



/ Your Fingal

**Fingal Development
Plan 2005 - 2011 /**

Written Statement



Fingal County Council
Comhairle Contae Fhine Gall



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Fingal Development Plan 2005 - 2011 /

Written Statement

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INTRODUCTION

The Development Plan sets out Fingal County Council's policies and objectives for the development of the County from 2005 to 2011. The Plan seeks to develop and improve in a sustainable manner the environmental, social, economic and cultural assets of the County.

The administrative area of the County of Fingal covers an area of 450 square kilometres (173 square miles) and stretches from the River Liffey and the city boundary to north of Balbriggan. Fingal had a population of 196,413 in 2002 making it the fourth most populous county in the country. However, between 1996-2002 the County experienced the second highest population growth in the country at 17.1%.

The County has a diverse and interesting character ranging from both urban and rural areas to the coast and river valleys. The main urban centres include Blanchardstown, Swords, Balbriggan Malahide, Portmarnock, Donabate, Baldoyle, Skerries, Sutton, Howth, Lusk and Rush. The remainder of the County is mainly rural in character and includes the villages of Ballyboghil, Oldtown, Rowlestown, Naul, Balrothery, Garristown and Loughshinney.

LEGISLATIVE BACKGROUND – PLANNING AND DEVELOPMENT ACT 2000

The Planning and Development Act, 2000 revised all previous planning legislation and introduced a number of changes in the Development Plan process. These changes include the provisions whereby members of the public, service providers and other organisations and bodies can now make submissions prior to the preparation of draft development plans. This allows public involvement at a much earlier stage in the plan preparation process.

PREPARATION OF THE FINGAL DEVELOPMENT PLAN 2005-2011

The development process and timetable for the preparation of the County Development Plan is described on the table inside the front cover of this report. The prescribed process gives a ninety-nine week period for adoption of the plan and involves public consultation at three separate times, which are indicated on the table.

CONTENTS OF A DEVELOPMENT PLAN

The Planning and Development Act, 2000 sets out mandatory objectives which must be included in a Development Plan. These include inter alia objectives for the zoning of land, the provision of infrastructure, the conservation and protection of the environment, and the integration of the planning and sustainable development of the area with the social, community and cultural requirements of the area and its population. Other non-mandatory objectives are also referred to in the Planning Act.

FORM AND CONTENT OF THE FINGAL DEVELOPMENT PLAN

The Fingal Development Plan 2005 – 2011 has been prepared in accordance with the requirements of the *Planning and Development Acts 2000 to 2002*. This Plan replaces the Fingal County Development Plan 1999. The Plan consists of a Written Statement and Maps.

The Written Statement is set out as follows:

- / Parts I and II, Strategic Context and Strategic Framework, set the context for the more detailed policies and objectives of the Development Plan
- / Part III includes the Council's Sustainable Design approach and criteria for new developments in the County
- / Parts IV to IX outline the Council's policies in relation to Urban Development, Rural Areas, Transportation and Utilities, Social Inclusion and Community Infrastructure, Heritage and Conservation, Green Belts, Tourism and the Coast. Zoning Objectives that will be applied are included. The policies of the Plan provide interpretation of the Council's strategic aims on a topic basis, and indicate how the Council's strategy will be implemented. The Council's Specific Objectives detail the works that the Council intends to initiate generally within the six year period from the date of adoption of the Plan
- / Part X details the Area Strategies, Policies and Objectives. This part identifies Local Objectives, which relate either to particular buildings, structures, areas and sites, or to particular development
- / Part XI includes the Strategic Environmental Appraisal of the Plan which assesses the likely significant effects on the environment of implementing the Plan.

MAPS

The Maps give a graphic representation of the proposals of the Plan, indicating land use zoning and other control standards together with various objectives of the Council. They do not purport to be accurate survey maps from which site dimensions or other survey data can be determined.

Should any conflict arise between the Written Statement and the Maps, the Written Statement shall prevail. The Plan concentrates on a six-year period from the making of the Plan within the context of the longer-term requirements of the County.

PUBLIC CONSULTATION

Prior to preparing the Draft Development Plan, the Council carried out an extensive public consultation exercise, which commenced in July 2003. This exercise involved notification of the public, prescribed bodies, local community and voluntary groups, associations and societies, statutory undertakers and service providers of the review process. 1003 written submissions were received during the pre-draft consultation period. The views of more than 300 people who attended the four public consultation meetings held around the County and more than seventy representatives who attended the stakeholder meetings were recorded. This earlier involvement provides the potential for all of the stakeholders with an interest in the development of the County to have a greater sense of ownership of the finished product, the Fingal Development Plan 2005 - 2011.

Following publication of the Draft Development Plan in July 2004 the Council again undertook a significant public consultation process, to which the response was unprecedented with the number of submissions being almost double that received at the Pre-Draft stage.

The consultation involved:

- / public displays - exhibitions in Swords, Blanchardstown and Balbriggan and copies to view in all public libraries and at the Council offices in O'Connell Street
- / twelve open days at venues across the County
- / press and radio promotion including both press releases and live interviews of senior staff
- / direct marketing where over 300 people and organisations were sent information on the Draft Plan display
- / over 5,000 hits recorded on the Development Plan website where all maps and the written statement were available to download
- / production of two leaflets, one which gave a summary of the key issues in the Draft Plan and a second to show how to make a submission.

In total, 1,834 submissions were received by the Council within the display period covering all aspects of the Draft Plan.

The final phase of public consultation on the Plan took place from the 28th of February to the 29th of March 2005 (inclusive), following the significant number of amendments made to the Plan. All amendments made to the Plan were put on display, and during the four week period 749 submissions were received. Again, press releases, direct marketing and leaflet guides urged the public to engage in the process, and all map changes and revised text were available to view on the Council website. Approximately 3,400 hits were recorded on the Development Plan website page during the public display period.

Following the completion of each of the three public consultation phases involved in producing this Development Plan, all of the submissions received were made available to view on the Council website.

/ Part I

Strategic Context /

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1.1 POLICY CONTEXT

INTERNATIONAL, NATIONAL AND REGIONAL CONTEXT

Planning in Fingal is influenced in a significant way by international, national and regional factors. International influences have continued with the embedding of high technology facilities in Fingal (especially in Blanchardstown and Swords) and in the sustained expansion of international air travel at Dublin Airport. Monetary integration, legislature requirements and the planned expansion of the European Union strongly impacts on Ireland and Fingal. The launching of the Government's Guidelines *Towards Sustainable Local Communities* (Local Agenda 21) and the further development of a spatial vision under the *European Spatial Development Perspective* by the European Commission, together with the effects of structural and cohesion funding for transport, drainage and other infrastructure and services are indications of the continuing impact of European affairs on planning in Fingal.

National policies and funding are also significant influences on planning in Fingal. Regard has been had in the preparation of the Fingal Development Plan to all relevant Government policies, programmes and plans. These include, for example, *The National Spatial Strategy 2002 - 2020*, *Sustainable Development: A Strategy for Ireland* (published by the Government in 1997), the *National Development Plan/Community Support Framework* (CSF), and the various operational programmes and reports such as *Enterprise 2010 - A New Strategy for the Promotion of Enterprise in Ireland in the 21st Century* (published by Forfas in May 1996).

At regional level, the *Regional Planning Guidelines* provide a broad planning framework - an overall strategic context - for the Dublin and Mid-East regions.

In making the County Fingal Development Plan, regard has been had to the Dublin Transportation Office *Platform for Change Strategy*, the *Regional Water Strategy*, the *Dublin Bay (Waste Water) Project*, the *Regional Waste Management Strategy*, the Government's *National Anti-Poverty Strategy*, the *Coastal Zone Management - A Policy for Ireland*, *Architectural Heritage Protection – Draft Guidelines for Planning Authorities*, the *Retail Planning - Guidelines for Planning Authorities*, the *Residential Density Guidelines*, to reports of the Dublin and Mid-East Regional Authorities and to the Development Plans of adjoining planning authorities.

FINGAL COUNTY COUNCIL LOCAL AREA PLANS/STUDIES

Local Area Plans (formerly known as Action Area Plans) are prepared by the Council for new development areas. They set out in detail the Council's requirements for new development, including such factors as density, layout and design requirements, public transport and road infrastructure, community facilities, open space and recreational facilities etc.

Other local plans and studies include the *South Fingal Planning Study*, the Strategic Development Zone (SDZ) Planning Scheme for Hansfield, Integrated Area Plans for Balbriggan and North Blanchardstown (IAP), and *Revitalising Areas through Planning, Investment and Development* (RAPID).

It is the intention of the Council to continue its programme of preparing Local Area Plans and other plans and studies as appropriate.

SUSTAINABLE DEVELOPMENT AND THE DEVELOPMENT PLAN

We shall integrate the principles of sustainability in all our policies and they will inform all the actions of the Council for the period of the Plan.

We understand that the idea of sustainable development helps us to base our standard of living on the carrying capacity of nature. We seek to achieve social justice, sustainable economies and environmental sustainability. Social justice will necessarily have to be based on economic sustainability and equity, which require environmental sustainability.

Environmental sustainability means maintaining the natural capital. It demands from us that the rate at which we consume renewable material, water and energy resources does not exceed the rate at which the natural systems can replenish them, and that the rate at which we consume non-renewable resources does not exceed the rate at which sustainable renewable resources are replaced. Environmental sustainability also means that the rate of emitted pollutants does not exceed the capacity of the air, water and soil to absorb and process them. Furthermore, environmental sustainability entails the maintenance of biodiversity and human health as well as air, water and soil qualities at standards sufficient to sustain human life and well-being, and animal and plant life, for all time.

Land use policy and controls are central to the achievement of sustainability at a local level.

It is the intention of Fingal County Council that the principles of sustainable development will inform all the objectives, policies, decisions and actions of the Council for the period of the Plan. It is recognised that sustainable development has an economic, social and cultural dimension as well as an environmental one, and that only the integration of these policies can guarantee the quality of life of this and future generations. The need to strike a balance between development and conservation is at the heart of sustainability.

Local Agenda 21 aims to promote sustainable development at local and regional level. Land use policy and controls are central to the achievement of sustainability at the local level.

The Development Plan, as the Council's principal policy statement on land use, has been drawn up to reflect sustainable development objectives. A number of sustainable development criteria have been identified and the policies and proposals of the Plan are designed to facilitate their achievement. These seek to:

- a. Minimise the consumption of natural non-renewable resources
- b. Protect and enhance natural heritage and biodiversity
- c. Protect and enhance built and cultural heritage and material assets
- d. Encourage sustainable forms of transport
- e. Protect the quality of the landscape
- f. Encourage energy efficiency
- g. Protect the environment and minimise waste and pollution
- h. Promote the involvement of the local community in decision making and encourage social inclusion.

While the achievement of these objectives will involve all areas of the Council's activities, in land use terms they are reflected in the Development Plan by the adoption of a range of policies and proposals which seek to:

- / accommodate new development needs in an environmentally sensitive manner
- / promote the active involvement of the wider community through the provision of information, public consultation and joint partnerships
- / permit a range of land uses under each zoning objective to help reduce the need to travel
- / ensure a broad mix of zones throughout the County
- / promote a more compact urban form and higher residential densities in the vicinity of strategic public transport corridors and in urban centres
- / adopt neighbourhood community planning
- / promote the re-use of urban derelict land and buildings
- / conserve existing urban areas, buildings and features of high environmental quality
- / improve the transport system in the County and promote the use of public transport, cycling and walking and reduce reliance on private car usage
- / strictly control the further expansion of the suburbs into rural and high amenity areas and control one-off housing in the countryside
- / ensure the protection of natural habitats, ecological resources and quality landscapes and the promotion of bio-diversity
- / ensure the provision of high quality public water supply and drainage systems and
- / promote waste prevention, reduction, recycling and re-use.

1.2 STRATEGIC OVERVIEW

MAIN AIMS OF THE DEVELOPMENT PLAN

The main aims of the Development Plan as adopted by the Council are:

1. To plan for and support the sustainable development of Fingal as an integrated network of vibrant socially and economically successful settlements, separated by Greenbelt areas, supporting and contributing to the economic development of the County, of its neighbouring authorities and of the Region
2. To provide for the future well-being of the residents of the County by:
 - / promoting the growth of economic activity and increasing employment opportunities
 - / protecting and improving the quality of the built and natural environments
 - / ensuring the provision of necessary infrastructural and community services.

3. To promote a balance of development across the County, by developing a hierarchy of high quality, vibrant urban centres and clearly delineated areas of growth
4. To ensure an adequate supply of zoned lands to meet forecast and anticipated economic and social needs
5. To facilitate the achievement of objectives contained in the Fingal Development Board document *A Strategy For Economic, Social & Cultural Development In Fingal 2002-2011*
6. To foster the development of socially and economically balanced sustainable communities, promoting social inclusion and the implementation of the *National Anti-Poverty Strategy*
7. To continue to influence regional and national planning and development policies in the interest of the County. To co-operate with the Regional Authority and other agencies in meeting the needs and development requirements of the Dublin Region in accordance with the *National Spatial Strategy* and the *Regional Planning Guidelines for the Greater Dublin Area* and any subsequent regional guidelines.

ADOPTED STRATEGIC POLICY

The Strategic Policy adopted by the Council will deliver on the Main Aims by:

1. Setting clear standards for Sustainable Development practices through land-use zoning categories in the Plan to foster a balance between necessary social and economic development and the promotion and protection of amenity for new and existing communities
2. Consolidating the growth of the major centres of Blanchardstown, Swords and Balbriggan largely within their previously identified limits by encouraging infill rather than greenfield development and by intensification at appropriately identified locations
3. Consolidating development to prevent urban sprawl in the coastal settlements and in the areas of Howth, Sutton, Baldoyle, Portmarnock and Malahide, while protecting and enhancing the natural facilities
4. Providing a viable option for the retention of the rural community by the promotion of a controlled growth of the rural villages balanced with careful restriction of residential development in the rural countryside
5. Consolidating and protecting the Greenbelt from the coast to the Meath border (inter alia separating Swords, Malahide, Portmarnock and Baldoyle) together with the other rural Greenbelts in the County
6. Protecting and maintaining areas of the natural and built heritage of the County
7. Seeking the development of a high quality public transport system within and throughout the County, including improvements to the railway infrastructure and the facilitation of QBCs, and promoting the extension of any rail links that may be made from Dublin city centre to the Airport and onwards to the County Town of Swords
8. Safeguarding the current and future operational, safety, technical and developmental requirements of the Airport within a sustainable development framework, being mindful of its impact on local communities
9. Considering the provision of an identified development zone at and around the Airport and on the South Fingal Fringe that will promote, in particular, use zones that have an added value from proximity to the Airport location
10. Securing an appropriate and suitable range of land uses for Greenbelt Areas which will ensure that the lands are maintained to a high standard and not allowed to fall derelict.

1.3 DEMOGRAPHIC CONTEXT

POPULATION

Existing Population – Census 2002

The results for the 2002 Census show a population increase for Fingal of 17%, from 167,683 to 196,413. Most of this growth was experienced in the Blanchardstown and Swords areas. 56% of the population growth in Fingal took place in the Blanchardstown/Castleknock area. Population levels grew by an average of 11% in Census areas that are wholly rural.

Population Projection to 2011

Both the *National Spatial Strategy* and the *Regional Planning Guidelines for the Greater Dublin Area* set out the levels of population growth expected and how each region and County should accommodate the expected growth.

The *National Spatial Strategy* provides population projections up to 2020 and gives a projection for the Greater Dublin Area (Dublin, Kildare, Meath and Wicklow) of between 1.9 and 2.2 million. The Regional Planning Guidelines set out population projections HI and LO for the Greater Dublin Area for the years 2010, 2016 and 2020. The favoured LO projection for the GDA 2010 is 1,696,581. The Guidelines forecast a population of 259,757 for Fingal for 2010.

HOUSING

Housing Trends under 1999 Plan

The 2002 Census shows a 28% increase in the number of private households in Fingal since 1996, reflecting both the significant increase in new housing built and falling occupancy rates, when compared to the population increase of 17%. Monitored yearly housing completions since the adoption of the 1999 Plan show increased output from approximately 3,000 per year in 2000 to approximately 7,000 per year in 2003. It is estimated that, since the 2002 Census, over 8,000 new dwellings have been constructed.

Housing Land Requirements to 2011

The Regional Planning Guidelines - Greater Dublin Area set out the household numbers required for each County from 2002 up to 2010. It gives a provision requirement for Fingal to 2010 of 44,996 new dwellings. If this is taken to 2011 (by adding an additional year of growth) the provision required is 50,621. Taking into account housing built since 2002, it leaves approximately 35,820 units to be provided for. Added to this is the need to provide 'headroom' within the lands zoned. Based on 45% this adds a further 16,120 units, giving a target of 51,940 units.

Availability of Residential Land

Based on permissions and monitoring, there are 11,625 units granted but not built and a further 6,525 under construction. Land zoned in the 1999 Plan on which no permissions have yet been granted has an estimated capacity of 24,500 additional units. In total, over 1,250 hectares are available to provide for 42,650 units. As part of the strategic policy approach, it is an objective of the Plan to identify key consolidation sites which are estimated to have the capacity to yield a further 3,500 units. The rural villages and clusters could provide for a further 1,500 dwellings. The Plan provides for a number of newly zoned residential areas which provide a further 9,705 units on 360 hectares, giving an overall headroom of 45%. In total, the Plan provides for approximately 52,355 units on 1,630 hectares.

1.4 ECONOMIC CONTEXT

ECONOMIC OVERVIEW

Fingal is one of the most rapidly developing counties in Ireland. At present about 60% of Fingal's resident workforce commutes outside of the County to work. Dublin city is the main destination. There is also significant inward commuting to Fingal, with about half of all jobs located in the County filled by people living elsewhere. While Fingal has been successful in attracting a number of blue-chip companies that provide high quality employment, the overall quality of jobs in the County is lower than in the GDA generally. A core task of the Council is assisting in the transition to sustainable development as set out in national and EU policy and in international agreements.

KEY ECONOMIC CHALLENGES

The following are the main socio-economic challenges facing the County:

- / The County is still relatively new (established in 1994) and does not significantly benefit from the strong identity of other more established counties. This has implications for marketing the County to potential investors, visitors and others. Its location also makes a distinct identity more difficult to establish
- / Extensive development is placing considerable pressures on infrastructure, service delivery and the environment. A key challenge for the County is to promote future development without having negative impacts on existing communities and natural and built resources
- / Increasing levels of inward and outward commuting is resulting in growing congestion and reduces internal economic coherence
- / While the County has benefited from high levels of economic growth in recent years, a number of areas still experience considerable deprivation
- / High quality employment will be required in the County in order to match the educational and skill levels of Fingal's new residents
- / Fingal's strategic location close to Dublin city and adjacent to some of the country's most important transport corridors results in two main challenges for the County. Firstly, it is reliant on national decisions in relation to major infrastructure projects e.g. development of Dublin Airport, proposed METRO from Dublin City to Swords via the airport. Secondly, Fingal has a responsibility to ensure that the effectiveness of national infrastructure is not reduced as a result of unsuitable local planning.

KEY ECONOMIC OPPORTUNITIES

Alongside considerable challenges, Fingal also has major strengths and opportunities, many of which would be the envy of most Irish counties.

The following are the main economic opportunities which the Development Plan aims to build on:

- / Dublin Airport provides unique opportunities for the County in the context of a direct employment provider improving the overall attractiveness of the County as a business location, and developing year-round tourism
- / Fingal possesses a young and highly educated and skilled workforce which makes it a very attractive location for enterprise
- / Fingal's strategic location near Dublin City and on the North-South Corridor makes it an ideal location for a range of enterprise types. The County also benefits from the presence of Blanchardstown Institute of Technology and its close proximity to Dublin City University
- / Adequate availability of appropriately zoned land and a highly skilled workforce means that Fingal has considerable development potential
- / Fingal's close proximity to the country's largest population centre, the presence of Dublin Airport, and the availability of zoned land all mean that the County has the potential to attract major 'big ticket' projects in sectors such as ICT, healthcare, leisure, recreation or tourism
- / Fingal already has a comparatively strong economic base and is home to a number of major high quality employers. Existing clusters in a variety of sectors provide potential for further enterprise development
- / The completion of on-going, planned and proposed major infrastructure projects such as the Dublin Port Tunnel and the METRO to Swords will greatly strengthen the attractiveness of the County to potential investors
- / Rapid growth in population and housing creates market opportunities across a variety of service areas, for creation of new businesses, and for the attraction of inward investment - overseas and domestic.

