required or a new development permitted and commenced on the apartment block site prior to the completion of more than 180 units in Growth Area 1 and the commencement of the 181st unit in Growth Area 1.
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6.4 Phasing and Implementation – Linking Development to Infrastructure

Planning applications for each Growth Area shall be in accordance with the phasing set out in this section. In total the new phases of development are capable of delivering between 750-1100 units. The figures for development within each phase or Growth Area are subject to the achievement of the overall vision for the LAP and high quality detailed design. No one application for residential development shall exceed 150 units unless a) such development is part of a character area and requires to be considered in its entirety, in such instances any permission shall ensure that clear phasing for no more than 150 units in each phase is set out or, b) such development is within a discrete perimeter block and therefore cannot be subdivided. Development shall occur sequentially as described in Sections 6.2 and 6.3.

Each Growth Area is subdivided into sectors which will be used to identify phasing priorities or unit numbers. Where unit numbers are used, they are for the proposed development excluding existing permissions/development in Red Arches (original Phase 2) and Myrtle (original Phase 1). See Section 6.2 for existing unit numbers and not completed.

The phasing for road infrastructure is based on the transport phasing assessment report carried out by Aecom consultants for Fingal in 2012 (see Section 4, Transport and Movement for further detail). It is recognised that the phasing requirements derived from this report may require to be revised on foot of the outcomes of the North East Dublin Transportation Study or by any subsequent updated studies carried out by, or in conjunction with, the relevant prescribed bodies i.e. NTA and/or NRA.

Given the flexibility built into the sequencing, subject to the requirements set out in Section 6.2 and 6.3, there is the potential for the required delivery of infrastructure to impact on more than one Growth Area, depending on the number of units delivered at any given time within each. Therefore, in the interests of clarity, phasing requirements are repeated, where relevant, in the different growth areas.