ECONOMIC APPROACH OF COUNTY DEVELOPMENT PLAN

This Development Plan aims to address the socio-economic challenges and build on the County's opportunities. The Plan adopts a facilitative approach to economic development in Fingal, while ensuring that this development does not result in a deterioration of environmental, heritage or cultural assets.

The Plan embraces the County's responsibility for strategic issues of national importance, including the protection of key transport corridors and the sustainable development of Dublin Airport and environs.

The development of specific key strategic opportunities in sectors such as science and technology, healthcare, retail, tourism, leisure and local services for its growing population is also promoted. Specific approaches to individual areas and sectors are set out in later sections of the Plan. These include ensuring adequate development land availability, reducing commuting via integrating land-use and transport planning, facilitating small and home-based enterprise, and nurturing strategic assets including Dublin Airport and the North-South Economic Corridor. The Plan aims to facilitate, and is consistent with, the broad socio-economic strategy of Fingal Development Board's '*A Strategy for Economic, Social and Cultural Development in Fingal 2002-2011*'.

/ Part II

Strategic Framework /

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2.1 GENERAL URBAN STRATEGY

Strong settlements are the mainstay of a strong region with a competitive economy. Vibrant and viable settlements that provide a range of jobs, services, and housing choice not only provide the basis of strong economies and communities, but also support a greater range of sustainable modes of transport, both within and between settlements. The development of a range of complementary urban centres that work together to the benefit of the County and all of its inhabitants can only occur in a planned way. National and regional policy from the National Spatial Strategy and policy guidelines on retail and residential development emphasise the important role of urban areas in Irish society and the economy. The main requirements for the County are to:

- / embrace the principles of sustainability
- / be progressive while protecting our heritage
- / become strong, competitive, and dynamic
- / be accessible to all
- / provide a good quality of life for our citizens.

This is to be achieved by the following Strategies:

Strategy US1

To provide an effective hierarchy of high quality urban centres in accordance with the principles of sustainable development.

Strategy US2

To develop a self-sufficient critical mass of complementary towns and urban areas.

Strategy US3

To strengthen the role of other centres, particularly 'development centres' in the Hinterland Area and selected nodes in the Metropolitan Area.

Strategy US4

To secure the physical consolidation of urban areas, supported by effective land use policies for urban areas.

Strategy US5

To create communities and ensure a combination of attractive social and cultural facilities for both people and business.

Strategy US6

To reduce the demand for travel and consequentially support centres well served by local transport services across their catchment areas.

Strategy US7

To promote and achieve a high quality built environment.

Strategy US8

To protect and enhance the vitality and viability of town and urban centres.

Strategy US9

To protect and enhance the built and natural heritage of urban centres.

URBAN HIERARCHY

A strong hierarchy of urban centres is important for sustaining healthy population levels and enhancing quality of life. An Urban Hierarchy is thus the backbone of any development strategy that enables the sustainable development of towns, villages and the rural areas.

In order for Fingal's urban centres to achieve full potential and continually improve, it will be necessary to adopt a pro-active role in enhancing their vitality and viability through the identification of a clear hierarchy which is required to:

- / enable the region to accommodate growth in a sustainable way that will benefit the County
- / provide a range of choices, especially with regard to location, for jobs, services and homes
- / enable each settlement to capture its unique features in a way that complements the development of other settlements and the rural areas and reinforces the region's competitiveness
- / guide the provision of infrastructure so that it can be provided in a planned way, supporting the goals of strategic planning for the region
- / provide clear guidance to planners, developers and investors with regard to the areas for development and investment
- / help develop strong communities and local economies
- / reduce the need to travel and promote travel by sustainable transport modes
- / promote the economic development of the region as a whole
- / meet the requirements of the National Spatial Strategy (NSS) and the Regional Planning Guidelines (RPG).

The urban centre hierarchy includes different categories of towns and villages based on size and function. These categories are broadly in line with the provisions of the NSS and the Regional Planning Guidelines, and are as follows:

Metropolitan Consolidation Towns are the main growth areas within the Metropolitan Area. In Fingal, these are the existing significant urban centres of Swords and Blanchardstown. The Regional Planning Guidelines (RPG) advise that these locations should be developed to a relatively large scale as part of the strategy for the Metropolitan Area involving its consolidation.

Large Growth Towns (Primary Development Centres): The classification of Large Growth Towns is largely synonymous with the centres previously identified as 'Primary Development Centres'. Balbriggan is one of the region's Large Growth Towns. Balbriggan is seen as being available for major employment generation especially as it is located on the M1 and has a rail service. As a centre it should be economically self-sustaining, with a population, including its catchment, which is able to support an extensive range of urban service functions.

Moderate Growth Towns (Towns with over 5,000 population): The Moderate Growth Towns located within the Metropolitan Area of Fingal include Donabate and Baldoyle. These Towns are to be strengthened and consolidated. In order to build self-sustaining centres, the provision of a range of facilities to support the existing and new populations will be promoted while also implementing sustainable transport practices.

Small Growth Towns (Towns 1,500-5,000 population): The classification of Small Growth Towns is largely synonymous with the centres identified by the National Spatial Strategy (NSS) as yielding a population between 1,500 and 5,000 persons. Small Growth Towns would be likely to contain educational, retail, cultural and health facilities to serve the local catchment thus serving the resident population while promoting the implementation of sustainable transport practices.

Suburban Centres: Fingal has a number of existing and developing suburbs within the metropolitan area. These centres have well-established identities, communities, and a range of urban services such as schools, retail facilities, and medical and community facilities. The role of these centres is to be strengthened and consolidated while promoting the provision of a range of facilities to support the existing and new populations and implementing sustainable transport practices.

Neighbourhood Centres/Villages: Neighbourhood centres and villages in Fingal are located within existing and developing residential areas and contain a range of community, recreational and retail facilities at a scale to cater for both existing and future residential development at locations which minimise the need for use of the private car and encourage pedestrians, cyclists and the use of public transport.

Rural Villages: Rural villages are located in agricultural and greenbelt areas, providing local services and limited employment opportunities to the surrounding rural areas, and have a role as dormitory villages. They provide housing options to the rural community and also cater for limited urban generated demand. The concentration of local population growth strengthens the viability of services available to the local community within and surrounding the village. It is envisaged that the growth of the villages will be safeguarded to strengthen village cores and to provide housing for local rural communities.

Rural Clusters: Rural clusters have more limited functions and have a residential focus, with fewer services available. Small-scale infill of both housing and some local services within these clusters will be permitted at identified locations. This will allow the clusters to strengthen their role of providing a viable alternative to rural housing in the open countryside and of supporting small-scale local service provision in a sustainable way.

The policies and objectives for urban development are set out in Part IV of the Written Statement, and the areas zoned for different levels of centre are shown on the Development Plan maps, together with study areas relating to the preparation of Masterplans for Large Town Centres and Urban Centre Strategies.

2.2 STRATEGY FOR RURAL AREAS

Fingal County contains a large area of rural lands which form over half of the County area. This part of the County has a number of important roles - economically for the agricultural and horticultural industry, as an amenity for the Greater Dublin Area, and as a landscape and heritage resource which defines the edge to the Metropolitan area of Dublin. The rural area is under strong development pressure for residential and economic uses emanating from urban areas and from within the rural community itself.

The rural strategy for the County seeks to:

1. manage this important resource by channelling development into appropriate locations
2. protect the rural area from urban sprawl by meeting the majority of rural generated housing demand and local service need within rural areas in rural villages and settlement clusters, and not permitting urban generated housing demand in rural areas
3. sustain the rural character of the villages, settlement clusters and open countryside and
4. support the continuing viability of agriculture and horticulture as a key part of the rural economy which is also vital for the management of the rural area.

Strategy RAS1

To protect rural villages and rural clusters by means of appropriate sustainable development, which will preserve the character of the villages and rural clusters and to support local services.

Strategy RAS2

To channel housing demand in rural areas into the villages and clusters and to strictly limit the development of new housing in the countryside by ensuring only essential functionally related housing is permitted. All new housing in rural areas will have to comply with the Rural Housing Policy of this Plan.

Strategy RAS3

To ensure the continuing viability of agriculture and horticulture within rural areas and to encourage farm diversification and agri-business at appropriate locations, while sustaining the rural character of the countryside as a valuable resource.

The policies and objectives for rural areas are set out in Part V of the Written Statement, and the zonings applicable to such areas are shown on the Development Plan maps.

2.3 THE COUNTY HOUSING STRATEGY

The Council's Draft Housing Strategy is prepared in accordance with Part V of the *Planning and Development Act 2000* and Part II of the *Planning and Development (Amendment) Act 2002*. This Draft Strategy is for the period 2005-2011 which is the lifetime of the Development Plan.

The Acts specify that the Housing Strategy will:

- / Estimate the existing and likely future need for housing in the area, and ensure that sufficient zoned and serviced land is made available to meet such needs

- / Ensure that a mixture of house types and sizes is provided to meet the needs of different categories of households, including the special requirements of different categories of households, including the special requirements of elderly persons and persons with disabilities
- / Counteract undue segregation between persons of different social background
- / Provide that as a general policy a specific percentage (not exceeding 20%) of the land zoned in the Development Plan for residential use, or for a mixture of residential and other uses, shall be reserved for those in need of social and affordable housing in the area.

The key purpose of the Strategy is to identify the overall need for housing in the area of the Development Plan and ensure that Fingal County Council provides for the development of sufficient housing. The provision of social and affordable housing is subject to the availability of the necessary financial resources required to deliver the programmes.

The Strategy provides, inter alia, for the following:

Strategy HS1

To secure the provision of c. 42,500 additional housing units in the Fingal area up to 2011.

Strategy HS2

To ensure that lands zoned for housing up to 2011 will have a capacity of not less than 55,250 housing units, being adequate to satisfy the overall housing requirement.

Strategy HS3

To secure the provision of some 2,550 social housing units by the Local Authority/Voluntary Housing Sector, including provision for 600 casual vacancies.

Strategy HS4

To secure the development of some 1,200 shared ownership/affordable housing units by Fingal County Council/Voluntary Housing Sector directly or through Public Private Partnership at various locations throughout Fingal.

Strategy HS5

To secure the provision of 3,925 social/affordable units by developers pursuant to the provisions of Part V of the *Planning and Development (Amendment) Act 2002*.

Strategy HS6

To secure the reduction of the social housing demand over the period of the strategy.

Strategy HS7

To require that between 7% and 15% of units in new residential developments be social/affordable units, the distribution to take cognisance of the existing concentration of social and affordable housing.

The Housing Strategy is included in Appendix E.

2.4 THE COUNTY RETAIL STRATEGY

The County Retail Strategy, in accordance with the Retail Planning Guidelines, provides the strategic policy framework for the spatial distribution of new retail development. The Strategy forms an Appendix to the Plan but the central provisions are set out below.

RETAIL HIERARCHY

In conjunction with the County Urban Hierarchy and *Retail Planning Guidelines for the Greater Dublin Area* the table below describes the County Retail Hierarchy.

FINGAL COUNTY RETAIL HIERARCHY

	METROPOLITAN AREA	HINTERLAND AREA
LEVEL 2	Blanchardstown, Swords	
LEVEL 3	Malahide	Tier 1 Level 3 - Balbriggan Tier 2 Level 3 - Skerries
LEVEL 4	<p>Traditional Suburban/Village Centres Blanchardstown Village, Mulhuddart, Clonsilla Castleknock, Howth, Portmarnock Village</p> <p>Expanding Suburban Village Centres Donabate, Ongar and Tyrellstown</p> <p>Suburban Neighbourhood Centres Baldoyle, Corduff, Roselawn, Carrickhill, Sutton, Rathbeale S.C.</p> <p>Suburban Neighbourhood Facilities Kinsealy/Feltrim, Nevinstown, Applewood, Brackenstown, Rivervalley, Drinan, Seabury, Baldoyle Racecourse/Stapolin, Santry Demesne, Mountview, Bayside, Hartstown, Huntstown, Carpenterstown, Laurel Lodge, Portrane.</p>	Village Centres - Lusk, Rush
LEVEL 5	Corner Shops	Smaller Village Centres/Crossroads

CORE RETAIL AREAS

The definition of the Core Retail Areas for each of the main centres in the County is summarised below and shown on the maps in Appendix F. The main centres are taken to be those that are at the highest levels in the Greater Dublin Area (GDA) hierarchy.

- / Blanchardstown Centre – the main shopping centre
- / Swords – frontages from Bridge Street/Chapel Lane along Main Street and to Malahide Road and incorporating The Pavilions
- / Balbriggan – main street frontage from Chapel Street to The Square
- / Malahide – centres on the crossroads where The Mall, Church Road and New Street converge and extends from Old Street to Townyard Lane on The Mall, to St Margarets Avenue on Church Street and the top half of New Street.

SEQUENTIAL APPROACH

In meeting the aims of the Strategy, policies and proposals in respect of the location of retail development must be in accordance with the principles set by the sequential approach in the Retail Planning Guidelines. The sequential approach in summary defines that:

1. The preferred location for new retail development, where practicable and viable, is within an urban centre
2. Where it is not possible to provide the form and scale of development that is required on a site within a town centre, then consideration can be given to a site on the edge of the town centre so as to encourage the possibility of one journey serving several purposes. An edge of centre site is taken to be one that is unlikely to be more than 300-400 metres from the edge of the prime shopping area, and less in smaller settlements. The distance considered to be convenient will, however, vary according to local circumstances, and
3. Only after having assessed the size, availability, accessibility and feasibility of developing sites and premises, firstly within a town centre and secondly on the edge of a town centre, should alternative out of centre sites be considered where it can be demonstrated that there are no town centre or edge of centre sites which are suitable, viable and available.

In formulating specific policies and proposals, it is recognised that in general retail warehouses do not fit easily into town centres given their size requirements, the need for good car parking facilities and ease of servicing. In some instances it may be possible to locate retail warehouse groups on the edge of town centres.

SPATIAL DISTRIBUTION OF NEW RETAIL DEVELOPMENT

The County Retail Strategy, in accordance with the Retail Planning Guidelines, provides the strategic policy framework for the spatial distribution for new retail development. The following provides guidance on how the Retail Strategy defines the distribution of strategic and non-strategic retail floorspace within the Retail Hierarchy. This guidance is also provided in the GDA Retail Strategy:

- / **Level 1:** major convenience and comparison
- / **Level 2:** major convenience and comparison
- / **Level 3:** predominantly additional convenience but not excluding comparison
- / **Level 4:** convenience and tourism related comparison.

The County Retail Strategy does not seek to inhibit small scale retail development in centres around the County, particularly in smaller centres. Such developments should be encouraged and facilitated to enhance the sustainability, vitality and viability of smaller centres, including smaller main centres in the Retail Hierarchy.

NEED

The County Retail Hierarchy recognises the need to have a good spatial distribution of centres and floorspace. This is particularly true in respect of convenience floorspace and the aim of reducing the need to travel to meet these shopping needs. Fingal has a large share of the higher order comparison floorspace in the GDA. Retailing is however a competitive and dynamic industry and there is already a changing balance and distribution of higher order floorspace emerging around the GDA. These changes provide alternatives not only to the City Centre but also to Fingal's Major Town Centres.

With respect to capacity for new development, the County Retail Strategy indicates that, after taking into account extant planning permissions, there is potential requirement for an additional 14,600m² to 17,600m² of net convenience floorspace and 12,800m² to 14,500m² of net comparison floorspace to 2011, and there is potential requirement for an additional 29,800m² to 30,600m² of net convenience floorspace and 38,200m² to 48,400m² of net comparison floorspace to 2016. The capacity assessment is not intended to justify a cap on development but provides guidance on the range and quantum of floorspace that will assist the retail planning policies and objectives of the County to be met.

Strategy SS1: Retail Competitiveness

To sustain and improve the retail profile and competitiveness of Fingal County within the retail economy of the GDA and beyond.

Strategy SS2: Blanchardstown

To promote and encourage major enhancement of retail and leisure provision and diversification of town centre functions in Blanchardstown.

Strategy SS3: Swords

To promote and encourage major enhancement of retail and leisure provision in Swords.

Strategy SS4: Balbriggan

To facilitate and encourage further retail and commercial development in Balbriggan to promote its role as the key centre in the north of the County.

Strategy SS5: Malahide

To facilitate and encourage further retail and commercial development in Malahide to enhance its importance as a main centre in the County.

Strategy SS6: Skerries

To facilitate and encourage the enhancement of the retail and leisure offer of Skerries to meet the needs of its growing population and its role as a main tourist centre in the County.

Strategy SS7: Metropolitan Area Suburban Neighbourhood Centres and Facilities

To facilitate and encourage the enhancement of the County's Suburban Neighbourhood Centres and facilities to ensure convenient access to shopping and other local services is sustained taking due cognisance of their roles and potential.

Strategy SS8: Metropolitan Area Traditional Suburban Village Centres

To facilitate and encourage improvement and investment in the traditional Suburban Village centres within the County to ensure that their role, importance and attraction is sustained.

Strategy SS9: Metropolitan Area Expanding Suburban Village Centres

To facilitate and encourage the enhancement of shops and services in the expanding Suburban village centres within the Metropolitan Area in order to ensure that the needs of the existing and expanding populations are locally met.

Strategy SS10: Hinterland Area Village Centres - Lusk and Rush

To facilitate the local provision of shops and services in Hinterland Area Village Centres to meet the needs of the existing and expanding populations.

Strategy SS11: Innovation in the County's Retail Offer

To encourage and facilitate innovation in the County's retail offer and attraction.

Strategy SS:12 New District and Neighbourhood Centres

To encourage and facilitate the development of new District and Neighbourhood Centres to meet the needs of new and growing centres of population.

Strategy SS13: Retail Warehousing and Retail Parks

To encourage and facilitate the sustainable development of retail warehousing and retail parks at a limited number of strategic locations within or adjacent to key centres in the County Retail Hierarchy.

Strategy SS14 Retailing in Tourism and Leisure

To encourage and facilitate the development of retailing within the tourism and leisure sectors.

Strategy SS-15: Corner Shops and Smaller Villages/Crossroads

To retain, encourage and facilitate the retail role of corner shops and small villages around the County.

Strategy SS16: Re-Use and Regeneration of Derelict Lands and Buildings

To encourage and facilitate the re-use and regeneration of derelict lands and buildings.

Strategy SS17: Enhancement of Towns and Villages

To encourage and facilitate the enhancement and environmental improvement of the County's towns and villages.

2.5 DEVELOPMENT STRATEGY

A number of other aspects of development in Fingal are central to the preparation of the Development Plan and the Council's strategy in relation to these is set out below.

SUSTAINABLE DESIGN

A high standard of architecture and urban design is essential if we are to produce attractive, high-quality buildings and places in which people will want to live, work and relax. Good design standards can also contribute greatly to the achievement of more sustainable forms of development. The Department of Arts, Heritage, Gaeltacht and the Islands published *Action on Architecture 2002-2005* in April 2002. The Council's strategy for sustainable design seeks:

Strategy DS1

To promote sustainable development.

Strategy DS2

To ensure that the principles of good urban design are adhered to in all proposed developments.

Strategy DS3

To ensure that proposed developments are of a high design quality.

Strategy DS4

To pursue the Government’s policy objectives on architecture by promoting improvement in the quality of the built environment by fostering conditions conducive to the production of good architecture and the protection of the architectural heritage, and by stimulating improved practices in both the public and private sectors.

The policies and objectives for sustainable design are set out in Part III of the Written Statement.

DUBLIN AIRPORT AND THE SOUTH FINGAL FRINGE

Dublin Airport is the principal gateway to Ireland. It is also the most significant economic entity and the largest provider of employment in the County and the region. Fingal County Council has an important role in facilitating the development potential of the Airport and its environs and acting as the guardian of this national resource. The Council has commissioned the South Fingal Planning Study in order to assess the optimal use of lands in and around the Airport.

Strategy DAS1

To safeguard the current and future operational, safety, technical and developmental requirements of Dublin Airport within a sustainable development framework, being mindful of its environmental impact on local communities.

Strategy DAS2

To promote the continued co-ordinated, sustainable and well-planned physical and economic development of Dublin Airport within a Designated Airport Area.

Strategy DAS3

To promote appropriate land use patterns in the vicinity of the Airport and of the flight paths serving the Airport, having regard to the existing and anticipated noise, safety and environmental impacts of aircraft movements.

Strategy DAS4

To realise the optimal use of lands around the airport, including greenbelt and employment creation uses, subject to the provision of an adequate integrated transport network adequate to serve any such uses while protecting surface access to the Airport.