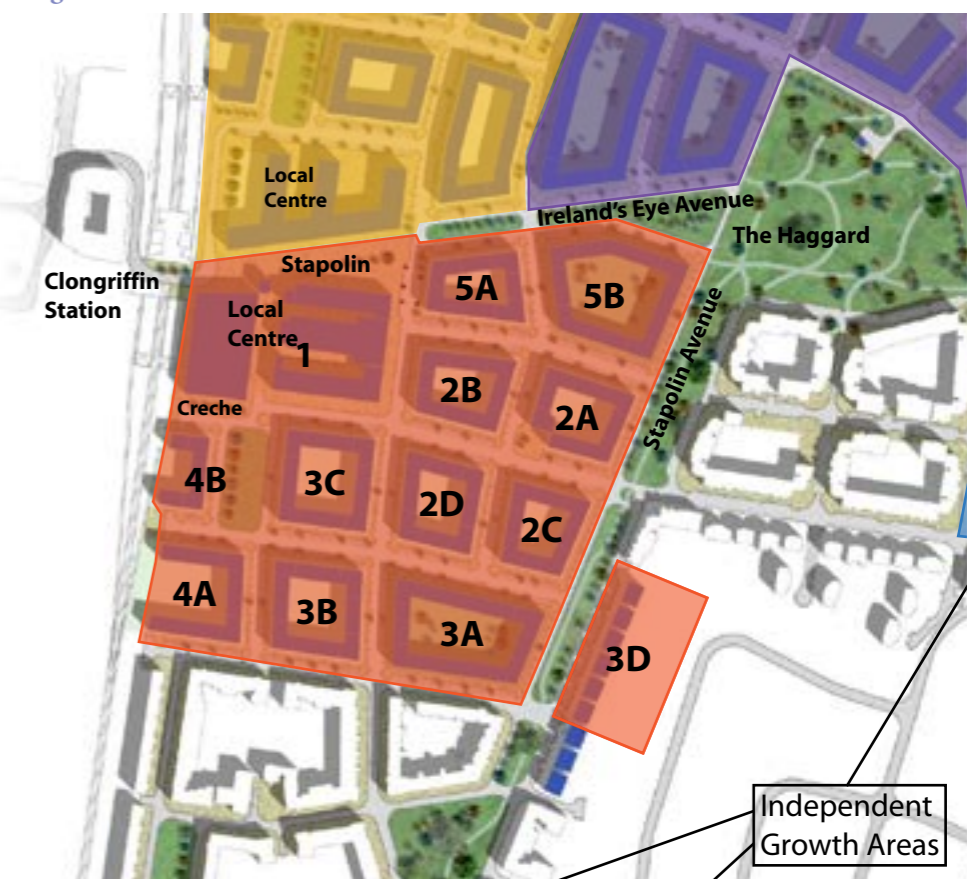
6.4.1 Growth Area 1

This Growth Area is enclosed by the railway line to the west, Stapolin Avenue and existing residential development at Red Arches to the east, Ireland's Eye Avenue to the north and the existing development of Myrtle to the south. It also includes a vacant row along Stapolin Avenue to the east linking existing development in this area. Development in this Growth Area will comprise the southern section of the village centre including Stapolin Square and associated car parking (with access to the Clongriffin station via steps and start of bus ramp), a creche and the residential sectors 2A to 5B. In developing the road network it is important that provision is made for the crèche in terms of set down and car parking for staff and users.

Note: Except where otherwise specified, where unit numbers are used, they are for the proposed development within Growth Areas 1, 2 and 3, excluding existing development in Red Arches (original Phase 2) and Myrtle (original Phase 1).

Where permissions exist on the site prior to the adoption of this LAP, the phasing set out in this section will generally not apply except insofar as it is possible to include the LAP phasing as part of the compliance of a condition attached to the permission.

Figure 6.2 Growth Area 1



Required Infrastructure

Table 6.1 – Growth Area 1: Roads

Roads	Requirement	Phasing
<i>Hole in the Wall Rd Upgrade</i>	The process for the realignment of the Hole in the Wall Road with Drumnigh Rd on the R123 to create a new four arm crossroads junction has commenced.	Prior to completion of in excess of 280 residential units.
<i>R107 Malahide Rd Realignment Phase 1 (Clare Hall Junction)</i>	Enhance capacity of Clare Hall Junction as phase 1 of the R107 Malahide Rd upgrade or provide other improvements as may be determined by the North East Dublin Transportation Study or any updated studies in consultation with the NTA and/or NRA	Prior to completion in excess of 280 residential units or as may be determined by the North East Dublin Transportation Study or any updated studies in consultation with the NTA and/or NRA.

Table 6.2 – Growth Area 1: Open Space

Open Space	Requirement	Phasing
<i>Stapolin Avenue *</i>	Delivery needed to ensure visual cohesion and connectivity between the existing development and Growth Area 1.	Provided in tandem with development along Stapolin Avenue and/or prior to completion of 80 residential units.
<i>Ireland's Eye Avenue</i>	Delivery of Ireland's Eye Avenue (east-west) will allow for timely development in the southern sections of Growth Area 2 by providing clear linkages to the village centre and station.	Provided in tandem with development along Ireland's Eye Avenue or prior to completion of 90 units whichever is earlier.
<i>The Haggard</i>	This key area of open space serving the entire development to be in place to ensure that existing and newer residents have this area of open space within a reasonable timeframe.	Prior to completion of 200 units in Growth Area 1 or in combined Growth Areas 1, 2 and 3.
<i>Green route to Clongriffin lands</i>	Provision of a pedestrian/ cyclist route between Racecourse Park and the Clongriffin lands, using the existing arch under the railway line in agreement with third parties, where required, as part of a linear green route along the River Mayne.	Prior to the completion of 200 units, or as soon as may be, following any required third party agreements and subject to feasibility.

*Where the Avenue is being provided prior to completion of 80 residential units which are not related to development along Stapolin Avenue, delivery of the open space element of the Avenue is required as a minimum. Delivery of the road element of the Avenue will be required at this stage only where it will not compromise the access necessary for the construction of the adjoining sites. The remaining roads element of the Avenue shall be delivered in tandem with development along the Avenue or as required by Fingal County Council.