The policies and objectives for Dublin Airport and the South Fingal Fringe are set out in Sections 4.2 and 6.1 of the Written Statement, and the Designated Airport Area is shown on the Development Plan maps.

ENTERPRISE AND EMPLOYMENT

A vibrant economy is essential in order to provide employment opportunities for the people of Fingal in reasonable proximity to their homes, and to generate the resources needed for the provision of public services and community facilities. The Council will continue its pro-active support of employment creation and enterprise development in Fingal in order to secure and augment the prosperity of the County.

Strategy ES1

To facilitate economic development and growth of employment in the County by ensuring the availability of adequate, suitably located and serviced employment zoned lands in major centres throughout the County and fostering employment creation at other suitable locations.

Strategy ES2

To reduce the need to travel, in particular by private transport, and to reduce journey times for the transit of goods, by matching the mobility needs of businesses with the accessibility of different locations, and by facilitating the provision of suitable employment opportunities within easy reach of housing.

Strategy ES3

To promote and increase growth potential and maximise equitable and sustainable employment opportunities arising from the development of the Dublin-Belfast Economic Corridor in co-ordination with the relevant statutory agencies and regional and local authorities.

The policies and objectives for enterprise and employment are set out in Section 4.3 of the Written Statement, and the areas zoned for employment uses are shown on the Development Plan maps. The policies and objectives for the rural economy are included in Section 5.4, for tourism in Section 9.2 and for the coast in Section 9.3.

RESIDENTIAL DEVELOPMENT

The availability of liveable and attractive residential areas is vital to the quality of life of the people of Fingal. As the planning and housing authority for the County, the Council has a crucial role to play in securing the development of the best possible residential areas.

Strategy RS1

To identify opportunities for infill development and consolidation of existing towns to reduce the need to zone additional greenfield lands.

Strategy RS2

To develop an appropriate mix of good quality well-designed residential types and sizes and varying densities, and to counteract social segregation and facilitate the development of balanced communities by promoting mixed social/affordable/private housing development.

Strategy RS3

To seek the provision of neighbourhood services and facilities that are compatible with housing development and that are required for sustainable neighbourhoods.

Strategy RS4

To promote and improve residential amenity, and to provide public areas, public open space and indoor facilities that are attractive, safe and secure.

The policies and objectives for residential development are set out in Section 4.4 of the Written Statement, and the areas zoned primarily for residential use are shown on the Development Plan maps.

OPEN SPACE AND RECREATION

Recreation and leisure opportunities are central to the delivery of sustainable communities. Such opportunities should be readily accessible for all sectors and age groups of the population. Good recreational facilities are fundamental in achieving a desirable quality of life and environment for existing and future residents, visitors and employers in the County. The Council will employ a flexible approach to the delivery of open space and recreation to ensure the 'best fit' for its population.

Strategy OS1

To secure the provision of a hierarchy of high quality, attractive and secure public and private open spaces, including playing pitches, together with appropriate intensive recreational/amenity/community facilities in association with all residential developments.

Strategy OS1

To secure the provision of high quality, attractive and secure public and private open spaces, including playing pitches, together with appropriate intensive recreational/amenity/community/ facilities in association with all residential developments.

Strategy OS2

To encourage a more sustainable use of residential zoned land through the provision of higher quality public and communal open spaces together with provision for recreational/amenity/community facilities (indoor or outdoor) of a more intensive nature, and the location where practicable of major public open space within greenbelt areas which are accessible to the local population

Strategy OS3

To continue to maintain, improve and develop the County’s network of high-quality regional parks, and to improve access thereto.

The policies and objectives for open space and recreation are set out in Section 4.5 of the Written Statement, and the areas zoned as open space are shown on the Development Plan maps.

TRANSPORTATION

Efficient transportation systems are the essential arteries that fuel and replenish sustainable economies and social infrastructure and have a primary influence on quality of life. The Council will continue to provide those elements of the transport system within its remit and to facilitate those provided by others.

Strategy TS1

To facilitate and promote the development and use of public transport.

Strategy TS2

To facilitate and promote the development of a new and improved rail based transportation system including a METRO rail Link from the City to Swords via the Airport, a new rail line from Clonsilla to Dunboyne, and from Baldoyle to Dublin Airport, and additional stations and operational facilities on the Drogheda to Dublin and Maynooth to Dublin lines.

Strategy TS3

To promote walking and cycling by securing the development of a network of safe cycleways and footpaths in urban and rural areas.

Strategy TS4

To implement a programme of road construction and improvement works closely integrated with existing and planned land uses, while promoting road safety as a high priority.

The provisions for Dublin Airport set out above are also relevant here. The policies and objectives for transportation are set out in Section 6.1 of the Written Statement, and transportation proposals are shown on the Development Plan maps.

UTILITIES

The quality of the utilities available within the County is important in determining the quality of life for its citizens, is vital to the economy of the area and is an important aid to the achievement of sustainable development. The availability and provision of utility services has a significant influence on the scale, location and timing of new development. The continued development of Fingal as one of the leading business and residential centres in the

country depends upon the satisfactory and timely provision of diverse services and utilities by a variety of private and public bodies. Water, sewerage, waste management, electricity, telecommunications and gas services provide essential infrastructure to meet business and residential needs.

Strategy UTS1

To improve the quality of life of all citizens and the operating environment for all businesses within the County by encouraging the development of an efficient and sustainable distribution of public utilities and communications systems whilst controlling their impact on the environment and public amenity.

Strategy UTS2

To contribute to the health and well-being of the community and the protection of the environment through the provision and development of sustainable and cost-effective water and sewerage services.

Strategy UTS3

To implement waste reduction of the Council's own waste and that of its agents, and any other area where the Council has direct influence and to elevate waste reduction at every opportunity as the most sustainable method of dealing with waste, and to make the best use of the remaining waste generated in Fingal by promoting (in order of priority) increased re-use, recycling and composting, and energy recovery and to reduce the quantity of waste being disposed to landfill.

The policies and objectives for utilities are set out in Section 6.2 to 6.6 of the Written Statement.

SOCIAL INCLUSION

Poverty and social exclusion in Ireland have multiple aspects and are the end products of processes that undermine the well being of individuals, families, social groups and communities. Creating a more inclusive society by alleviating social exclusion, poverty and deprivation is one of the major challenges facing Irish society nationally and locally over the next decade.

Strategy SIS1

To improve the quality of life of all residents of the County and make the County an attractive location in which to settle in the future.

Strategy SIS2

To facilitate the achievement of objectives contained in the Fingal Development Board document *A Strategy For Economic, Social & Cultural Development In Fingal 2002-2011*.

Strategy SIS3

To foster the development of socially and economically balanced sustainable communities, promoting social inclusion and the implementation of the National Anti-Poverty Strategy.

Strategy SIS4

To maximise public participation in the planning process.

The policies and objectives for social inclusion are set out in Sections 7.1 to 7.4 of the Written Statement.

COMMUNITY INFRASTRUCTURE

Fingal County Council aims to create confident communities and quality neighbourhoods. Community infrastructure plays an important role in the life of any area and is essential in order to reduce disadvantage and sustain flourishing local communities throughout the County.

Community infrastructure within the County is provided by a variety of agencies within the public, charitable, voluntary and private sectors. Although the Council has no direct responsibility for the provision of health care, social services and education, there is a duty through the planning process to ensure that guidance is provided in respect of the land use implications of providing such services.

Strategy CIS1

To promote and encourage the timely and appropriate provision and distribution of community infrastructure – including health, educational and social facilities – which are accessible to all the County’s residents.

Strategy CIS2

To ensure that the additional demand created by new housing or employment-generating development does not outstrip existing or planned community services or facilities.

The policies and objectives for community infrastructure are set out in Section 7.5 of the Written Statement.

HERITAGE

Fingal has a rich built and natural heritage, some of which is of national or even international significance. The conservation and enhancement of Fingal’s heritage has the potential to contribute greatly to the quality of life of its inhabitants and to the enjoyment of visitors to the County.

Strategy HS1

To conserve, protect and enhance the National and County heritage, built and natural, and to provide for development without conflicting with this aspiration.

Strategy HS2

To take a holistic and integrated approach to the protection and management of heritage.

Strategy HS3

To promote awareness and understanding among the general public of the built and natural heritage of Fingal.

Strategy HS4

To prepare and implement, in partnership with all relevant stakeholders, a County Heritage Plan.

The Council’s policies and objectives for heritage and conservation are set out in Part VIII of the Written Statement and illustrated on the Development Plan maps, and The Record of Protected Structures is included as an Appendix to the Plan.

GREENBELTS

The strengthening of greenbelts surrounding and dividing urban areas was recognised as an essential land use objective for the County in the last Development Plan through the creation of land use zoning objective H – ‘To provide for a greenbelt and to provide for urban and rural amenities and agriculture.’ The designation of greenbelt areas has been effective in directing development into existing urban areas while protecting the agricultural economy and land uses from urban development pressure. The retention and protection of these greenbelts is promoted by the *Fingal Development Board Strategy 2002-2011*.

The Council’s strategy for greenbelts is:

Strategy GS1

To strengthen, augment and consolidate a series of defensible greenbelts throughout the County.

Strategy GS2

To consolidate and protect the greenbelt from the coast to the Meath border (inter alia separating Swords, Malahide, Portmarnock and Baldoyle) together with the other rural greenbelts in the County.

The greenbelts are shown on the Development Plan maps and the policies and objectives for greenbelts are included in Section 9.1 of the Written Statement.

DEVELOPMENT CONTRIBUTIONS

The Planning Authority, taking into consideration the capital expenditure necessary for the provision of infrastructure required to facilitate development, will require financial contributions as indicated in the Development Contributions Scheme in relation to drainage, water supply, roads, open space, public transport proposals, car parking and other infrastructure necessary for the development of an area.

Strategy DCS1

To implement the Council's Development Contributions Scheme.

2.6 ZONING

LAND USE ZONING OBJECTIVES

The purpose of zoning is to indicate the land use objectives for all the lands within the County. Zoning aspires to promoting the orderly development of the County by eliminating potential conflicts between incompatible land uses, and to establishing an efficient basis for investment in public infrastructure and facilities.

Zoning policy must also have regard to the strategic policies underlying the Development Plan. These include the principles of sustainable development and of consolidation, the integration of land use and transportation planning, and the maintenance of the quality of life within the County as a whole.

The approach to zoning objectives has been reformed since the 1999 Plan to provide for more effective interpretation and implementation. The major alterations are:

- / Zoning provisions are located within the policy chapters to which they relate
- / The names of Land Use Zoning categories have been changed to better reflect the use named – e.g. 'RS' for Residential instead of 'A', 'RU' for Rural and Agriculture instead of 'B'
- / A supporting Vision has been included in support of each Zoning Objective
- / The primacy of the Zoning Objective and its accompanying Vision has been highlighted and enhanced by the removal of the Zoning Matrix and the abandonment of the 'Open for Consideration' category. Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision.

Strategy ZS1

To secure the implementation of the Zoning Objective and Vision applied to each area of the County.

LOCAL AREA PLANS

Certain zoning objectives (those ending in '1') require the preparation of a Local Area Plan. The preparation of Local Area Plans will provide an essential and important means for the implementation of the Council's sustainable development and land use objectives for the County and will facilitate the provision of the necessary social and physical infrastructure. The preparation of Local Area Plans will enable a high degree of flexibility in the application of zoning and planning policies and assist in the application of the Council's policies in relation to:

- / Increasing residential densities permitted on zoned land, especially where near to public transport links, with a requirement for a high standard of layout design and a mix of housing types
- / Providing more intense industrial and commercial uses to a high standard of design
- / Providing for the implementation of the Council's objectives in relation to open space and increasing the utility of open space
- / Considering the feasibility of facilitating specific uses to provide appropriate employment opportunities
- / Providing for appropriate viable and sustainable uses of the expanded and additional greenbelts between and around urban areas
- / Assisting in providing for the demand for zoned serviced land to be matched by the supply of such land to the greatest practical extent

- / Providing for the development of land to be phased with the provision of infrastructural and social facilities
- / Investigating the potential for increased social housing and starter homes in private sector development in residential local area plans
- / Providing for the development of viable rural communities.

Local Area Plans will be prepared in co-operation with relevant stakeholders to actively secure the implementation of these plans and the achievement of the objectives indicated.

Strategy ZS2

To prepare and implement Local Area Plans where required by the relevant Zoning Objective.

TRANSITIONAL ZONAL AREAS

The Development Plan maps show the boundaries between zones. While the zoning objectives and control standards indicate the different uses permitted in each zone, it is important to avoid abrupt transitions in scale and use in the boundary areas of adjoining land use zones. In dealing with development proposals in these contiguous transitional zonal areas, it is necessary to avoid developments that would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting residential areas or abutting residential development within predominantly mixed use zones, particular attention must be paid to the use, scale and density of development proposals in order to protect the amenities of residential property.

Strategy ZS3

To have regard to development in adjoining zones, in particular more environmentally sensitive zones, in assessing development proposals for lands in the vicinity of zoning boundaries.

NON-CONFORMING USES

Throughout the County there are uses which do not conform to the zoning objective of the area. These are uses which were in existence on 1st October 1964, or which have valid planning permissions, or which are unauthorised but have exceeded the time limit for enforcement proceedings. Reasonable extensions to and improvement of premises accommodating these uses will generally be permitted within the existing curtilage of the development and subject to normal planning criteria.

Strategy ZS4

To generally permit reasonable extensions to and improvement of premises accommodating non-conforming uses within the existing curtilage of the development and subject to normal planning criteria.

The various zones are shown on the Development Plan maps and the zoning provisions are located within the policy chapters to which they relate.

/ Part III

Sustainable Design /

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3.1 PRINCIPLES OF URBAN DESIGN

Design is a creative activity. Vitruvius stated that the elements of architecture were firmness, commodity and delight. Good design is design that takes account of order, clarity of organisation, expression and representation, appropriateness of architectural ambition, integrity and honesty, architectural language, conformity and contrast. The analysis of any proposal will assess the visual characteristics of the building form and how it relates to its surroundings.

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

The principles of good urban design include:

- / **Character** - A place with its own identity. The character of an area refers to its existing layout, form, content and fabric.

Policy DP1

To promote character in townscape and landscape by development that responds to and reinforces local distinctive patterns of development, landscape and culture.

Objective D01

To require designers to identify and recognise the essential elements of quality which determine the character of an area and then reinforce, or develop it in the proposed development.

- / **Continuity and Enclosure** - A place where public and private spaces are clearly distinguished.

Policy DP2

To promote the continuity of street frontages and the enclosure of space by development, which clearly defines private and public spaces and has a hierarchy of open spaces – private, semi-private and public.

Objective D02

To require designers to demonstrate that the proposed development has continuity and enclosure of spaces and that public and private spaces are defined.

- / **Legibility** - A place that has a clear image and is easy to understand. Buildings should be proportionate in scale and height to the spaces they occupy and care should be taken in the design of frontages, corners, entrances etc. to express these elements.

Policy DP3

To promote legibility through development that provides recognisable routes, intersections and landmarks that help people to find their way around.

Objective D03

To require designers to demonstrate the ease with which the observer can read the relationship between structures, the landscape and the spaces between them as well as the objects within those spaces.

- / **Ease of Movement** - A place that is easy to get to and move through. It is vital that such permeability is tempered by consideration of safety and security and an articulation of what is public, semi-public and private space.

Policy DP4

To promote accessibility and local permeability by developments that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport.

Objective D04

To require designers to demonstrate that main routes have been distinguished by exploiting vistas, key buildings and landmarks and the activities and functions of the places made visible, thus bringing a sense of liveliness to spaces.

- / **Quality of Public Realm** - A place with attractive and successful outdoor areas. The treatment of surfaces, landscaping, street furniture, signage, artworks etc., must be considered in an integrated manner and sensitively used as coherent linking elements.

Policy DP5

To promote development whose public spaces and routes are attractive, safe, uncluttered and work effectively for all in society, including the elderly and people with a disability.

Objective D05

To require designers to demonstrate the quality of the design of roads, pedestrian ways, public squares and open spaces as these are as critical in importance as the design of buildings that surround them.

- / **Diversity** - A place with variety and choice. Proposals should have a mix of compatible developments and uses that work together to create viable places that respond to local needs.

Policy DP6

To promote development that has diversity and choice.

Objective D06

To require designers to demonstrate the diversity and mix of the proposed development.

- / **Adaptability** - A place that can change easily.

Policy DP7

To promote development that can respond to changing social, technological and economic conditions.

Objective D07

To require designers to demonstrate the adaptability of the proposed development.

3.2 PRINCIPLES OF BUILDING DESIGN

Aspects of building form include:

- / **Layout: Urban Structure** - The framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to each other.

Objective D08

To require designers to demonstrate the framework of routes and spaces in the proposed development.

- / **Layout: Urban Grain** - The pattern of the arrangement of street blocks, plots and their buildings in a settlement. Subdivisions are respectively small and frequent (fine grain) or large and infrequent (coarse grain).

Objective D09

To require designers to demonstrate the degree to which an area's pattern of blocks and plot subdivisions are continued in the proposed development.

- / **Landscape** - all open space, including its planting, boundaries and treatment. A full landscape plan including details of all planting proposed will be required to accompany each planning application.

Objective D010

To require designers to demonstrate that the proposed development shows the character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these components combine.

- / **Density and Diversity** - Density influences the intensity of development and in combination with the mix of uses can affect a place's vitality and viability.

Objective D011

To require designers to demonstrate that the density of the proposed development is appropriate.

- / **Scale: Height** - Height determines the impact of development on view, vistas and skylines. Height can be expressed in terms of the number of floors; height of parapet or ridge; overall height; any of these in combination; a ratio of building height relative to particular landmarks or background buildings; or strategic views.

Objective D012

To require designers to demonstrate that the height of the proposed development in relation to its surroundings, the size of parts of the proposed building and its details, particularly in relation to the human scale, are sensitive to its surroundings.

- / **Scale: Massing** - Massing is the three-dimensional expression of the amount of development on a given piece of land.

Objective D013

To require designers to demonstrate that the combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings or spaces and the impact of development on views, vistas and skylines are in keeping with the context of the proposed development.

- / **Details and Materials-** openings and bays, entrances and colonnades, balconies and roofscape, the rhythm of the façade, and the decoration and types of materials used in buildings contribute to the attractiveness of its appearance and the character of an area.

Objective D014

To require designers to demonstrate that the detail, texture, colour, pattern and durability of materials of the proposed development are sustainable and of a high quality.

Objective D015

To require designers to demonstrate that full consideration has been given to solar gain and orientation of buildings.

3.3 SUSTAINABILITY

The concept of sustainability – the achievement of financial, social and environmental success in development all at the same time is Government Policy. It involves the recognition that we need to move towards a ‘sustainable society’, one that can continue to maintain and grow itself indefinitely while at the same time improving quality of life and protecting and enhancing the earth’s environmental and life support systems. The built environment is accountable for almost half of all the energy used in the European Union - for heating, cooling and lighting our buildings; in the manufacture of building materials; and in building construction – and consequently for a large part of the environmental pollution due to the burning of fossil-based fuels.

Policy DP8

To Improve qualitative standards of sustainable design in proposed developments.

The above policy can be achieved by:

SITE

- / Locating new development in an appropriate location and correct orientation to maximise passive design strategies
- / Relating land-use planning to transport and other infrastructure
- / Preserving and enhancing natural features and bio-diversity in a buildings surroundings.

BUILDING ENVELOPE

- / Improving thermal, natural lighting and natural ventilation performance and enhancing indoor air and comfort quality by passive design strategies
- / Careful specification of renewable building materials appropriate to a site
- / Maximising the use of low embodied energy building materials in the building design
- / Using re-cycled building materials where possible, which in turn can themselves be recycled
- / Choosing an appropriate design life for the building, ie. flexible and durable, or for reassembly or re-use elsewhere
- / Re-using and improving or using built assets rather than building new.

BUILDING SERVICES

- / Incorporating active technology and choosing clean and efficient energy sources such as solar, wind or geo-thermal sources of power
- / Minimising waste in construction and pollution in the use of the building
- / Minimising lifetime water consumption of the building by the fitting of low-water use equipment and grey water recycling
- / Incorporating Building Management Systems
- / Installing Solar Thermal Panels [for the production of heat]
- / Installing Solar Photovoltaic Panels [for the production of electricity].

3.4 HOUSING DESIGN

Layout – General Principles

Floor plans should aim at simplicity and convenience taking account of the main activities likely to occur in each room or space over the normal family lifecycle. The layout should provide reasonable privacy for living rooms and bedrooms, taking account of likely internal and external sources of noise.