Table 6.3– Growth Area 1: Water Services

Water Services	Requirement	Phasing
<i>SUDS</i>	Attenuation pond in its entirety to serve the development within Racecourse Park and which will also serve as part of Appropriate Assessment mitigation.	Prior to completion of 60 units attenuation pond/s of sufficient size to serve the entire development constructed.

Table 6.4 – Growth Area 1: Village Centre and Crèche

Village Centre (southern section)	Requirement	Phasing
<i>Village Centre</i>	Delivery of the Southern section of the village centre including Stapolin Square as part of the early phases of development	Prior to completion of 90 residential units construction commenced on the village centre including Stapolin Square and link to Clongriffin Station.
<i>Station Square</i>	Delivery of Stapolin Square and the pedestrian/cycle link to Clongriffin is an integral part of the delivery of the village centre	Full details and design of Stapolin Square to be included as part of the planning application and delivery of the village centre, this shall include interim measures for the treatment of the northern half of the village centre.
<i>Creche</i>	Provision of crèche facilities of a sufficient size to cater for existing and new development (up to 300 new units) within The Coast	Prior to the occupation of 160 units.

Table 6.5 – Growth Area 1: Undeveloped or 'Interim' sites

Interim Sites	Requirement	Phasing
<i>Throughout LAP lands</i>	Undeveloped sites within the plan lands shall be appropriately fenced off, landscaped/cultivated or used in a way which is visually sensitive and allows for connectivity within the site.	Each planning application shall set out measures for the treatment of the remaining undeveloped sites within the developers/applicants control.

6.4.2 Growth Area 2

This area covers the lands to the northeast of the LAP, bounding the open space at The Haggard and Racecourse Park and an area along the northern side of Ireland's Eye Avenue. There is scope for delivery of the early sectors of this Growth Area in parallel with Growth Area 1 once clear linkages along Ireland's Eye Avenue to the village centre have been provided and subject to any phasing and infrastructural requirements being met. Phasing in this Growth Area shall commence from the southern sectors (6A-6B) and work north (sectors 7-8C) to prevent the creation of 'gap' or interim sites between the northern edge of the LAP lands and Ireland's Eye Avenue.

Note: Except where otherwise specified, where unit numbers are used, they are for the proposed development within Growth Areas 1, 2 and 3, excluding existing development in Red Arches (original Phase 2) and Myrtle (original Phase 1).

Where permissions exist on the site prior to the adoption of this LAP, the phasing set out in this section will generally not apply except insofar as it is possible to include the LAP phasing as part of the compliance of a condition attached to the permission.

Figure 6.3 Growth Area 2



Table 6.6 – Growth Area 2: Roads

Roads	Requirement	Phasing
Grange Rd/ Baldoyle Industrial Estate junction	Improve carrying capacity and free flow on Grange Road and Grange Avenue into Baldoyle Industrial Estate.	Prior to occupation of 600 units or alternative solutions as may be determined by the North East Dublin Transportation Study or FCC are in place.
Willie Nolan Road/Baldoyle Main Street junction	Provide for a dedicated right turn lane on Main Street (north) and a dedicated left turn lane on Main Street (south).	Prior to occupation of 600 units or alternative solutions as may be determined by the North East Dublin Transportation Study or FCC are in place.
Hole in the Wall Rd Upgrade	The process for the realignment of the Hole in the Wall Road with Drumnigh Rd on the R123 to create a new four arm crossroads junction has commenced.	In place prior to the completion of in excess of 280 residential units in Growth Area 1 or combined Growth Areas.
R107 Malahide Rd Realignment Phase 1 (Clare Hall Junction)	Enhance capacity of Clare Hall Junction as phase 1 of the R107 Malahide Rd upgrade or provide other improvements as may be determined by the North East Dublin Transportation Study or any updated studies in consultation with the NTA and/or NRA.	Prior to occupation of 280 residential units in Growth Area 1 or combined Growth Areas or as may be determined by the North East Dublin Transportation Study or any updated studies in consultation with the NTA and/or NRA.