The layout should be designed to make effective use of natural daylight and sunlight, as far as practicable. Dwellings should be oriented so that the main rooms get direct sunlight at some time during the day.

Policy DP9

To promote improved standards of habitable accommodation to allow for life-long use of dwellings

Space Requirements and Room Sizes

Space requirements and room sizes are primarily determined by the proposed uses of individual rooms and spaces. Provision should be adequate to allow for free circulation within each area while accommodating appropriate furniture and equipment. In general, adequate space should be provided for the following:

- / Reasonable arrangement of appropriate furniture for each room,
- / Reasonable degree of freedom of circulation, appropriate to the likely activities
- / Movement of larger items of furniture
- / Accommodation of family gatherings, including occasional visitors
- / Working area and storage facilities appropriate to the likely activities
- / Door swings which do not interfere with other doors, furniture or circulation.

Objective D016

To require that all planning applications for residential development include floor plans of each room indicating typical furniture layout and door swings.

Objective D017

To require that new residential development meets with the minimum standards laid out below.

MINIMUM SIZES

Minimum Bedroom Sizes

Double bedroom including en-suite	12.5 m ²
Double bedroom	10.2 m ²
Single bedroom	6.5 m ²

Minimum room widths

Living room	3.1 metres
Double bedroom	2.5 metres
Single bedroom	2.1 metres

DWELLING TYPE	No. LEVELS	FLOOR AREA	SHARED LIVING SPACES (including kitchen)		Agg. BEDROOM AREA
			Main Room	Agg. Area	
4 bed /7 person	2 levels	104 m ²	15 m ²	35 m ²	39.4 m ²
4 bed /7 person	1 level	92 m ²	15 m ²	35 m ²	39.4 m ²
3 bed /6 person	2 levels	90 m ²	15 m ²	35 m ²	32.9 m ²
3 bed /6 person	1 levels	78 m ²	15 m ²	35 m ²	32.9 m ²
3 bed /5 person	2 levels	86 m ²	15 m ²	29 m ²	29.2 m ²
3 bed /5 person	1 levels	74 m ²	15 m ²	29 m ²	29.2 m ²
3 bed /4 person	2 levels	77 m ²	13 m ²	26 m ²	25.5 m ²
3 bed /4 person	1 levels	65 m ²	13 m ²	26 m ²	25.5 m ²
2 bed /4 person	2 levels	74 m ²	13 m ²	26 m ²	22.7 m ²
2 bed /4 person	1 levels	62 m ²	13 m ²	26 m ²	22.7 m ²
2 bed /3 person	2 levels	69 m ²	13 m ²	24 m ²	19.0 m ²
2 bed /3 person	1 levels	52 m ²	13 m ²	24 m ²	16.7 m ²
1 bed /2 person	1 levels	42 m ²	11 m ²	20 m ²	10.2 m ²

DUSTBINS

Objective D018

In terraced housing and duplex areas, screening for storage of three number dustbins (black, green and brown) per dwelling be provided.

Objective D019

To provide in apartment complex areas, screening for group bins.

3.5 DESIGN APPRAISAL

Qualitative standards will be applied to all proposed developments as well as quantitative standards (density, car parking standards etc., as listed in the appendices to this Plan). Qualitative standards refer to the consideration of sense of place, security, variety, privacy, function, convenience and aesthetics.

Policy DP10

To ensure that all new developments will contribute positively to the communities in which they are situated.

Objective D020

To require that planning applications for significant developments be accompanied by a design appraisal showing how the proposal responds to the site, the locality and the policy context.

Objective D021

To require that a design appraisal explain:

- / The design principles and design concept
- / How these are reflected in the development's layout, density, scale, visual appearance and landscape
- / How the design relates to the site and wider area and to the purpose of the proposed development
- / How the development will meet the Development Plan Objectives, and the objectives of any Framework Plan or Local Area Plan affecting the site.

Objective D022

To require that a design appraisal be illustrated as appropriate by:

- / Plans and elevations
- / Photographs of the site and its surroundings
- / Other illustrations such as photomontages, perspectives, sketches.

3.6 CONTEMPORARY ARCHITECTURE

Fingal County Council affirms its commitment to the promotion of the best of contemporary architecture in the work it commissions on its own behalf, evident in its own offices, libraries and arts centre buildings in Swords, Blanchardstown and Baldoyle.

This generation will mark its contribution to the evolution of architectural design and, in the area of this Planning Authority, support will be actively given for architectural design of the highest quality.

Terms found frequently throughout this Plan include 'respect for the existing context', and 'sensitive to its local context'. The use of these terms does not imply the use of building treatments that are reproductions of existing or historical styles. On the contrary, the palette of design solutions available from contemporary architectural design approaches allows the requisite respect to be paid to context by virtue of being inspired by the same design principles, albeit in contemporary idiom, or by being entirely different and evidently so. Good design of any age conforms to the same Vitruvian principles of 'firmness, commodity and delight', as set out above. Up until relatively recently, urban and other built environments were characterised by having buildings from succeeding generations and ages side by side. Ideas that ascribe quality to a seamless sameness have doubtful value in vibrant evolving places where such simplistic design criteria can be suspect in that they carry a belief that more of the same is better than engaging with evolving design criteria. The introduction of quality contemporary design solutions in existing contexts marks a return to a confidence about the contribution that this generation can make, in design terms, that is respectful of what gives a context its value while bringing a value of its own to that setting.

Qualities of design that demonstrate a recognition of each building's contribution to, and potential for, enrichment of the public realm, as set out above, are the design ideas that will be welcomed as part of the aspirations of this Plan.

/ Part IV

Urban Development /

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4.1 TOWN AND OTHER CENTRES

URBAN CENTRES

Urban centres continue to play a very important role in our society. They must cater for a wide range of people and their needs: workers (for jobs, training and information), residents (for a choice of houses), business visitors (for access, information, communications and accommodation), shoppers (for access, comfort and choice), tourists (for attractions, information, access, hospitality and accommodation), and the leisure user (for facilities, comfort, service, information and access).

Urban centres are places of exchange for goods, services and ideas, providing the focus for a wide range of personal, community, and commercial activities that contribute to a sense of place and a whole town's sense of identity. Urban centres clearly have an important economic, social and cultural role to perform. Investors, property owners, retailers and shoppers see them as places of investment, profit or consumption. They are also the hub of the public realm of meeting places and social spaces. They provide cultural identity as well as a physical focus and it is important that they continue to provide quality choice in an attractive and safe setting.

SUCCESSFUL URBAN CENTRES

International research indicates that centres which are most successful and popular are generally those which:

- / include a range of facilities focused in a relatively small area (a critical mass of attractions) and make best use of the already considerable investment in the built environment; these attractions include a mix of shops as well as a wide range of financial, professional and government services together with cultural, entertainment and leisure facilities. The existence of a thriving local residential population can be a positive force for change and the maintenance of quality
- / are highly accessible by a range of types of transport, have sufficient good quality short stay car parking close to shops, have good transport linkages within the centre, and have efficient arrangements for delivery of goods
- / have an attractive amenity in terms of the built environment and townscape, streets and public spaces are considered clean and safe, and have a sense of local identity and character; all of which greatly enhances the attraction of the centre in which the shopping or leisure experience takes place
- / and have the vision and mechanisms in place to build on these assets, overcome problems, adapt to market and consumer needs, secure appropriate and necessary improvements.

URBAN POLICY

Policy UP1

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

- / Swords as the County Town of Fingal
- / Blanchardstown as a vibrant major town centre
- / Balbriggan as the northern development centre for the County
- / The network of towns and range of local and neighbourhood centres.

Policy UP2

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

Policy UP3

To identify and secure the redevelopment and regeneration of areas in need of renewal.

Policy UP4

To encourage higher residential densities in urban centres in the County.

Policy UP5

To promote the area-based integrated approach (e.g. IAP and RAPID) as the model for the provision of economic, social, physical and cultural infrastructure and as a means of tackling social and economic exclusion.

Policy UP6

To ensure that businesses and services with a high potential for public transport utilisation by employees and visitors are sited at locations that can be made easily accessible by public transport.

Policy UP7

To continue to give priority to the creation and maintenance of a high standard of local physical environment and enhance the character of the area, this shall include the promotion of safe, direct walking and cycling routes, providing easy access to local amenities.

Policy UP8

To encourage urban centres to contain a range of community, recreational and retail facilities at an appropriate scale to cater for both existing and future residential developments.

Policy UP9

To promote an increase in urban centre populations.

MASTERPLANS FOR LARGE TOWN CENTRES

Objective U01

To produce masterplans for the major town centres of Swords, Blanchardstown and Balbriggan.

Masterplans for Swords, Blanchardstown and Balbriggan Town Centres will be prepared using a multi-disciplinary approach which will guide the three most important centres in Fingal. Masterplans will be drafted within the framework of an integrated land use and transportation plan. The Masterplans will include a vision, development proposals and an implementation strategy. Whilst the Masterplan will provide a vision for the town centre, design is only one component of what must be a multi-disciplinary approach that combines innovation and realism. It will include the following principles:

- / Creation of an urban design framework for the town centre which will seek to enhance the town's character
- / Establishment of the nature and mix of the uses, the existing density of retail/other uses and intensification of uses and proposals to ensure effective town centres
- / Integration of land use and transportation with particular emphasis on effective traffic management, public transportation and reduction of surface level car parking; there should be a reduction in the dominance of roads and car parks
- / A better mix of town centre uses and the permeability of space to create a living heart to the town centre, including:
 - / introduction of residential uses, sport and recreation
 - / creation of focal points in the public realm including squares and recreation areas
 - / encouragement of retail development which expands on what is already in place, for example, specialist traders and country markets
 - / exploitation of natural amenity and heritage assets.
- / Where appropriate the designation of Architectural Conservation Areas and architectural enhancement areas
- / Application of the Council's findings and objectives from the County Retail Strategy in order to progress the centre to achieve the characteristics of a Major Town Centre and to secure appropriate retail floorspace
- / Partnership arrangements and consultation dialogue with local community, other private sector partners and public agencies, and the voluntary sector stakeholders to align plans and proposals for the centres and facilitate agreement on key infrastructural requirements and provision
- / Establishment of a monitoring and implementation programme by the undertaking of biannual health checks.

It should include consideration of:

- / Existing density of retail/other uses and intensification of uses
- / The nature of the uses
- / Lessons learned from comparable international masterplans as appropriate.

URBAN CENTRE STRATEGIES

Objective U02

Produce urban centre strategies for Malahide, Castleknock, Clonsilla, Portmarnock, Sutton, Baldoyle, Donabate, Howth, Lusk, Rush and Skerries.

Urban Centre Strategies will create a realistic vision for the designated centres, drawing on the support of all interested parties and include a realistic programme of action to enhance the vitality and viability of these centre(s). In conjunction with guidance from the Retail Planning Guidelines an Urban Centre Strategy should include the following:

- / Establish a vision for the centre by assessing its performance and, as part of the overall strategy for urban centres, indicate its potential for change, improvement or stability, aiming to safeguard and support existing service, recreation and retail facilities where they are serving the local community well
- / Set out agreed objectives and programmes for action for the social, economic and physical development of the centre - including timescales, agencies involved etc.
- / Identify both general locations and sites where development opportunities and other investment will be encouraged; and in the case of underused property or vacant sites indicate how they will be linked to the urban centre; identify sites, including those suitable and available within a reasonable timescale, for new retail employment and leisure developments within urban centres, and, if appropriate, at the edge of the centre
- / Indicate where development briefs for specific sites will be prepared, include criteria based policies to provide design briefs within the framework of preferred sites in the development plan, and indicate how such developments will be assessed
- / Provide a specific framework for site assembly
- / Provide for improved access for public transport, cyclists and pedestrians
- / Indicate the role of car parking and links to main urban centre uses
- / Where appropriate prepare conservation plans and provide for designation of Architectural Conservation Areas
- / Provide a framework for design and use of the public realm
- / Control and influence the development of evening activities
- / Provide a framework for urban design; the urban centre strategies should set out a policy framework within which key design factors, such as scale, massing, height, form, materials, conservation issues and linkages can be judged
- / Encourage retail development which expands on what is already in place, for example, specialist traders and country markets
- / Establish a monitoring and implementation programme for the strategy by the undertaking of bi-annual health checks.

MIXED USES

The term 'mixed use' is used to describe development that includes an appropriate mix of different facilities. This might include shops, bars, restaurants, cafes, residential units, hotels, cinemas, clubs and leisure facilities as well as offices and certain types of low-impact industrial activity. Mixed-use development can help create vitality and diversity and reduce the need to travel and can be more sustainable than development consisting of a single use. The retention, and possible extension, of a range or diversity of land uses will be essential to maintaining the attractiveness of Fingal Urban Centres.

Mixed-use development, especially when residential use is included, can produce a general feeling of safety. The key to reducing anti-social behaviour that is often associated with urban streets and places, is to achieve greater pedestrian activity, especially by increasing the use of the centres in the evening and by discouraging the creation of dead and hostile street frontages.

The characteristics of industry and commerce are continuously evolving and many employment uses are becoming increasingly compatible with residential environments. As this occurs, there may be growing opportunities for many types of business operations to be carried on in tandem with residential uses without causing unacceptable disturbance through increased traffic, noise, pollution or other adverse effects. The emphasis on mixed-use development should not however compromise the status of residential areas close to centres or result in the inappropriate loss of employment land.

In order to ensure the continued vibrancy and life of the larger urban centres, the provision of leisure, entertainment and cultural uses will be encouraged. In large-scale development proposals, the provision, retention or replacement of such uses may be required. In addition, existing residential uses should be retained wherever practical and new residential development will be encouraged.

Fingal County Council acknowledges the role of restaurants, cafes, take-away food outlets, bars, nightclubs and other entertainment uses play in the character and economy of the County's urban centres. Changes of uses in urban centres can create new concentrations of single uses, such as public houses and take-away food outlets, where the cumulative effects can cause local problems. Large entertainment uses, which attract large numbers of people, can cause environmental nuisance and amenity problems including late night noise, litter and general disturbance to residents. Such proposals should be assessed not only on their positive contribution to diversification, but also on the cumulative effects on such matters as loss of retail outlets, traffic, parking and local residential amenity.

Non-retail uses are permissible in the principal shopping areas provided that they do not result in a predominance of non-retail frontages on the street at ground-floor level. Non-residential units shall be designed and finished so as to protect the amenities of the residential units.

In assessing applications for new or extensions of existing uses, the Council will consider the cumulative impact of proposals. In order to enable a satisfactory and reasonable assessment of proposals, they will have to be accompanied by information which helps to establish whether they are likely to harm residential amenity and/or the established character or function of an area.

Policy UP10

To locate major service sector employment and mixed uses in town and urban centres.

Policy UP11

To consolidate the urban form of settlements by locating intensive employment and residential developments in proximity to each other in order to reduce the need to travel and the dependence on private transport.

Policy UP12

To maintain the future viability of all urban centres in the County.

Policy UP13

To promote a wider mix of uses in urban centres, including more residential and day to night uses in order to increase pedestrian activity especially at night and to generate a general feeling of safety.

Policy UP14

To ensure that proposed commercial developments in Town and Urban Centres will incorporate retail, residential, employment, entertainment/cultural and civic uses where appropriate.

Policy UP15

To protect the dominant role of retail functions on key urban streets and ensure a balanced mix of uses.

Policy UP16

To provide a strong residential element within urban centres to enhance their vitality as lively and vibrant centres with safe and attractive streets and spaces.

Policy UP17

To protect the amenities of urban centre-based residents.

Objective U03

To establish different types of compatible land uses e.g. residential, employment, local retail and daily services needs close together in appropriate locations, to shorten trips and facilitate alternative modes of transportation, such as walking, cycling and public transport.

Objective U04

To ensure that proposed commercial developments in town centres incorporate an appropriate mix of development, which will be included as an issue within the masterplans and urban centre strategies proposed under U01 and U02.

Objective U05

To prepare a study which will recommend criteria to assess the delivery of an effective balance in the mix of uses in Fingal's urban streets.

Objective U06

To assess planning applications for change of uses in all urban centres inter alia on their positive contribution to diversification of the area together with their cumulative effects on loss of retail outlets, traffic, heritage, parking and local residential amenity.

Objective U07

To require that major leisure uses, such as small multi-screen cinemas (i.e. up to six screens) and bowling, be planned in conjunction with parking and complementary uses, and to encourage the location of such uses on sites, which are or will, as part of the development, be made highly accessible by public transport.

Objective U08

To ensure that no extension to an existing public house/nightclub premises will be permitted to increase the total development floor area in excess of 150 sq.m., unless it can be clearly demonstrated that any further increase will not result in any loss of amenity to other properties or public spaces in the area.

Objective U09

To require all applications for new or extensions of uses as hot food takeaways, public houses and other licensed premises, nightclubs and amusement arcades within the town centres of Swords, Blanchardstown, Balbriggan, Malahide, Howth, Skerries and Rush to demonstrate proposals that reduce opportunities for anti-social behaviour and protect residential amenities.

Objective U0 10

To consider requiring the provision, retention or replacement of cultural and leisure facilities and residential accommodation in large-scale development proposals in MC and SC zones.

GENERAL OFFICE USES

Office uses serving visiting members of the public (including banks and other traditional main street offices) are particularly suitable in the town centres as they are major trip generators. In general, town centres are highly accessible and are well served by public transport. Furthermore, such centres have developed a range of facilities which cater for the needs of workers. Office developments in town centre locations can also make a major contribution to the diversity and economic activity of such centres. The Council will continue to encourage the development of such uses within town centres provided that they do not result in a predominance of non-retail frontage on the street at ground floor level.

Policy UP18

To permit offices in town and suburban centres where their scale is appropriate to the particular centre. As a general guide, offices should not exceed 50% of the total retail, commercial and community floor space in a town or suburban centre.

NEIGHBOURHOOD CENTRES

The function of neighbourhood centres is to provide a range of convenient and easily accessible retail outlets and services within convenient walking distance for the local population. Their proximity to the surrounding residential area means that certain developments within shopping centres may have an adverse impact on the residential amenity of adjoining occupiers, which must be taken into consideration when evaluating development proposals.

Policy UP19

To control the provision of non-retail uses at ground floor level within the shopping parades of neighbourhood centres that would preclude the provision of a more appropriate range of services in the centre, and to restrict the establishment of uses that would seriously affect the residential amenities of the surrounding area.

Objective U011

To assess planning applications in areas zoned NC in respect of the cumulative impact of non-retail uses at ground floor level in order to protect the retail viability of shopping areas, and to maintain the visual character of the centres, which can be adversely affected by the impact of 'dead frontages'.

CONSOLIDATION

Government and regional policy require an urban consolidation strategy, which actively promotes the consolidation of existing development areas, maintaining the vibrancy, vitality and viability of our towns and villages and securing the appropriate development/redevelopment of appropriate sites. In Fingal, there is significant potential for providing additional residential development in established development areas including the core areas of urban centres and existing residential areas. The estimated number of additional residential units, which could be accommodated on the identified sites, is approximately 3,500.

However to promote the optimal development and future use of potential development sites in developed areas and particularly in town and village centres, any redevelopment of brownfield sites or development comprising infill or backland development should take place in an integrated and planned manner and not in a piecemeal or haphazard way.

In this regard the planning authority will prepare an Urban Infill Strategic Plan on a phased basis which will identify appropriate sites using best practice criteria and which will establish broad development parameters and mechanisms. To implement the Urban Infill Strategic Plan, Development and Design Briefs will be prepared which will lay down the detailed parameters for the development of each site. The development of such sites may require co-operation between landowners and other stakeholders.

Policy UP20

To promote in an integrated and planned manner the optimal development and future use of potential development sites in developed areas and particularly in urban centres, especially redevelopment of brownfield sites or development comprising infill or backland development.

Policy UP21

To implement the provisions of the *Derelict Sites Acts* to prevent or remove injury to amenity arising from dereliction.

Objective U012

To undertake an Urban Infill Strategic Plan in Fingal's urban areas on a phased basis to identify and secure the development of Urban Infill Sites, including brownfield sites, backlands, obsolete areas, and derelict lands. Criteria for site selection will be established using best practices in planning. Each proposal will be adjudicated on its own merits and compliance with development plan policies and objectives. The Urban Infill Strategic Plan will indicate the broad development parameters and mechanisms for each site.

Objective U013

To prepare Development and Design Briefs for Urban Infill Sites identified under objective U012, liaising closely with landowners, developers and other relevant stakeholders.

URBAN FORM

The potential for a wider range of urban forms and housing types will be pursued in the Sustainable Design section. Proposals for new forms of development will be encouraged, but must be fully presented so that they can be examined in detail on all performance criteria set out in the Development Plan and relevant Design Guides. In high-density areas, the provision of apartments over shopping and local facilities will be favourably considered. Apartment buildings should be used more often to create continuous urban form rather than as scattered individual blocks.

The Council has already implemented a number of environmental improvement schemes in existing centres. In conjunction with other agencies, including local residents and traders, and subject to the availability of finance, the Council will continue with the implementation of the *Urban and Village Renewal Programme 2000 – 2006* and any subsequent programmes.

In order to protect the urban landscape and favour pedestrians, shops and other commercial facilities shall normally be built on a street front, and not set back with a large carpark between them and the street. Car parking where it is provided shall normally be at the back or side of the development as long as supervision is available.

Policy UP22

To continue to give priority to the creation, enhancement and maintenance of a high standard of local physical environment.

Objective U014

To implement the Urban and Village Renewal Programme 2000–2006 and any subsequent programmes.

Objective U015

To ensure that environmental improvements to urban centres are implemented to a high standard and finish.

SPECIAL NEEDS GROUPS

People with disabilities, the elderly, and shoppers with prams or pushchairs need level access to shops, parking provision and covered areas close to shops and transport routes. Increased accessibility demands the provision of seating and other facilities, good pavement design and surfacing materials, the provision of dropped kerbs and other pedestrian priority measures. The difficulty of access within urban centres can be lessened by better signposting and information provision.

Policy UP23

To ensure that urban areas are accessible to all.

Policy UP24

To promote measures to improve pedestrian safety and convenience within the main shopping areas, with particular emphasis on the needs of disabled and mobility-impaired people.

Objective U016

To ensure compliance with Part M of the Building Regulations in relation to the free movement of disabled persons on public spaces, footpaths etc.

Objective U017

To implement the building regulations and where possible consult with groups with special needs with regard to public developments.

Objective U018

To provide clear advance signage about car parks and the location of specific facilities and attractions, and signage and information within town centres for orientation purposes.

PROVISION FOR SERVICING

Commercial enterprises are dependent on regular deliveries of goods and it is essential that adequate physical provision is made for access by service vehicles, particularly when changes are being made to town centres.

Policy UP25

To provide for servicing of commercial units in the form of controlled access; timed access may be necessary as similar delivery hours in many centres could compromise the ability of retailers and hauliers to effectively service shops in urban centres.

Objective U019

To require that planning applications for retail and commercial developments in MC and SC zones include details of proposed servicing arrangements.

ADVERTISING STRUCTURES

The Council will take enforcement measures to secure the removal of unauthorised advertisements from private property and will remove unauthorised advertisements from public areas. Where appropriate the Council will use the powers available under section 209 of the *Planning and Development Act 2000* (or as may be amended) to repair, tidy or remove advertisement structures or advertisements, or use the provisions of the Litter Act.

Policy UP26

To restrict non-essential advertising structures, or any advertising structures which would impact injuriously on amenity, the built environment or road safety, and to secure the removal of unauthorised signs.

Objective U020

To take enforcement measures to secure the removal of unauthorised advertisements from private property and to remove unauthorised advertisements from public areas.

Objective U021

To evaluate planning applications for signs in relation to the surroundings and features of the buildings on which they are to be displayed, the number and size of signs in the area (both existing and proposed) and the potential for the creation of undesirable visual clutter.

SOUTH FINGAL METROPOLITAN FRINGE

The geographical area of the South Fingal Metropolitan Fringe encompasses the lands within 1km of the M50/N32 corridor and the Dublin City Council boundary. This area is included in the three electoral areas of Swords, Castleknock/Mulhuddart, and Howth/Malahide.

The role of this area is diverse and ranges from national and regional levels as a transportation and infrastructural corridor to employment, recreational and residential uses and the Gateway to Fingal at local level. For the majority of citizens and visitors this area provides the first impression of the County and the quality of the environment needs to reflect this. As a transition area between the City and the County, there is a need for the co-ordination of land uses and environmental improvements.

Fingal County Council will seek to generate a positive identity and improve the environmental quality of the South Fingal Metropolitan Fringe through the following strategies:

Policy UP27

To promote the image and identity of the County by the improvement of environmental quality along the M50/N32 corridor.

Policy UP28

To promote high quality development and urban design on lands adjoining the M50 motorway and N32.

In order to promote these policies the following Specific Objectives will be pursued:

Objective U022

To co-ordinate land use and development along the County Boundary in partnership with the relevant Statutory Agencies, Regional Authority and Dublin City Council.

Objective U023

To prepare a design and environmental improvement strategy for the N32/M50 corridor to create a positive gateway experience for the County of Fingal.

Table No. 4.1 Zoning Objective “MC” – Major Town Centre

Objective: *To protect, provide for and/or improve major town centre facilities.*

Vision: This zoning objective seeks to consolidate the existing Major Towns in the County, (Blanchardstown, Swords and Balbriggan). The aim is to further develop these centres by densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment which will enhance the quality of life of resident, visitor and workers alike. The zone will strengthen retail provision in accordance with the County Retail Strategy, emphasise urban conservation, ensure priority for public transport, pedestrians and cyclists while minimising the impact of private car based traffic and enhance and develop the existing urban fabric. In order to deliver this vision and to provide a framework for sustainable development, masterplans will be prepared for each centre in accordance with the Urban Section policy objectives. (Balbriggan is recognised as being located within the Hinterland of the Greater Dublin Regional Planning Guidelines and future development will reflect this role.)

Use Classes Related To Zoning Objective

Permitted In Principle	Advertisements/Advertising Structures, A.T.M., Bed & Breakfast, Betting Office, Carpark/Multi storey/Commercial/Surface, Cash & Carry/Wholesale Outlet ^A , Casual Trading, Places of Worship, Community Facility, Conference Centre, Childcare facilities, Cultural use, Night Club ^B , Doctor/Dentist etc., Education, Enterprise Centre, Farmers Market, Take-away/Fast Food Outlet ^B , Funeral Home, Health Centre, Hospital, Home Based Economic Activity ^C , Hotel/Conference Centre, Motor Sales Outlet, Office-Based Industry, Office less than 100 sq.m, Offices 100 sq.m-1,000 sq.m, Offices over 1,000 sq.m, Open Space, Park’n’Ride Facility, Petrol Station, Public House ^B , Utility Installations, Public Transportation Station, Recreational Buildings (Commercial), Recreational Facility/Sports Club, Recycling Facility, Residential, Residential Institution, Restaurant/Cafe, Residential Care Home, Science and Technology Based Enterprise, Service Garage, Shop-Discount Food Store, Shop-Neighbourhood, Shop-Major Sales Outlet, Taxi Office, Traveller Accommodation, Veterinary Surgery, Urban Forestry.
Not Permitted	Abattoir, Aerodrome/Airfield, Agricultural Buildings, Caravan Park-Holiday, Caravan Park-Residential, Burial Grounds, Boarding Kennels, Concrete/Asphalt etc. Plant, Heavy Vehicle Park, Special Industry, Extractive Industry, General Industry, Refuse Landfill, Refuse Transfer Centre, Rural Industry, Scrap Yard.

Key to superscript symbols:

- A. Subject to the Retail Planning Guidelines and County Retail Strategy.
- B. Subject to U.O.8, U.O.9.U.O.10
- C. Where the use is ancillary to the use of the dwelling as a main residence.

Table No. 4.2 Zoning Objective “SC” Suburban Centre

Objective: *To protect and enhance the special physical and social character of major suburban centres and provide and/or improve urban facilities.*

Vision : This zoning objective seeks to maintain and build on the accessibility, vitality and viability of the existing Urban Centres in the County. The aim is to further develop and consolidate these centres with an appropriate mix of commercial, recreational, cultural, leisure, residential uses, and to enhance and develop the urban fabric of these centres in accordance with the principles of urban design, conservation and sustainable development. Retail provision shall be in accordance with the County Retail Strategy, emphasise urban conservation, ensure priority for public transport, pedestrian and cyclists while minimising the impact of private car based traffic and enhance and develop the existing urban fabric. In order to deliver this vision and to provide a framework for sustainable development, Urban Centre Strategies will be prepared for centres in accordance with the Urban Section policy objectives.

Use Classes Related To Zoning Objective

Permitted In Principle	Advertisements/Advertising Structures, ATM, Bed & Breakfast, Betting Office, Carpark/Multi-storey/Commercial/Surface, Casual Trading, Community Facility, Places of Worship, Childcare Facility, Cultural Use, Night Club ^B , Medical and Related Consultants, Education, Enterprise Centre, Farmers Market, Take-away/Fast Food Outlet ^B , Funeral Home, Garden Centre, Health Centre, Hotel/Conference Centre/Motel, Holiday Home/Apartments, Home Based Economic Activity ^C , Motor Sales Outlet, Office-Based Industry, Offices less than 1,000 sq.m, Open Space, Park'n'Ride Facility, Petrol Station, Public House ^B , Utility Installations, Public Transportation Station, Recreational Buildings (Commercial), Recreational Facility/Sports Club, Recycling Facilities, Residential, Residential Institution, Restaurant/Café, Residential Care Home, Service Garage, Science and Technology Based Enterprise, Taxi Office, Shop-Discount Food Store, Shop-Neighbourhood, Traveller Accommodation, Veterinary Surgery, Urban Forestry.
Not Permitted	Abattoir, Aerodrome/Airfield, Agricultural Buildings, Caravan Park-Holiday, Caravan Park-Residential, Burial Grounds, Boarding Kennels, Concrete/Asphalt etc. Plant in or adjacent to a Quarry, Heavy Vehicle Park, Special Industry, Extractive Industry, General Industry, Refuse Landfill, Refuse Transfer Station, Retail Warehouses, Rural Industry, Scrap Yard, Warehousing.

Key to superscript symbols:

B. Subject to U.O.8, U.O.9. U.O.10.

C. Where the use is ancillary to the use of the dwelling as a main residence.

Table No. 4.3 Zoning Objective “NC” Neighbourhood Centre

Objective: *To protect, provide for and/or improve neighbourhood centre facilities.*

Vision: This zoning objective seeks to provide a mix of local community and commercial facilities for the existing and developing communities of the County. The aim is to ensure local centres contain a range of community, recreational and retail facilities, including medical/dental surgeries and crèches, at a scale to cater for both existing and future residential development at locations which minimise the need for use of the private car and encourage pedestrians, cyclists and the use of public transport. The development will strengthen retail provision and shall be in accordance with the County Retail Strategy.

Use Classes Related To Zoning Objective

Permitted In Principle	Advertisements/Advertising Structures, ATM, Bed & Breakfast, Betting Office, Carpark-Commercial Surface, Community Facility, Cultural Uses, Childcare Facility, Places of Worship, Medical and Related Consultants i.e. Doctors/Dentists etc, Education, Enterprise Training Centre, Take-away/Fast Food Outlet ^B , Funeral Home, Garden Centre, Home Based Economic Activity ^C , Residential Care Home, Health Centre, Offices less than 100 sq.m., Open Space, Public House ^B , Utility Installations, Public Transportation Station, Recreational Facility/Sports Club, Recycling Facility, Residential, Restaurant/Café, Neighbourhood Shop, Taxi Office, Veterinary Surgery.
Not Permitted	Abattoir, Aerodrome/Airfield, Agricultural Buildings, Boarding Kennels, Caravan Park-Holiday, Caravan Park-Residential, Burial Grounds, Concrete/Asphalt (etc.) Plant, Heavy Vehicle Park, Hospital, Special Industry, Extractive Industry, General Industry, Offices greater than 1,000 sq.m., Refuse Landfill Retail Warehouse, Rural Industry, Scrap Yard, Shops-Major Sales Outlet, Transport Depot, Warehousing.

Key to superscript symbols:

B. Subject to U.O.8, U.O.9, U.O.10.

C. Where the use is ancillary to the use of the dwelling as a main residence.

4.2 DUBLIN AIRPORT AND THE SOUTH FINGAL FRINGE

The Council's vision for the South Fingal Fringe, including Dublin Airport, sees it as:

- / A gateway to Dublin, Fingal and Ireland, South Fingal is a focus of national transport infrastructure - with the Airport as its key, and the M50 and M1 as two of the nation's most important road links
- / A hub of the regional economy with the dynamic presence of the Airport, but also astride the Dublin-Belfast Economic Corridor, and close to vital development land around Blanchardstown and Swords
- / A 'Green Lung' for the whole of the north side – the Airport apart, South Fingal has a strong regional spatial and greenspace role for the populations of the urban areas which bound it to the north and south.

Policy DAP1

To safeguard the current and future operational, safety, technical and developmental requirements of Dublin Airport, having regard to the environmental impact on local communities.

Policy DAP2

To realise the optimal use of lands around the airport.

Policy DAP3

To promote the continued co-ordinated, sustainable and well-planned physical and economic development of Dublin Airport, having regard to its sustainability within Fingal and to Government policies in relation to decentralisation and the *National Spatial Strategy*.

Policy DAP4

To encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport.

Policy DAP5

To protect and enhance the transportation capacity required to provide for the surface access needs of the Airport, which is an important national asset, but also a major source of employment growth potential in its own right.

The components of the area may be seen as:

- / Dublin Airport
- / Lands outside the Designated Airport Area
- / The 'M50 Belt'
- / The transportation network – proposals in this regard are set out in Section VI.

DUBLIN AIRPORT

Dublin Airport is of international and national importance and represents the most significant single economic entity in Fingal and the region. The Airport has a unique contribution to make to the economy both nationally and regionally and to the County particularly due to its large employment base, major passenger throughput and ready access to airfreight facilities.

Fingal County Council as the DAA authority for the area has a unique role in facilitating the development potential of the Airport and environs and acting as the guardian of this national resource. This Plan provides for a Designated Airport Area in order to ensure the efficient and effective operation of the airport. A specific zoning is provided for this area. The future expansion of Dublin Airport and associated development will take place within this area and only confirmed airport-related uses (i.e. those uses that need to be on or near the airport) should normally be permitted therein. The uses indicated in the zoning objective as being 'Permitted in Principle' are those uses that must be on the airside and/or landside airport area, and represent the core activities associated with operation of the airport.

Fingal County Council, in consultation with the Dublin Airport Authority (DAA) and other stakeholders, will prepare an Airport Action Plan for the DAA. This will be used as the principal development control tool for the area, and will specify the long term disposition and mix of uses, and work towards a high and consistent standard of design

for this important national gateway location. It will address the routing, alignment and integration of public transport facilities within the airport complex. It will include proposals for bus priority lanes and a dedicated public transport terminus. The type, quantum and location of retail provision within the airport will be identified in the Airport Action Plan, and be directly linked to passenger throughput and restricted to the needs of airport staff and users.

Ancillary uses are those that need to be adjacent to the operational area by virtue of a functional association, but need not be located within it, and so do not have priority within the DAA. Applications for such uses will be considered primarily in terms of their contribution to the realisation of the zoning objective for the DAA and the vision underlying that objective, and in the light of the Airport Action Plan when adopted.

Policy DAP6

To provide for the efficient and effective operation of the airport within the Designated Airport Area in accordance with the Airport Action Plan when adopted.

Policy DAP7

To ensure that all development within the DAA will be of a high standard of design, to reflect the prestigious nature of an international gateway airport, and its location adjacent to Dublin City.

Objective DA01

To prepare an agreed Airport Action Plan (masterplan) for the land within the Designated Airport Area, in consultation with the airport authority and all other relevant stakeholders, to serve as the formal basis for Fingal County Council's planning control of change within that zone.

Objective DA02

To facilitate the development of a second major east-west runway at Dublin Airport.

Objective DA03

To restrict the Crosswind Runway to essential occasional use on completion of the second east-west runway.

Objective DA04

To facilitate the on-going augmentation and improvement of terminal facilities at Dublin Airport.

Objective DA05

To establish an Airport Consultative Committee, including representatives from local authorities, airport operators, community and other stakeholders, to provide a forum for discussion of environmental and other issues.

Objective DA06

To require that an urban design statement accompany each planning application for development within the DAA, to ensure architectural coherence and quality in the airport area; this shall demonstrate compliance with the Airport Action Plan when adopted.

Table No. 4.4 Zoning Objective “DA” Designated Airport Area

Objective: *To ensure the efficient and effective operation of the airport in accordance with “Airport Action Plan” (masterplan)*

Vision: Within this area, only airport-related uses (i.e. those uses that need to be on or near the airport) should normally be permitted. The Airport’s detailed development should be planned via an agreed “Airport Action Plan” (masterplan) for the land within the Designated Airport Area. All development within the DAA should be of a high standard of design, to reflect the prestigious nature of an international gateway airport, and its location adjacent to Dublin City. Minor extension or alteration to existing properties located within the DAA which are not essential to the operational efficiency and amenity of the airport should be permitted, where it can be demonstrated that these works will not result in material intensification of land use.

Use Classes Related To Zoning Objective

Permitted In Principle	Aircraft Areas: Runways, Taxiways, Aprons, Terminal Airside/Jetties, Fuel Storage, Maintenance Hangars/Engineering Shops, Air Traffic Control/Meteorology, Airline and Handling Agents, Aero Club/GA, Health/Security/etc. (Infirmary, Police, Fire Service, etc.), Airline / Airport Operator Office Facilities, Control Functions: Customs, Immigration, Concessions (Duty Free Shopping, Cafés and Restaurants, etc.) Car Hire Front Desks, Car Hire Holding Areas, Hotel Booking/Information/General Tourist Information/etc., Counters, Hotel (Either Inside the Terminal or Immediately Adjacent), Traffic ‘Waiting’ (as opposed to ‘Parking’) Areas: Drop-Off/Pick-Up, Taxis, Buses, Coaches, Short Term MSCP Parking, Limited Warehouse and Office Space for Freight Companies, Car Parking (Long Term; also for Employees), Freight Forwarders (Back-Up Warehouse Space), Petrol Filling Station, Retail Development Directly Associated with Air Traveller/Airport Workforce Needs, Coach Park, Park’n’Ride, Cargo Handling, Air Catering, Places of Worship, Conference Centre, Childcare Facilities, Cultural Use, Health Centre, Hotel/Conference Centre, Open Space, Public House, Utility Installations, Public Transportation Station, Restaurant/Café.
Not Permitted	Garden Centre, Home Based Economic Activity, Household Fuel Depot, Special Industry, Extractive Industry, Light Industry, General Industry, Motor Sales Outlet, Office-Based Industry, Non Aviation/Airport Related Office, Residential, Residential Institution, Retail Warehouse, Residential Care Home, Science And Technology Based Enterprise, Shop-Discount Food Store, Shops-Major Sales Outlet.

SAFETY

The purpose of Public Safety Zones is to protect the public on the ground from the small but real possibility that an aircraft might crash in a populated area. A Public Safety Zone is used to prevent inappropriate use of land where the risk to the public is greatest. The definition of the extent of Public Safety Zones and restrictions to be imposed on land use within these zones is awaiting a decision by Government on the Draft Study of Public Safety Zones prepared by ERM for the Department of Transport and the Department of the Environment, Heritage and Local Government. The draft zones are shown on the Development Plan maps. The Council will continue to follow the advice of the Irish Aviation Authority with regard to the effects of any development proposals on the safety of aircraft or the safe and efficient navigation thereof, in particular within the ‘Red Safety Zones’ shown on the Development Plan maps.

Policy DAP8

To promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the existing and anticipated environmental impacts of aircraft movements.

Policy DAP9

To implement the policies to be determined by Government in relation to Public Safety Zones for Dublin Airport.

Policy DAP10

To continue to take account of the advice of the Irish Aviation Authority with regard to the effects of any development proposals on the safety of aircraft or the safe and efficient navigation thereof.

NOISE

Noise can have a significant effect on the environment and on the quality of life enjoyed by individuals and communities. There is a need to minimise the adverse impact of noise without placing unreasonable restrictions on development, and to avoid future conflicts likely to lead to demands for restrictions on airport operations. Two noise zones are shown on the Development Plan maps, an Outer Zone within which, in keeping with previous policy and practice, the Council will continue to restrict inappropriate development, and an Inner Zone within which new provision for residential development and other noise sensitive uses will be resisted. The operation of these zones will be subject to ongoing review in the light of the forthcoming EU Directive on Environmental Noise, the ongoing programme of noise monitoring in the vicinity of the airport flight paths, and the availability of improved noise forecasts.