Table 6.7 - Growth Area 2: Open Space

Open Space	Requirement	Phasing
Ireland's Eye Avenue	Delivery of Ireland's Eye Avenue (east-west) will allow for timely development in the southern sections of Growth Area 2 by providing clear linkages to the village centre and station.	Provided in tandem with development along Ireland's Eye Avenue or prior to completion of 90 units whichever is earlier.
The Haggard	Completion of this key area of open space to serve the development and to provide linkages between new and existing development.	Prior to completion of 200 units in Growth Area 1 or 300 units in Growth Areas 1, 2 or 1, 2 & 3 combined.
Green route to Clongriffin lands	Provision of a pedestrian/cyclist route between Racecourse Park and the Clongriffin lands, using the existing arch under the railway line in agreement with third parties, where required, as part of a linear green route along the River Mayne.	Prior to the completion of 200 units or as soon as may be following any required third party agreements and subject to feasibility.

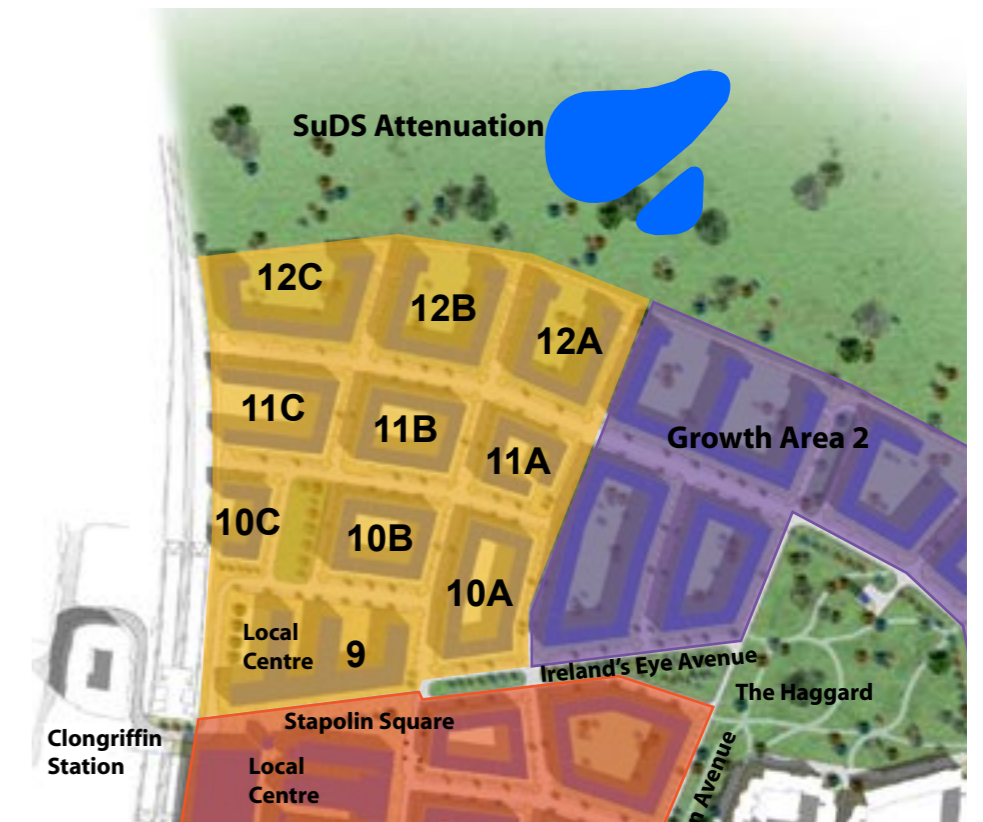
Table 6.8 - Growth Area 2: Community

Community Facilities	Requirement	Phasing
Creche within Growth Area 1	Provision of crèche facilities of a sufficient size to cater for existing and part of new development within Growth Areas 1 and 2.	Prior to the occupation of 160 units.
Creche within LC (northern side) or alternative location within the LAP lands	Provision of crèche facilities of a sufficient size to cater for existing and part of new development within Growth Areas 2 and 3.	Prior to the occupation of 500 units.
School	A new school on the lands is not identified in the 2012-2016 Capital Investment Programme for schools. However, two alternative sites have been reserved for future need, one along Grange Road and the other in the village centre. Only one of these sites will be required.	Delivery based on requirements indicated by Department of Education and Skills.