Policy DAP11

To strictly control inappropriate development and to require noise insulation where appropriate within the Outer Noise Zone, and to resist new provision for residential development and other noise sensitive uses within the Inner Noise Zone, as shown on the Development Plan maps.

Objective DA07

To prepare a baseline noise study with a long-term horizon taking account of the proposed Airport Action Plan.

Objective DA08

To review the operation of the Noise Zones on an ongoing basis in light of the forthcoming EU Directive on Environmental Noise, the ongoing programme of noise monitoring in the vicinity of the airport flight paths, and the availability of improved noise forecasts.

AIR AND WATER QUALITY MANAGEMENT

Long term monitoring of air quality at the airport and along major roads should continue through the Dublin Regional Air Quality Management Unit. As the airport expands, the objectives of the Dublin Regional Air Quality Management Plan (DRAQMP) and its monitoring network should be revised to ensure appropriate coverage.

Policy DAP12

To ensure that every aircraft related development proposed in the Airport takes account of the impact of noise on established residential communities.

Policy DAP13

To ensure that every development proposal in the environs of the airport take account of current and predicted changes in air quality and local environmental conditions. This should form part of the Environmental Impact Statement where an EIA is required, and of the Health Impact Assessment.

Policy DAP14

To ensure that every development proposal in the environs of the Airport takes into account the impact on water quality and flooding of local streams. This should form part of the Environmental Impact Statement where an EIA is required.

GREENBELT

A predominantly greenbelt role is envisaged for the majority of the area. This will ensure that it continues its role of separating urban areas, builds positively on its under-used potential for recreation, and avoids development that could create conflicts with airport activity in the future. Development relating specifically to agricultural and open recreation use will be permitted and encouraged, with recreation promoted in the most accessible areas. Improvement of existing and zoned non-agricultural and recreational uses will be permitted where it can be demonstrated that these works will not result in material intensification of land use.

Policy DAP15

To continue to foster agricultural uses and to promote recreational and leisure activities within this area for the benefit of the community at large.

ST. MARGARET'S AND OTHER RESIDENTIAL COMMUNITIES

Change is inevitable for the existing residential communities around the airport. Thus it is necessary to work together with residents to achieve significant incremental change, an approach which could ultimately completely alter the settlements character.

Policy DAP16

To restrict housing development in order to minimise the potential for future conflict between airport operations and environmental conditions for residents.

Policy DAP17

To permit improvement and extension to existing properties in the area where it can be demonstrated that such works do not represent significant intensification of development, and that appropriate consideration of potential noise impacts are incorporated within the proposals.

Objective DA09

To develop a consultative board based on international best practices involving the existing communities, Fingal County Council, Aer Rianta and other appropriate stakeholders, to consult about the detailed resolution of the future of the communities in the area and to seek consensus about the nature of change.

Objective DA010

To prepare a strategy for 'St. Margaret's Special Policy Area' involving consultation between the existing community, Fingal County Council and the Dublin Airport Authority.

THE 'M50 BELT'

Apart from limited consolidation of existing zonings to cater for warehousing and logistics uses only, the land between the DAA and the M50 cannot be released for further development until the capacity of the whole transport system in this locality has been substantially augmented. As part of such augmentation the Council strongly supports the provision of a Metro link from the City Centre to the Airport and on to Swords. Existing road capacity is already a major concern along this section of the strategic network, and additional loading should be avoided unless there is a compelling need. In the longer term, when the transport system has been substantially augmented, commercial development around a public transport node together with consolidation of existing zonings can be envisaged. The case should be reviewed once the Metro/rail alignments are definitively selected and funded.

Policy DAP18

To maintain and protect accessibility to the airport as a priority.

Policy DAP19

To promote intensification of existing industrial premises along Swords Road within their existing curtilages, where such development contributes to the consolidation and environmental improvement of the area. Planning applications for extensions to industrial premises should be accompanied by design statements, which demonstrate compliance of the proposal to high quality landscaping and architectural treatment appropriate to their gateway location.

Objective DA011

To prepare a local area plan for the development of a high-density node of activity around a transport interchange subject to necessary future road improvements and public transportation provision (Metro/rail). The physical extent of development could be defined by the walking catchment of the interchange. Uses could include a mix of airport-related office development (adjacent to the interchange) and airport-related general industry (to capitalise on the transport system and local skills).

Objective DA012

To prepare an environmental improvement/enhancement study of the area.

4.3 ENTERPRISE AND EMPLOYMENT

INTRODUCTION

Fingal as a County possesses many economic advantages. These advantages include the presence of Dublin Airport, close proximity to Dublin City, its location on the Dublin-Belfast Economic Corridor, railway lines, access to Dublin Port and the road, power and telecommunications networks. It is these features coupled with the dramatic growth in the national economy over the last number of years that have attracted high levels of foreign direct investment in manufacturing and services, together with local investment in retail, warehousing, recreational and tourism infrastructure.

The main industries which have developed in the County are computer software and hardware, pharmaceuticals, food processing, electrical/electronics, crafts and services. International companies such as IBM and Hertz have chosen Fingal as a base for trading with Europe. While it is important that the needs of such multinationals are catered for, it is also vital that the continued development of a diverse range of dynamic indigenous business activities be encouraged, with an emphasis on stable activities that are not vulnerable to market changes or slumps within individual sectors.

The presence of Dublin Airport in Fingal is an enormous economic asset to the County. Its value is best measured by the fact that it incorporates the highest concentration of employment and business activity in the entire country. As the economic hub of the County, the Airport must, therefore, be sustained and capitalised upon in the best interest of Fingal.

In order to support the national, strategic and local objectives for sustainable development and to support the local and wider economy, the Plan seeks to ensure that business and industry continue to play an important role, together with a wide range of other commercial and service activities, in providing job opportunities and business activity locally. Policies therefore aim to conserve appropriately located business activity and provide opportunities for new and expanding employment activities in a flexible and responsive way that takes account of their changing nature and characteristics.

If businesses are to expand, new industries are to be created and firms are to be attracted to the area, it is essential that there is land available to accommodate them. It is very important that there should be a wide variety of sites available, capable of accommodating premises ranging from small starter units or office suites to major industrial facilities and international office headquarters.

Policy EP1

To facilitate and support the growth of the economy of Fingal, and the Greater Dublin Area in general, in a sustainable manner whilst maintaining and improving environmental quality.

Policy EP2

To work in partnership with other government agencies and the private sector to promote the sustainable economic development of the County and to provide employment opportunities for the County's inhabitants.

Policy EP3

To consolidate and provide for economic growth by ensuring that adequate and suitably located serviced employment zoned land is available at appropriate locations for industrial and commercial activities throughout the County.

Objective E01

To promote the regeneration of land and premises in a manner which enhances the diversification of the local economy and to encourage business and industry to locate or remain in the County.

Objective E02

To guide employment developments that are major generators of travel and transport demand to town centres and otherwise to locations of high public transport accessibility.

Objective E03

To seek to ensure the availability of a range of business accommodation, including that suitable for small business.

INTEGRATED LAND USE AND TRANSPORTATION PLANNING

Among the key aims of the Local Authority is to encourage continued economic development in a way which is compatible with its stated environmental objectives. The Council faces the task of reconciling the need for continued economic growth and the need to provide for firms to locate in areas of their choice, with wider objectives of reducing the number and frequency of vehicle trips and encouraging development in accessible areas served by public transport.

Accessibility can be defined as the extent to which land use and transport systems enable groups of individuals or goods to reach activities or destinations by means of a combination of transport modes. Accessibility is one of the implicit goals for the development of sustainable economic industrial areas. It is considered that improved accessibility may be achieved by locating employment sites close to residential areas, providing that the type of development would not have detrimental effects on those living nearby, and by encouraging major travel-generating developments to locate at highly accessible sites.

The Council considers that it is important to make maximum use of the most accessible sites throughout the County, such as those in town centres and others which are, or will be, very close to major public transport nodes. In general, the Council will encourage development generating a large number of workforce and visitor trips to locate at sites adjacent to existing or proposed public transport networks while companies which are less employee intensive and which handle large volumes of freight transport are better located adjacent to the national road network.

Within this context, one of the key aspects of the Development Strategy is the identification of a number of strategic development locations which will be attractive to inward investment and will act as particular stimuli to economic growth. These locations must also fit with the aims of sustainable development in terms of their accessibility to modes of transport other than the private car.

Policy EP4

To ensure that jobs and homes are accessible to each other thereby enhancing local employment opportunities, reducing the need to travel and encouraging development in areas served by energy efficient patterns of transport.

Policy EP5

To focus activities attracting large numbers of trips in areas very close to major public transport facilities and in locations easily reached from local housing, by public transport, cycle or walkway.

Objective E04

To facilitate home working and innovative forms of working which reduce the need to travel.

Objective E05

To encourage developments that are likely to generate significant levels of freight traffic to locate at sites close to the existing County or National road network.

Objective E06

To discourage new development where it would be likely to generate congestion.

Objective E07

To assess major new development proposals alongside the transport improvements needed to serve them; and by which transport proposals can be linked to the development opportunities they create.

LOCATION OF EMPLOYMENT LAND FOR INDUSTRIAL, WAREHOUSING AND BUSINESS DEVELOPMENT

The Plan identifies a number of Strategic Employment Locations to accommodate employment generating uses based on their scale and strategic location and overall accessibility. The proposed employment land zonings are generally concentrated in and adjacent to the main development areas and are well located to take advantage of the strategic transport network with excellent road links to the M1 and M50 motorways and rail links on the main Dublin to Belfast Line. It is also envisaged that accessibility will be further improved by the high speed Metro link between Swords and Dublin City Centre. These links will assist in attracting business to the allocated employment sites and also improve access for Fingal residents to job opportunities both within and outside of the County. Additional lands have been zoned for employment use at key sites along the motorway network and it is envisaged that such sites will facilitate the development of warehouse and distribution type use.

Strategic Employment Locations within the County can be broken down into three different zones:

- / Science and Technology (ST and ST1) for businesses requiring a high quality environment
- / General Industry (GI and GI1) for businesses with less demanding requirements
- / Warehousing and Distribution (WD) for companies which deal with large volumes of freight transport.

The zoning objectives for each of these areas are set out in the Tables below. These objectives are intended as guidelines in assessing the acceptability or otherwise of employment generating development proposals. However, they relate only to landuse. Factors such as density, height, massing, traffic generation, public health, landscape character and features, design criteria, visual amenity and potential nuisance by way of noise, odour and pollution are also of significance. These are also important in establishing whether or not a development proposal conforms to the proper planning and sustainable development of an area.

Policy EP6

To ensure that an adequate choice of sites is maintained within the County in order to provide for the needs of local firms and inward investment, having regard to the need to maintain an adequate stock of land for both immediate and long-term needs.

Objective E08

To prepare Local Area Plans or Master Plans where appropriate for lands designated GI1 and ST1 in co-operation with relevant stakeholders to actively secure the implementation of these plans and the achievement of the specific objectives indicated.

GENERAL INDUSTRY

Industry can be defined as the sector of an economy made up of manufacturing enterprises and comprises many different categories of businesses. This sector generally, encompasses the collection and processing of raw materials and the delivery of finished goods to their market place. Different types of industry have different requirements for environmental standards and access to transport networks. High standards of layout, landscaping and design will be required to help to assimilate these activities into their surroundings. For some industries, a paramount issue is access to a pool of talented labour and proximity to other similar firms. Many industries will have significant employee numbers and hence should be accessible by both public transport and the road network while others with a low employment base will be more dependant on the road network alone. The location of any industry should reflect the wider objectives of reducing the number and frequency of vehicle trips and the increased use of public transport.

GI and GI1 zoned lands are generally suitable for firms which require good quality industrial profile lands. These areas may also be appropriate for uses of an industrial nature which by virtue of the activity being carried out require a unique environment, including for example, car breaking, metal re-cycling, aggregate processing, bus garages, iron and steel pre-fabrication, waste material treatment and recovery. However, this cannot be taken as a general policy position, not least because, by their nature, such uses must be treated on their merits. These zones will not normally be suitable locations for large-scale office development and should be protected from such uses.

Policy EP7

To ensure that sufficient and suitable land is zoned for large-scale and general industry (including development to meet the likely needs of the chemical, pharmaceutical and electronics sectors) at appropriate locations throughout the County.

Table No. 4.5 Zoning Objective “GI” General Industry

Objective: *To facilitate opportunities for general industrial employment and related uses in industrial areas.*

Vision: General Industrial Areas are intended to create, preserve, and enhance areas containing a full range of industrial uses within a well designed and attractive setting that would supply employment opportunities for the County. Non-industrial uses are limited to prevent land-use conflicts and to preserve land for industry. In as far as is possible the mobility needs of businesses will be matched with the accessibility of different locations therefore increasing efficiency and reducing the need for public transport.

Use Classes Related To Zoning Objective

Permitted In Principle	Abattoir, Advertisements/Advertising Structures, ATM, Tele-communications Structures, Car Park/Commercial surface, Park and Ride, Cash & Carry/Wholesale Outlet, Childcare Facilities, Enterprise/ Training Centre, Traveller Accommodation, Heavy Vehicle Park ^E , Household Fuel Depot, General Industry, Light Industry, Office less than 100 sq.m, Open Space, Petrol Station, Refuse Transfer Station, Alternative Energy Installation, Recycling Centre, Science and Technology Based Enterprise, Scrap Yard, Service Garage, Café/ Restaurant ^D , Shop ^D , Special Industry, Transport Depot, Tele-communications Structure, Utility Installations, Warehousing ^F , Logistics ^F .
Not Permitted	Aerodrome/Airfield, Betting Office, Caravan Park-Holiday, Caravan Park-Residential, Burial Grounds, Hospital, Residential, Residential Institution, Residential Care Home, Holiday Home, Rural Industry-Cottage, Agri-Tourism, Shops-Major Sales Outlet, Golf Course, Hotel, Conference Centre.

Key to superscript symbols:

- D. To service the local working population only.
- E. Not permitted on lands adjacent to the Metro.

Table No. 4.6 Zoning Objective “G11” General Industry with LAP

Objective: *To facilitate opportunities for general industrial employment and related uses in industrial areas in accordance with an approved Local Area Plan.*

Vision: G11 zones are intended to create areas containing a full range of industrial uses within a well designed and attractive setting that would supply needed employment opportunities for the County in accordance with the principles of sustainable development, specific objectives indicated and subject to the provision of the necessary physical infrastructure. Non-industrial uses will be limited to prevent land use conflicts and to preserve land for industry. In as far as is possible the mobility needs of businesses will be matched with the accessibility of different locations therefore increasing efficiency and reducing the need for public transport.

Use Classes Related To Zoning Objective

Permitted In Principle	Abattoir, Advertisements/Advertising Structures, ATM, Telecommunications Structures, Car park/Commercial surface, Car Park/Commercial Multi-Storey, Park ‘n’ Ride, Restaurant/Cafe ^p , Cash & Carry/Wholesale Outlet, Childcare Facilities, Enterprise/Training Centre, Traveller Accommodation, Heavy Vehicle Park, Household Fuel Depot, General Industry, Light Industry, Motor Sales Outlet, Office less than 100 sq.m, Open Space, Petrol Station, Public Services, Refuse Transfer Station, Alternative Energy Installation, Scrap Yard, Recycling Facility, Science and Technology Based Enterprise, Service Garage, Special Industry, Shop ^p , Transport Depot, Telecommunications Structures, Utility Installations, Warehousing, Logistics.
Not Permitted	Aerodrome/Airfield, Betting Office, Caravan Park-Holiday, Caravan Park-Residential, Burial Grounds, Hospital, Residential Care Home, Residential, Residential Institution, Holiday Home, Rural Industry, Agri-Tourism, Shops-Major Sales Outlet, Golf Course, Hotel, Conference Centre.

Key to superscript symbols:

D. To service the local working population only.

SCIENCE AND TECHNOLOGY

'Technology' and 'knowledge' industries include those which rely on new research, scientific, professional or technical understanding and do not include everyday financial and business services. Science and Technology Parks provide an environment where small, medium, large and international businesses can potentially develop specific and close interactions with a particular centre of knowledge creation for their mutual benefit. The Council will support the development of high-end science and technology parks at appropriate locations within the County in order to try to encourage and support the start up and incubation of innovation-led, high growth, knowledge-based businesses. Within Fingal itself the Institute of Technology Blanchardstown has some clear research strengths which could be more fully exploited. There is also scope for the development of linkages with third level institutions within the City.

It is envisaged that lands designated ST and ST1 within the plan area will accommodate such uses as science and technology based enterprise, large scale offices and office based industry. Development on all sites should offer high quality premises designed to meet the needs of technology related research and development. Buildings should range from incubator facilities to large scale units and should be affordable and sufficiently flexible to meet the changing needs of occupiers as they, and their processes, evolve and grow. Development as a whole should be of high quality and provide a standard of design and layout commensurate with a high quality business environment. Major travel generating developments should normally be located in areas where there is convenient access to a good public transport network (i.e. QBC, heavy rail or proposed Metro stop).

Policy EP8

To encourage the development of science, technology and knowledge based enterprise in the County in appropriate locations and to work with Government Departments, universities, research institutions and the private sector to achieve such development.

Objective E09

To generate stronger working relations between the Science Foundation of Ireland, Dublin City University, Institute of Technology Blanchardstown, industry, Fingal County Council, Fingal Development Board and other relevant bodies via the creation of a new industrial research centre in Fingal in an appropriate urban location.

OFFICE BASED INDUSTRY

Office Based Industry, where the activity is concerned primarily with producing an end-product (i.e. software development, research and development) or provides telephone or web based services (i.e. telemarketing), is an increasingly important economic sector. Large-scale uses of this nature now tend to occur in office or business parks. Office parks are dependent on intensive commuter and possibly business transport. Office parks are recognised for their high intensity of labour and visitors, and contribute to road-based commuter and business transport. Consequently, their accessibility by environmentally friendly means of transport is crucial for the environment and economy. Such activities will be encouraged in areas zoned ST and ST1 with suitable scale operations being permitted in town and suburban centres where appropriate. Developments with a high level of employment should normally be located in areas where there is convenient access to a good public transport network (i.e. QBC, heavy rail or proposed Metro stop).

Policy EP9

To ensure that purpose-built office floorspace is located in areas of good public transport accessibility and that developments elsewhere are of a scale and nature appropriate to the level of public transport accessibility.

Objective E010

To require all employment intensive developments to be supported by a viable mobility management plan that provides a reliable basis for the achievement of acceptable modal shares for both public and private transport within an appropriate timeframe.

Table No. 4.7 Zoning Objective “ST” Science and Technology

Objective: *To facilitate opportunities for science and technology based employment.*

Vision: The purpose of this land use designation is to provide areas for the location of high technology, environmentally sound manufacturing plants, research and development facilities, corporate/industrial offices, and support service facilities in a campus-like setting which ensures a high quality, aesthetic environment. In as far as is possible the mobility needs of businesses will be matched with the accessibility of different locations and developments characterised by high levels of employment will be encouraged in areas where there is convenient access to a good public transport network.

Use Classes Related To Zoning Objective

Permitted In Principle	Advertisements/Advertising Structures, ATM, Telecommunications Structures, Car Park/Multi-storey/Commercial surface, Park’n’Ride, Cash & Carry/Wholesale Outlet, Childcare Facility, Education, Enterprise/Training Centre, Light Industry, Logistics, Offices, Office-Based Industry, Open Space, Petrol Station, Utility Installations, Recycling Facility, Science and Technology Based Enterprise, Tele-Services, Shop ^D , Restaurant/Café ^D .
Not Permitted	Abattoir, Aerodrome/Airfield, Agri-Tourism, Betting Office, Boarding Kennels, Concrete/Asphalt etc. Plant, Funeral Home, Golf Course, Heavy Vehicle Park, Holiday Home, Household Fuel Depot, Extractive Industry, Major Waste to Energy Uses (major indicates an annual input of greater than 10,000 tonnes from external sources), Refuse Landfill, Refuse Transfer Station, Scrap Yard, Residential, Residential Institution, Residential Care Home, Shops-Major Sales Outlet, Special Industry.

Key to superscript symbols:

D. To service the local working population only.

Table No. 4.8 Zoning Objective “ST1” Science and Technology with LAP

Objective: *To facilitate opportunities for science and technology based employment and associated and complementary uses in a high quality environment in accordance with an approved local area plan.*

Vision: The purpose of this land use designation is to provide areas for the location of high technology, research and development facilities, corporate/industrial offices, and support service facilities in a campus-like setting which ensures a high quality, aesthetic environment in accordance with an approved Local Area Plan and subject to the provision of the necessary physical infrastructure. In as far as is possible the mobility needs of businesses will be matched with the accessibility of different locations and developments characterised by high levels of employment will be encouraged in areas where there is convenient access to a good public transport network. In certain locations there may be growing opportunities for many types of business operations to be carried on in tandem with residential and other complementary land uses in order to encourage balance and vitality.

Use Classes Related To Zoning Objective

Permitted In Principle	Advertisements/Advertising Structures, ATM, Car Park/ Multi-storey/ Commercial surface, Park'n'Ride, Cash & Carry/Wholesale Outlet, Childcare Facility, Education, Enterprise/Training Centre, Light Industry, Logistics ^E , Office less than 100 sq.m., Offices 100 sq.m-1,000 sq.m., Offices over 1,000 sq.m, Office-Based Industry, Open Space, Petrol Station, Utility Installations, Recycling Facility, Science and Technology Based Enterprise, Tele-Services, Restaurant /Café ^D , Shop ^D , Motor Sales Outlet, Transport Depot, Telecommunications Structures, Warehousing ^E .
Not Permitted	Abattoir, Aerodrome/Airfield, Agri-Tourism, Betting Office, Boarding Kennels, Concrete/Asphalt etc. Plant, Funeral Home, Golf Course, Heavy Vehicle Park, Holiday Home, Household Fuel Depot, Extractive Industry, Major Waste to Energy Uses (major indicates an annual input of greater than 10,000 tones from external sources), Refuse Landfill, Refuse Transfer Station, Scrap Yard, Special Industry, Residential Institution, Residential Care Home, Shops-Major Sales Outlet.

Key to superscript symbols:

- D. To service the local working population only.
- E. Not permitted on lands adjacent to the Metro.

WAREHOUSING AND DISTRIBUTION

Distribution activities serving a city region of over one million people perform a vital economic function as well as providing modern, economically sustainable employment opportunities. In the right location and especially when associated with appropriate transport management arrangements, it can also contribute to broader sustainability objectives. Such facilities usually have low employment densities and can generate significant numbers of lorry trips. Retail distributors, for example, depend on efficient distribution systems and require strategic locations capable of serving regional, national and European markets. Extensive, well planned, out-of-town distribution parks can offer economies of scale and consequent benefits to customers or businesses supplied.

Planning policy must therefore take a positive approach to provision for distribution in the context of the overall objectives of the Development Plan. Distribution, warehousing and manufacturing activities which generate large volumes of freight movement will only be located on sites with good access to motorways, trunk or other primary routes. Heavy traffic generators will be steered away from urban areas to locations at which their impacts can be minimised. These sites should be reserved for those warehousing uses which require them, and not released for other uses unless there is a clear surplus of suitable sites in the area, and no realistic prospect of development for that purpose in the foreseeable future. A number of areas have been designated as Warehouse/Distributions Parks within the Development Plan, one at Turvey (off the former N1), one in Blanchardstown adjacent to the proposed Cherryhound Interchange and one adjacent to Dublin Airport. It is considered that each is well connected to the strategic road network, allows the movement of goods and is in line with sustainable transport policy set out in this Plan.

Policy EP10

To provide for warehousing and distribution uses at appropriate locations adjacent to the national road network.

Objective E011

To encourage large-scale distribution activities to locate within areas zoned for these uses and to generally resist such developments elsewhere.

Objective E012

To accommodate smaller warehouse facilities and mixed industrial/warehouse units within lands zoned for General Industry (GI and G11). However, such uses should not compromise the local environment, access or road capacity or broader concerns to secure intensification at appropriate locations.

Table No. 4.9 Zoning Objective "WD" Warehousing and Distribution

Objective: *To provide for distribution, warehouse, storage and logistics facilities which require good access to the major road network within a good quality environment.*

Vision: The Warehouse and Distribution zones are intended to provide areas for logistical and warehousing activities, including storage, distribution and packaging, of goods and products as well as activities which require a large site and space. Limited suitable light industrial uses may be appropriate in these areas. It is considered that distribution and storage uses have specific transportation requirements as they can generate considerable traffic volumes and hence benefit from being located within a purpose built, well designed environment which is well connected to the strategic road network, allows the movement of goods and is in line with sustainable transport policy.

Use Classes Related to Zoning Objective

Permitted In Principle	Advertisements/Advertising Structures, Car Park/Commercial surface, Boarding Kennels, Park 'n' Ride, Cash & Carry/Wholesale Outlet, Cold Storage Facilities, Cargo Yards, Fuel Storage Facilities, Heavy Vehicle Park, Logistics, Offices less than 100 sq.m., Petrol Station, Utility Installations, Recycling Facility, Restaurant/Café ^p , Shop ^p , Warehousing, Service Trades and Construction Uses, Refuse Transfer Station, Service Garage, Telecommunications Structures, Transport Facilities.
Not Permitted	Abattoir, Aerodrome/Airfield, Agri-Tourism, Betting Office, Bed and Breakfast, Boarding Kennels, Night Club, Funeral Home, Golf Course, Caravan Park, Concrete/Asphalt etc Plant, Cultural Uses, Hospital, Hotel, Conference Centre, Holiday Home, Extractive Industry, Major Waste to Energy Uses (major indicates an annual input of greater than 10,000 tonnes from external sources), Refuse Landfill, Recreational Facilities/Sports Club, Residential, Residential Institution, Residential Care Home, Special Industry, Shops-Major Sales Outlet.

Key to superscript symbols:

D. To service the local working population only.

SUPPORT FACILITIES IN INDUSTRIAL AREAS

Without compromising policy of resisting inappropriately located retail and leisure development, provision should be made for small scale, 'walk to' facilities i.e. restaurant, sandwich shop and specialist services like crèches, which serve the needs of employees within industrial areas. Such provision is likely to be particularly important in larger industrial areas.

Policy EP11

To encourage the provision of small scale, 'walk to' amenities and services including crèches, which serve the needs of employees within industrial areas.

EXPANSION AND INTENSIFICATION OF EXISTING INDUSTRIAL AREAS AND USES

Employment forecasts suggest that much employment growth will take place in existing and indigenous local firms. The long term viability and prosperity of local companies is essential to the well-being of the local economy. For this reason, support will generally be given to the expansion of existing employers where such expansion is acceptable in terms of its effect on the surrounding area and environment. Alternatively, the Council will facilitate, insofar as is possible, the movement of existing firms to industrially zoned sites of a quality which matches their aspirations.

Many of Fingal's existing industrial and commercial sites offer potential for redevelopment and may be able to accommodate more intensive levels of development than occurs at present. For example, the reuse and subdivision of existing premises can help provide for a wide range of business opportunities, while meeting the objectives of sustainable development. Such intensification would allow for the full and efficient utilisation of scarce land and urban services such as water services, sewers and existing public transport linkages. However, when the density of development is increased it is critical that a high standard of urban design is maintained to promote a quality environment.

MICRO, SMALL AND MEDIUM SIZED ENTERPRISES

Micro, Small and Medium Sized Enterprises (SMEs) are a crucial component of the Fingal economy. Small enterprises can be considered a main driver for innovation, employment, and social and local integration. Aiding the growth of the SME sector in Fingal can be seen as an important development instrument providing valuable employment, social benefits, and sub-contracting functions for larger companies along with many other positive impacts. As a consequence, the Council seeks to identify specific policy initiatives aimed at encouraging existing and potential enterprises and entrepreneurs in Fingal.

Policy EP12

To facilitate the intensification of existing industrial areas near public transport stops to allow for higher density industrial development resulting in reduced sprawl and efficient use of resources.

Policy EP13

To permit firms to extend or expand, unless unacceptable environmental conditions would result.

Policy EP14

To promote the existence of an enterprise culture in Fingal, encourage start-up business and reduce barriers to success where possible.

Policy EP15

To strive to improve services to small business where appropriate.

Objective E013

To work closely with the development and representative agencies in order to secure the best level of support for SMEs.

Objective E014

To develop a Business Characteristic Database Model which will accurately assess and target small enterprise development issues.

WORKSPACE FOR MICRO, SMALL AND MEDIUM SIZED ENTERPRISES

Sufficiently serviced workspace for small enterprises can be a significant determinant in their success. Incubator projects and enterprise centres do however have a wider service role than simple unit provision in the development of business and this is recognised in Council policy. The Council will liaise with the public sector employment agencies, voluntary community development groups and with business organisations to secure the provision of suitable premises.

Policy EP16

To promote the provision of small and mixed sized workspace units suitable for small businesses and start-up companies.

Policy EP17

To assist, in association with other agencies, in the provision of incubator and micro enterprise units in rural villages, neighbourhood centres and disadvantaged neighbourhoods, as well as in areas which do not have any such facilities.

Objective E015

To encourage the development of an enterprise centre in Swords which has mixed sized units and offers potential for expansion.

Objective E016

To secure the provision of small units as part of large schemes on lands zoned G11 and ST1 within the overall development scheme.

CLUSTERS

'Clusters' can be defined as concentrations of companies in related activities, specialised suppliers, service providers and institutions, which are co-operating, collaborating and competing to build competitive advantage often across sector boundaries. Clusters may be concentrated in a particular location or linked locations. The encouragement of clustering can be seen as a way to increase competitive advantage, productivity and innovation by utilising inherent potential, through improving existing and developing latent linkages in spatial concentrations of business.

While clustering does occur in Fingal, it has been limited by a lack of linkage fostering. However there are sufficient examples of spatial concentrations of business, with the potential to become clusters, to warrant a cluster policy. Further, in line with National and Regional policy, the presence of educational facilities in the County must be identified as an area of potential to exploit.

Policy EP18

To promote innovative economic sectors and encourage business 'clusters' that exploit links with one another and/or with third level institutions.

Policy EP19

To support high quality proposals for the intensification or expansion of established key employers and/or institutions in the technology, pharmaceutical and knowledge sectors unless there are exceptional and overriding environmental impacts which cannot be adequately mitigated.

Objective E017

To undertake a study to investigate the existence and potential for clustering and linkages between firms in Fingal.

Objective E018

To work with development agencies, third level institutions and businesses to identify, encourage and facilitate opportunities for cluster development.

Objective E019

To encourage the development of centres of research excellence in third level educational institutions which would be matched with identified clusters.

Objective E020

To encourage the establishment of strategic linkages between educational institutions and industries to meet with future requirements of manpower, by introducing appropriate courses.

HOME WORKING

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. There are many examples of this phenomenon in both the rural and urban areas of Fingal. In addition in recent years, many large businesses have been encouraging office and mobile staff to use their homes as a base, as a means of reducing overheads. Additionally, 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 which is encouraging and allowing practices such as teleworking, hot desking and satellite offices to develop in many professions. While flexible office space has many merits experience has shown that it may need to be anchored by a major user. Satellite offices can provide access to employment for those without access to a car, to families with small children, the disabled and the elderly. It is anticipated that homeworking and practices such as hot desking will increase significantly in the future mainly due to advances in IT that equip people to work from home.

Policy EP20

To allow for the development of home-based economic activities and small-scale commercial activities carried out by the residents of the dwelling which are subordinate to the main use of the property as residential accommodation and in compliance with the relevant legal requirements.

Policy EP21

To support and facilitate the provision of innovative and flexible work practices such as satellite offices and hot desking facilities.

Objective E021

To 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.

Objective E022

To encourage the development of satellite type office facilities and serviced office premises rented on an "as needed" basis as part of large schemes on lands in urban and industrial areas where appropriate.

URBAN DESIGN AND EMPLOYMENT AREAS

Many businesses attach considerable importance to their surrounding and operating environment, particularly those associated with high technology and knowledge based activity. Of particular significance is a high standard of layout, landscaping and design of estates and buildings. It is equally important that such development integrates well with existing buildings and delivers high quality spaces which are attractive to customers, employees and other users of the built environment.

The Council supports improvements to existing industrial, warehouse and business premises, particularly where this will improve the appearance of premises or enhance the continued operations of businesses. Improvements to the environment of industrial estates and business areas are also supported.

Design factors that could usefully be taken into account in the design of industrial areas include:

- / sustainable design and construction
- / landscaping - traditionally not a significant concern in industrial development but modest investment can

- / have a major impact on enhancing the environment
- / elevation treatment – imaginative use of new industrial cladding materials can have significant and cost effective environmental benefits
- / site layout – buildings should be integrated into their context
- / designing out crime – draw on security design advisers to address lighting, circulation and security issues
- / intensification – maximise site attractiveness and uplifts in land values generated by proximity to transport infrastructure through higher density, higher quality redevelopment
- / settings – maximise site attractiveness and uplifts in land values generated by nearby, higher value or more attractive uses/surroundings through redevelopment
- / surroundings – design should complement and enhance the surrounding uses.

However, developers should consult the design chapter with respect to the quality of design expected.

Policy EP22

To encourage planning and design to achieve better integration of industrial areas into the urban fabric of the County, resolving tensions between uses and enhancing the security and permeability of industrial areas for walkers and cyclists as well as business.

Policy EP23

To secure an attractive healthy environment within industrial and commercial areas and to encourage the upgrading of these areas.

Objective E023

To prepare Design Briefs for all existing and new employment zoned areas throughout the County in consultation with landowners over the plan period.

DUBLIN AIRPORT

Dublin International Airport is the ‘gateway’ into Dublin and Ireland and provides a dynamic presence within Fingal. The Airport plays a major role in the economy of the County, as well as in that of the island of Ireland as a whole. It is the largest generator of economic activity in Fingal. The Council will promote the continued co-ordinated and well planned future development of the airport. It is important to accept the reality that passenger and goods transport use of the airport will increase substantially if current trends continue. However, the continued development of the airport must not stand in isolation from residents of Fingal. High public safety, the management of noise generated by the airport, design quality standards and the provision of a highly accessible integrated public transport network must be emphasised.

Policies and objectives for the Airport and its environs are set out under 4.2 above and 6.1 below.

MAJOR ACCIDENTS DIRECTIVE

The EU Directive on the Control of Major Accident Hazards seeks to reduce the risk and to limit the consequences of accidents at manufacturing and storage facilities involving dangerous substances that present a major accident hazard. The Directive requires planning authorities to have regard to the potential effects of relevant development on the risks or consequences of a major accident for public health and safety, and the need to maintain an appropriate safe distance of such establishments from residential areas, areas of public use, and areas of particular natural sensitivity.

The *Planning and Development Act 2000* Part II Section 10 (2) (k), requires that specific provisions in relation to SEVESO are included in the Development Plan. There are currently six SEVESO establishments in North Blanchardstown and two in Swords. These are indicated on the Development Plan maps.

Policy EP24

To have regard to the provisions of the ‘*Major Accidents Directive*’ (SEVESO II) (European Council Directive 96/82/EC)

Objective E024

To permit SEVESO development only in low risk locations away from vulnerable residential, retail and commercial development. (For instance only allowing new SEVESO development in a zoning for industry where it is demonstrated that it will not prejudice the development of adjacent lands for such uses).

Objective E025

To prohibit new extensions to long-established SEVESO sites at undesirable locations, where they pose an unacceptable accident risk to the public. In order to encourage these facilities to relocate to sites where there is less of a risk posed.

Objective E026

To attach to any grant of permission for new warehouses or similar industrial buildings, a condition to exclude use/storage of SEVESO substances (or require a separate Planning Permission for it).

Objective E027

To encourage clustering of SEVESO sites in order to minimise impact but only where it is demonstrated that there is no increased risk of an accident occurring or of the consequences being more damaging.

Objective E028

To have regard to the advice of the Health and Safety Authority:
 / when proposals for new SEVESO sites are considered, and
 / for all Planning Applications within the consultation distances stated in Table 4.10
 (Developers of SEVESO sites are encouraged to consult with the H.S.A at the scoping stage to identify SEVESO II sites and assess their impacts).

Objective E029

To require developers to submit a detailed consequence and risk assessment with all Environmental Impact Statements and/or legislative licence applications.

Table 4.10: SEVESO Establishments in Fingal

No.	Name	Location	Consultation Distance
1	Helsinn Chemicals	Damastown, Mulhuddart, D15	1000 meters
2	Tyco Healthcare Ireland Ltd	Damastown, Mulhuddart, D15	1000 meters
3	Yamanouchi Ireland Co. Ltd	Damastown, Mulhuddart, D15	1000 meters
4	Contract & General Warehousing Ltd	Westpoint Business Park, Navan Rd., Mulhuddart	700 meters
5	Swords Laboratories	Cruiserath, Cruiserath Rd., Mulhuddart, D15	1000 meters
6	Chemsourc (Irl) Ltd. T/A Chemsourc	Unit 2, Stadium Business Park, Ballycoolin Road, D.11	700 meters
7	Arch Chemicals B.V	Watery Lane, Swords	1000 meters
8	Swords Laboratories	Watery Lane, Swords	1000 meters

DUBLIN-BELFAST ECONOMIC CORRIDOR

The Dublin-Belfast Economic Corridor has the potential to provide one of the most significant economic development entities in the country. There has been significant, positive development along the corridor, assisted by improvements in transport and communications and growing confidence in long term investments North and South. The National Spatial Strategy recognises that the Dublin-Belfast corridor is central to economic growth and that its North/South dynamic needs to be sustained. Fingal is in an advantageous position to avail of the

developments in trade and widening of markets arising from these developments. Maximisation of the potential of the Dublin-Belfast Economic Corridor will require co-ordination with neighbouring counties. Enterprise and employment development along the corridor should consolidate and act as a catalyst promoting economic development. It is important that the free flow of human capital, knowledge information, electronic information, enterprise interaction and product transportation not be restricted as a result of excessive residential developments that would necessitate the use of private transport along the corridor.

Policy EP25

To promote the continued economic development of the Dublin-Belfast Economic Corridor and to co-operate with neighbouring Counties and Regional Authorities in seeking the development of the Corridor.

Objective E030

To promote the continued economic development of the Dublin-Belfast Economic Corridor by facilitating the promotion of adequate infrastructure.

Objective E031

To co-operate with neighbouring counties and regional authorities in seeking the development of the Dublin-Belfast Economic Corridor.

Objective E032

To focus future development along the Corridor in such a way as to enhance Fingal's existing industrial clusters, particularly in computer hardware and software, IT, pharmaceuticals and electronics.

Objective E033

To facilitate the development of small indigenously owned companies throughout the County which will benefit from the enhanced inward investment and tourism activities associated with the Corridor.

Objective E034

To facilitate equitable economic development within the County and, in particular, to ensure that less developed areas within Fingal benefit from future developments associated with the Corridor.

Objective E035

To market and promote Fingal, particularly in Northern Ireland, as an attractive tourist destination.

Objective E036

To continue to develop links and networks between Fingal towns and towns in Northern Ireland.

Objective E037

To undertake co-operative action, research and develop enterprise clusters between third level educational institutions in and bordering Fingal and other third level institutions located on the Dublin-Belfast corridor.

4.4 RESIDENTIAL DEVELOPMENT

Where people live has a major effect on their life. Where you live should contribute to, rather than detract from, the quality of how you live by being well planned, well designed and well managed.

"We want our towns, cities and suburbs to be places for people... they should encourage healthy and sustainable lifestyles... places in which we want to live, work, bring up our children and spend our leisure time"

[Our Towns and Cities: The Future Delivering an Urban Renaissance]

The demands being placed on Fingal County by the Regional Planning Guidelines to accommodate 25% of the projected increase of households in the Metropolitan Area by 2010 must be balanced with the rights of each citizen of Fingal to a sustainable lifestyle. The creation of successful residential environments is about providing opportunities for homes which respond to peoples needs and provide a framework within which communities can be established and grow.

RESIDENTIAL ZONING

Two categories of residential use lands Zone 'RS' and Zone 'RS1' are identified in this Plan. Tables No. 4.11 and 4.12 set out the Residential Use Zoning Objectives for each Zone. The zoning objectives are intended as guidelines in assessing the acceptability or otherwise of residential development proposals. However use classes relate only to land-use. Factors such as density, height, massing, traffic generation, public health, landscape character and features, design criteria, visual amenity and potential nuisance are also of significance.

Achieving attractive, sustainable and inclusive places, which can be enjoyed by all who use them means designing for a particular place and the needs of future residents. Accommodation of future growing populations will be achieved primarily on the incremental consolidation of existing centres and residential areas. The Plan provides for an amount of residentially zoned and serviced land. This is distributed throughout the County to ensure all areas benefit from additional growth.

Policy RP1

To provide sufficient zoned land to accommodate the growing population, and to provide for changing household sizes and housing needs.