Table 6.9 – Growth Area 2: Undeveloped or 'Interim' sites

Interim Sites	Requirement	Phasing
Throughout LAP lands.	Undeveloped sites within the Plan lands shall be appropriately fenced off, landscaped/cultivated or used in a way which is visually sensitive and allows for connectivity within the site.	Each planning application shall set out measures for the treatment of the remaining undeveloped sites within the developers/applicants control.

Figure 6.4 Growth Area 3



6.4.3 Growth Area 3

This area is to the northwest of the site and includes the northern half of the village centre (sector 9) and lands to the north of the most western section of Ireland's Eye Avenue – sectors 10A-12C. Once built out it should complete the development (possibly in parallel with Growth Area 2). It will provide for the continuation of the bus service from Clongriffin lands over the railway bridge into the LAP lands.

Note: Except where otherwise specified, where unit numbers are used, they are for the proposed development within Growth Areas 1, 2 and 3, excluding existing development in Red Arches (original Phase 2) and Myrtle (original Phase 1).

Where permissions exist on the site prior to the adoption of this LAP, the phasing set out in this section will generally not apply except insofar as it is possible to include the LAP phasing as part of the compliance of a condition attached to the permission.

Table 6.10 – Growth Area 3: Roads

Roads	Requirement	Phasing
Public Transport Bridge over rail line	Delivery of this route to connect Clongriffin and Stapolin by means of bus and potentially taxi.	Constructed as an integral part of any planning permission for the northern half of the village centre or prior to commencement of 500 units in total or 350 units in Growth Area 1 and Growth Area 3.
Grange Rd/Baldoyle Industrial Estate junction	Improve carrying capacity and free flow on Grange Road and Grange Avenue into Baldoyle Industrial Estate.	Prior to occupation of 600 units or alternative solutions as may be determined by the North East Dublin Transportation Study or FCC are in place.
Willie Nolan Road/Baldoyle Main Street junction	Provide for a dedicated right turn lane on Main Street (north) and a dedicated left turn lane on Main Street (south).	Prior to occupation of 600 units or alternative solutions as may be determined by the North East Dublin Transportation Study or FCC are in place.
Hole in the Wall Rd Upgrade	The process for the realignment of the Hole in the Wall Road with Drumnigh Rd on the R123 to create a new four arm crossroads junction has commenced.	In place prior to the completion of in excess of 280 residential units in Growth Area 1 or combined Growth Areas.
East-West Distributor Road (from Malahide Road R107 to the R132 Swords Road)	This road has been identified in the South Fingal Transport Study as necessary for the mitigation of increased development in the South Fringe area.	Prior to occupation of 900 units commencement of construction of this road to have begun or as may be determined by the North East Dublin Transportation Study.
Full R107 Malahide Road realignment	This road has been identified in the South Fingal Transport Study as necessary for the mitigation of increased development in the South Fringe area.	Prior to occupation of 900 units commencement of construction of this road to have begun or as may be determined by the North East Dublin Transportation Study or any updated studies in consultation with the NTA and/or NRA.

Table 6.11 – Growth Area 3: Open Space

Open Space	Requirement	Phasing
Ireland's Eye Avenue	Completion of this piece of open space and road between the village centre and The Haggard.	Provided in tandem with development along Ireland's Eye Avenue or prior to completion of 90 units whichever is earlier.
The Haggard	Completion of this key area of open space to serve the development and to provide linkages between new and existing development.	Prior to completion of 200 units in Growth Area 1 or 300 units in Growth Areas 1, 2 or 1,2 & 3 combined
Racecourse Park	The delivery and transfer to Fingal of the remainder of this Regional Park to take place on completion of development or by 2017, whichever is the earlier.	On completion of development or by the end of 2017, whichever is the earlier unless otherwise agreed with Fingal County Council.
Green route to Clongriffin lands	Provision of a pedestrian/cyclist route between Racecourse Park and the Clongriffin lands, using the existing arch under the railway line in agreement with third parties, where required, as part of a linear green route along the River Mayne.	Prior to the completion of 200 units or as soon as may be following any required third party agreements and subject to feasibility.

Table 6.12 – Growth Area 3: Village Centre (northern section)

Village Centre (northern section)	Requirement	Phasing
Local Centre	Delivery of the northern section of the village centre as part of the early phases of development.	Construction commenced on the village centre prior to, or as part of, construction of the first 90 residential units within Growth Area 3.
Public Transport Bridge over rail line	Delivery of this route to connect Clongriffin and Stapolin by means of bus and potentially taxi.	Constructed as an integral part of any planning permission for the northern half of the village centre or prior to commencement of 500 units in total or 350 units in Growth Area 1 and Growth Area 3.

Table 6.13 – Growth Area 3: Community Facilities

Community Facilities	Requirement	Phasing
Creche within Growth Area 1	Provision of crèche facilities of a sufficient size to cater for existing and part of new development within Growth Areas 1 and 2.	Constructed prior to the occupation of 160 units.
Creche within LC (northern side) or alternative location within the LAP lands	Provision of crèche facilities of a sufficient size to cater for existing and part of new development within Growth Areas 2 and 3.	Constructed prior to the occupation of 500 units.
Community Facilities	Provide appropriate community facilities in the form of a hall or meeting areas or other as demand indicates.	Delivery of community facilities within the northern section of the local centre or as part of the delivery of the school (if required) subject to demand and resources
School	A new school on the lands is not identified in the 2012-2016 Capital Investment Programme for schools. However, two alternative sites have been reserved for future need, one along Grange Road and the other in the village centre. Only one of these sites will be required.	Delivery based on requirements indicated by Department of Education and Skills.

Table 6.14 – Growth Area 3: Undeveloped or 'Interim' sites

Interim Sites	Requirement	Phasing
	Undeveloped sites within the plan lands shall be appropriately fenced off, landscaped/cultivated or used in a way which is visually sensitive and allows for connectivity within the site.	Each planning application shall set out measures for the treatment of the remaining undeveloped sites within the developers/applicants control.

6.5 Interim Measures

The delivery of measures to ensure that the undeveloped sites within the LAP are visually attractive, secure where required or, where feasible, providing access to Racecourse Park or other open space areas will be a requirement of all phases of development. In particular, measures to ensure permeability in a manner that allows safe and direct access to existing development, to the new phases of development and to the village centre and train station will be required as part of all planning applications.

Various types of treatment for the interim sites can be considered. Treatment could include the fencing off of some sites with Ibox or other fencing material of high durability and quality and which allows for visibility through the site. In other instances, landscaped screening using planted mounding may be appropriate. In longer term interim sites, solutions such as creating meadows may be more appropriate. Where feasible, pedestrian and cycle routes through these lands to Racecourse Park should be considered.

Equally, it is important that new interim sites are not created as development proceeds. The Sequencing and Phasing set out in this Section ensures that development can only proceed on the basis of clear connectivity to the key areas of the Plan lands, in particular, the train station and village centre. However, it is also important that individual phases of development within Growth Areas 1, 2 or 3 are not allowed to proceed in such a way as to create the potential for new development sites to leap-frog unfinished development sites. Therefore, Objective SP 3 has been included below to ensure that a clear phasing programme within each Growth Area 1, 2 or 3 is included as part of all planning applications within the relevant Growth Area.

Objective SP 2 Ensure that construction takes place in a sequential manner within the phasing of each Growth Area 1, 2 or 3 in order to avoid areas of new development leap-frogging unfinished phases of development within each of those Growth Areas. Internal phasing arrangements within each Growth Area 1, 2 or 3 will be required and conditioned as part of planning applications.

Objective SP 3 Require all planning applications within the LAP lands to include clear measures for the treatment of interim sites on lands within the ownership of the applicant/developer.

Objective SP 4 Ensure that the delivery of measures to deal with undeveloped or interim sites within the LAP lands are included by way of condition in any grant of planning permission.



Figure 6.5 Indicative Treatment for Interim/Undeveloped Sites