Policy RP2

To provide for the more integrated and sustainable use of all residential zoned lands, and in particular to encourage the use of public transport by promoting higher densities in proximity to railway stations and principal bus routes. Higher densities will be accepted only where the Council are satisfied that the quality of the proposed development is of a very good standard.

Policy RP3

To provide development guidelines to set detailed standards for layout, open spaces, landscaping, roads and parking, and urban design for residential areas. The Design Guide for Residential Areas will be used as a reference in assessing the quality of all residential schemes.

Policy RP4

To ensure that in the design of layouts in residential areas the needs of pedestrians and cyclists are provided for. Residential areas should be designed so as to provide for a hierarchy of spaces and places which provide a range of social functions and facilities and respect the amenities of residents.

Policy RP5

To encourage re-use of existing buildings where appropriate.

Table No. 4.11 Zoning Objective “RS” Residential

Objective: *To provide for residential development and to protect and improve residential amenity.*

Vision: To ensure that any new development in existing areas (e.g. extensions, additional houses in side gardens, childcare facility etc.) would have a minimal impact on existing residential amenity.

Use Classes Related To Zoning Objective

Permitted In Principle	Residential, Community Facility, Childcare Facility ^c , Doctors/Dentists etc ^c , Education, Holiday Home, Home Based Economic Activity ^c , Traveller Community Accommodation, Sheltered Housing, Open Space, Places of Worship, Utility Installations, Residential Care Home.
Not Permitted	Abattoir, Advertising Structures, Airfield, Agricultural Buildings, Agri-Business, Agri-Tourism, Alternative Energy Installation, Betting Office, Boarding Kennels, Car-Park/Commercial Surface, Car-Park Commercial Multi-Storey, Caravan Park-Holiday, Cash & Carry Wholesale/Outlet, Take-away/Fast Food Outlet, Casual Trading, Concrete/Asphalt etc. Plant, Night Club, Funeral Home, Garden Centre, Golf Course, Heavy Vehicle Park, Hotel/Conference Centre, Household Fuel Depot, Extractive Industry, General Industry, Special Industry, Logistics, Warehousing, Science and Technology Based Enterprise, Transport Depot, Major Waste to Energy Uses, Motor Sales Outlet, Scrap Yard, Service Yard, Retail Warehouse, Shop Major Sales Outlet, Restaurant/Café, Recreational Buildings (commercial), Offices 100 sq.m.-1,000 sq.m., Offices Over 1,000 sq.m., Petrol Station, Public House, Refuse Landfill, Refuse Transfer Station.

Key to superscript symbols:

C. Where the use is ancillary to the use of the dwelling as a main residence.

Table No. 4.12 Zoning Objective “RS1” Residential with LAP

Objective: *To provide for new residential communities in accordance with approved local area plans and subject to the provision of the necessary social and physical infrastructure.*

Vision: To ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities; to provide an appropriate mix of house sizes, types and tenures in order to meet household needs; and to promote balanced communities.

Use Classes Related To Zoning Objective

Permitted In Principle	Residential, Holiday Home, Residential Care Home, Residential Institution, Bed & Breakfast, Guesthouse, Recreational Facility/ Sports Club, ATM ^F , Betting Office ^F , Community Centre, Childcare Facility ^{CF} , Places of Worship, Doctors/Dentist etc ^F , Recycling Facility, Community Facility, Education, Health Centre ^F , Hospital, Cultural Use, Places of Worship, Traveller Accommodation, Open Space, Utility Installations, Neighbourhood Shop ^F , Take-away/Fast Food Outlet ^F , Home-Based Economic Activities ^C , Veterinary Surgery, Enterprise Training Centre, Offices less than 100 sq.m., Restaurant/Café ^F , Recreational Buildings (commercial), Petrol Station, Public House ^F .
Not Permitted	Abattoir, Advertising Structures, Aerodrome/Airfield, Agricultural Buildings, Agri-Business, Agri-Tourism, Alternative Energy Installation, Boarding Kennels, Car Park/Commercial Surface, Car-Park Commercial Multi-Storey, Caravan Park-Holiday, Cash & Carry/Wholesale Outlet, Casual Trading, Concrete/Asphalt etc. Plant, Night Club, Funeral Home, Garden Centre, Golf Course, Heavy Vehicle Park, Household Fuel Depot, Extractive Industry, General Industry, Special Industry, Logistics, Warehousing, Science and Technology Based Enterprise, Transport Depot, Major Waste To Energy Uses, Motor Sales Outlet, Scrap Yard, Service Yard, Retail Warehouse, Shop-Major Sales Outlet, Offices 100 sq.m.-1,000 sq.m., Offices over 1,000 sq.m., Refuse Landfill, Refuse Transfer Station.

Key to superscript symbols:

C. Where the use is ancillary to the use of the dwelling as a main residence.

F. In a local service centre.

SUSTAINABLE PLACEMAKING

The current settlement pattern is marked by two overriding trends. On the one hand housing has spread throughout the Greater Dublin Area, driven in part by a lack of affordable housing in the Metropolitan Area. On the other hand, jobs and job creation are focused on the Metropolitan Area. The congestion and long-distance commuting that result are already having marked detrimental effects on our environment, on the quality of life for all and society as a whole.

Part of the approach to preserve quality of life is bringing people, employment and services closer together through designing to higher residential densities. In tandem with this is the need to promote a high quality built and natural environment, which is attractive to industry. Planners and designers involved in the creation of successful new residential developments must ensure the following ingredients are incorporated: mixed and inclusive communities, a mixture of uses, and a focus on locating housing relative to employment opportunities.

Mixed and inclusive communities, which offer a choice of housing and lifestyles, have been proven to provide a number of community benefits. Social Housing to a level to be set by the Housing Strategy shall be integrated with private housing.

It is important that zoning supports the economic drive needed for residential communities to succeed. Therefore a range of uses that would be complimentary to housing will be permitted and promoted as part of the residential use classes. Certain uses, home-working or home-based offices for example, are acceptable uses within the definition of the residential use classes and can be distributed directly within housing areas.

Other uses that add convenience for people within walking distance of their homes, such as convenience shops or a crèche, will be permitted in residential areas. There will be some restrictions on the configuration and location of these uses however, to ensure that no nuisance is created that would otherwise detract from the overall residential amenity.

Small businesses and enterprises may be located on distributor roads or streets serving residential area so that they can avail of passing trade to foster their economic success. Direct access from these major routes will be permitted provided such access is possible without compromising road safety.

Policy RP6

To promote residential environments, which meet the needs and expectations of many generations through the use of higher residential densities, focus on supporting viable public transport and focus on attracting and supporting employment and industry.

Objective R01

To develop brown-field sites before green-field land; to encourage compatible land uses to co-exist where appropriate; and to promote sustainable economic expansion.

Objective R02

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

Objective R03

To achieve a better and more appropriate mix of dwelling size, type, tenure and accessibility in all new residential developments.

DESIGN OF RESIDENTIAL AREAS

Places should be designed around people. Good design is central to creating more attractive living environments. Through good design sustainable development is delivered by more efficient use of land – a non-renewable resource, provision of a variety of housing choices and improved accessibility to local facilities and public transport.

The fundamentals of good design are discussed in the Design Section of the Plan. It is considered however that the approach needed to design and plan for people, places and the environment includes the following principles:

- / Efficient use of available land and buildings, thereby reducing demand for greenfield development
- / Homes which are attractive and environmentally friendly
- / Well laid-out urban areas with good quality buildings, well-designed streets, and good quality public open spaces
- / People enabled to get to work easily and to the services they need such as shops or health and leisure facilities and
- / Good public transport made viable and walking and cycling made attractive options.

DEVELOPMENT GUIDELINES FOR RESIDENTIAL AREAS

In order to realise the Council’s policies and to meet increasing living standards and expectations a much higher standard of design will be required. To this end the Council will provide Development Guidelines to set detailed standards for layout, open spaces, landscaping, roads and parking, and general aspects of urban design. These guidelines will be used as a reference in evaluating all planning applications for residential development.

Policy RP7

To forge a link between planning and design to produce better living environments for people.

Objective RO4

To encourage design of housing with context and identity, producing places that are connected to local services and are oriented towards pedestrians and cyclists.

SUSTAINABLE COMMUNITIES

The creation of successful residential environments is about much more than visually attractive design. A ‘joined-up’ approach is required which not only considers the integration of the scheme with its wider context of existing infrastructure and facilities but also concerns itself with the creation of a viable community for the future.

The strategy proposed is based on a hierarchical series of life related units beginning with the home and moving upwards through street, neighbourhood, groups of neighbourhoods or district, to town or urban village. Each of these steps in turn carries a range of requirements that may vary with location but are commonly rooted in the aims of promoting a sustainable lifestyle, a secure environment and opportunities for both personal and community development.

Home – Street – Neighbourhood – District – Town

Home	<p>Designed for life, security, health and happiness Clarity of public and private areas surrounding homes. Clarity of relationship with adjoining/neighbouring homes.</p> <p>Within walking distance (450m) of local facilities including: Convenience shop, transport pick-up, crèche and primary level schooling, small scale playground or Green.</p>
Street	<p>Safe for pedestrians and cyclists and universally supervised. Contained visually with its own character and landmarks.</p>
Neighbourhood	<p>Should be “walkable” – i.e. no person should have to walk more than 600m to get to: a shopping hub, community centre, sports hall, licensed premises, small park – all of which give focus to the identity of each neighbourhood.</p>
District	<p>A combination of neighbourhoods that together can support a centre for larger shops and some specialist shops, food catering, secondary school, church, commercial outlets and business offices, health centre, group medical and dental practices, a designated area of playing pitches and sports facilities.</p>

Town

Made of districts whose combination support a large park (over 15 Ha), a cultural/entertainment centre, a local respite care centre/hospital.

Policy RP8

To ensure that decisions regarding densities, car parking provision and provision of community facilities are informed by analysis of how a new development integrates with the existing context.

Objective R05

To carry out a Contextual Analysis of the site at the design stage of any proposed residential development. This analysis should assess the range of local facilities available within 800m radius of the site – what can be reached on foot and what can be reached by accessing local public transport. The analysis should also consider the frequency of public transport and the safety and quality of the pedestrian routes.

SUSTAINABLE DESIGN

Housing layouts and house designs will be required to take account of orientation to maximise the benefits of passive solar heating. House designs will be required to be adaptable and extendible without the need for structural alterations. A variety of house type designs will also be required to respond to the context outside of its curtilage, providing passive surveillance to adjacent public areas.

It is important that the design of roads and streets, and consequently residential layouts, moves away from concerns about vehicles and traffic capacity and towards a focus on its multi-functional role: as a life blood integrating new developments with the existing context but also as a public space for people. To make streets within residential areas more pedestrian and cyclist oriented, speed limits will be restricted to 30km/h (20mph). The following table shows the effect this has on the standards for corner radii, sight lines, speed control bends etc. and the consequent saving of land for housing is an added bonus.

Parking requirement will normally vary between one and two spaces per dwelling depending on dwelling size, access to public transport and local facilities. Low density housing remote from public transport will require up to three spaces per dwelling.

Curtilage parking for cars will not be mandatory. Combined surface car parking where proposed will be required to comply with the principles of passive surveillance. Underground and multi-storey car parking, subject to the provision of adequate security and proper ventilation, can be an efficient way of using development land particularly in town centres or close to railway stations. The Council will accept suitable schemes employing underground or multi-storey parking provided that they are in line with the above standards. Layouts must incorporate adequate provision for access by fire appliances and refuse vehicles. The creation of vehicular access to major new housing estates through existing residential streets, other than distributor roads, will not normally be permitted. Innovative or neo-traditional housing layouts for car free neighbourhoods will be considered on their merits in locations with good public transport access. More detailed requirements will be set out in the Residential Development Guidelines.

Table 4.13 Comparing Residential Speed Limits

		Design Speed	
		50km/h (30mph)	30km/h (20mph)
Maximum carriageway width (m)		6	5
Distance between junctions	Adjacent (m)	90	30
	Staggered (m)	40	15
	Adequate forward visibility (m)	50	33
Speed Control Bends	Maximum radius (m)	40	20
	Minimum separation (m)	25	15
	Minimum angle (degrees)	45	70
Spacing of Measures	Maximum (m)	100	60
	Minimum (m)	120	80

Policy RP9

To encourage that both new communities and additional residential units provided in existing communities are designed to the highest standard. Additional residential units provided in existing communities shall respect the height and massing of existing residential units.

Objective R06

To prescribe a hierarchy of carriageway widths relative to the location and category of each service carriageway and the orientation of vehicle parking.

Objective R07

To prescribe parking ratios per dwelling relative to the distance from public transport nodes, and to the provision within walking distances of facilities such as schools, crèche, convenience shops etc.

LOCAL AREA PLANS

Local Area Plans will play an important role in setting the framework for the achievement of integrated and balanced communities in existing towns with a population in excess of 2,000 and in new development areas such as areas designated 'RS1', 'GI1' and 'ST1'.

The *Planning and Development Act 2000* provides that a local area plan shall be consistent with the objectives of the Development Plan and shall consist of a written statement and a plan indicating objectives for the proper planning and sustainable development of the area to which it applies, including detail on community facilities and amenities and on standards for the design of development and structures.

Objective R08

To prepare Local Area Plans for lands designated RS1, RV1, GI1 and ST1, in co-operation with relevant stakeholders, and to actively secure the implementation of these plans and the achievement of the specific objectives indicated.

DESIGN OF PUBLIC AREAS

The use of landscape design and tree planting is encouraged over using minor boundary walls and railings to define routes, boundaries and edges in the public areas of residential development.

Provision of accessible and sensitively located facilities for the location of bins for disposable and recyclable waste is prescribed for both apartments and houses. Common locations may be designated for use on collection-day only.

Policy RP10

To favour the model of common responsibility for the use and maintenance of public areas in and around housing areas and apartments. Where the Council is petitioned to take-in-charge such areas the model of common responsibility will be retained thereby giving each household a role in its community, a direct influence on its environs and a familiarity with the consequences and costs of the maintenance of public areas.

TREATMENT OF RESIDENTIAL OPEN SPACE

Standards for the provision of open space are set out under 4.5 below. Public open space proposals must incorporate the design of pedestrian and cycle routes to link the land for residential amenity with the residential development. Where the Council sees fit, it may require the planting of saplings or tree seedlings or other plants as a condition of the permission.

Policy RP11

To ensure that narrow strips of land, road-junction sight-lines, leftover plots beside houses and areas of unsupervised land with limited road frontage will not be accepted as Open Space and cannot be included within the calculation of Open Space Requirement as defined in this Plan. Likewise, ESB sub-stations or gas installations cannot be located in Open Space areas.

Objective R09

To ensure that:

- / open space is located where it is accessible to the maximum number of dwellings in the area
- / open space is overlooked allowing for easy supervision and may not be to the rear or side of housing or other development
- / parking is not permitted along the roadside frontage of open space
- / landscape treatment reflects the use to which the area is put
- / existing trees and hedgerows are incorporated into the design of housing layouts to the greatest extent possible, taking into consideration the most sustainable use of land
- / existing rights-of-way are protected and not blocked by development and new rights of way are established within new developments
- / open spaces are designed in such a way as to minimise anti-social behaviour and criminal activity.

Objective R010

To require that a full landscape plan including planting schedules and specifications be submitted as part of a planning permission application.

Objective R011

To require that a tree and hedgerow survey be submitted as part of a planning permission application.

Objective R012

To require that tree bonds are taken out to ensure that trees are protected and maintained in good condition throughout the development. If trees are damaged during development then part or all of the bond may be sequestered by the Council.

SOCIAL AND AFFORDABLE HOUSING

The Council will require the provision of a percentage of residential land to be reserved for the provision of social/affordable housing, in accordance with the Housing Strategy.

Policy RP12

To promote and encourage the provision of social and affordable housing in accordance with the proposals outlined in the Council's Housing Strategy.

Objective R013

To acquire land or buildings for the purposes of providing housing and community facilities in areas where services exist or are planned.

Objective R014

To make sites available in serviced areas for the purposes of housing development by persons in need of housing.

Objective R015

To rehabilitate the Council's own housing stock where necessary, and encourage and facilitate similar rehabilitation of existing private housing.

Objective R016

To identify sites for small scale infill housing development on lands in Council ownership which are no longer considered appropriate for retention as open space and/or recreational areas.

Objective R017

To continue to work with voluntary/co-operative housing associations.

Objective R018

To tackle homelessness as a priority over the period of the Plan in accordance with the vision set out in the Council's Action Plan on Homelessness.

FAMILY ('GRANNY') FLATS

Applications for family flats, i.e. a separate living area and bedroom for a member of the immediate family, will be considered favourably where the proposed flat is attached to and shares an entrance with the existing dwelling, does not exceed 60 sq.m in size, and where satisfactory details of family need have been provided. Where such units are no longer needed, they must be incorporated into the living area of the house.

Objective R019

To allow for a small family flat, not exceeding 60 sq.m in floor area, attached to and sharing an entrance with an existing dwelling, where there is a clearly identified family need, while ensuring the protection of residential amenity.

ACCESS FOR PEOPLE WITH DISABILITY

Objective R020

To ensure that all public spaces, footpaths etc. provide for free movement of people with disability in accordance with Part M of the Building Regulations.

MANAGEMENT

Objective R021

To ensure that where it is intended that roads, services or public spaces be retained in private or communal ownership, properly constituted management companies are set up and the necessary management structures put in place. These arrangements must be approved by the Council before the first occupation of the project and must be satisfactorily in operation before the release of the required bonds.

SERVICING

Objective R022

To ensure housing layouts and design cater for the everyday practicalities of refuse storage and disposal, bicycle storage, building fabric maintenance and access to services.

Objective R023

To require the provision of common services, such as laundry rooms and storage cellars, in high density residential developments.

NAMING OF ESTATES

Objective R024

To require the use of meaningful local names in bilingual format or in Irish alone in naming housing estates.

4.5 OPEN SPACE AND RECREATION

Fingal continues to accommodate increasing urban populations due to its location. Comprehensive recreational and leisure policies are necessary for the provision of public open space and recreational facilities in new developments. The people of the County are experiencing condensed leisure time while wishing to improve their quality of life. These factors have led to an increase in the demand for accessible, useable dedicated open space and recreational facilities, including all-weather roofed facilities.

PRINCIPLES

To achieve the benefits of recreation and leisure opportunities and to avoid the creation of unusable facilities serving to downgrade the image of the County, certain basic principles of open space, sport and recreation provision are recognised.

Accessibility

Open space and recreational facilities must be readily accessible by sustainable means of transport namely walking, cycling and public transport, depending on the catchment of the facility in question.

Quality and Value

Quality refers to the fulfilment of the needs and expectations of the user of the recreational facility. Value is dictated by the extent to which this fulfilment is achieved coupled with the wider benefits the facility generates for people, wildlife, biodiversity and the wider environment. All recreational and leisure facilities must deliver quality and value to the greatest possible extent.

Quantity

The amount of land required to provide recreation and leisure facilities. Both active and passive pursuits are to be provided for in accordance with open space policy.

Hierarchy and Design

To achieve accessibility, quality and value effectively, open space and recreational facilities must be located and designed on a hierarchical basis according to the needs of a defined population.

Multi-functionality

Various types of open/recreation spaces and built facilities perform multiple functions. This multi-functionality will be encouraged.

PUBLIC OPEN SPACE PROVISION

In the case of new residential development effective and timely recreation and leisure opportunities will be provided according to the policies and objectives outlined in this section.

Policy OSP1

To encourage a higher standard and more sustainable use of residential zoned land through the provision of higher quality public and communal open spaces together with provision of recreational /amenity /community facilities (indoor or outdoor) of a more intensive nature.

Objective OS01

To provide facilities on a hierarchical basis throughout the County in order to achieve a choice of open space facilities, thus enabling greater accessibility to a variety of open space types.

Objective OS02

To ensure that children’s play areas are provided within residential areas.

Objective OS03

To indicate major elements of public open space within lands zoned RS1.

Objective OS04

To consider infill housing development on smaller areas of inefficient, undesirable open space located within existing housing estates.

Objective OS05

To accept reduced public open space standards for certain developments, namely sheltered housing, housing for the elderly, hospitals, convalescent homes and hospices.

Objective OS06

To retain in open space use institutional lands and similar properties with established recreational or amenity uses, as far as practicable. However, in the event of permission for development being granted on these lands, open space provision in excess of the normal standards will be required to maintain the open character of such parts of the land as are considered necessary by the Council for this purpose.

PUBLIC OPEN SPACE STANDARDS

In order to provide existing and future communities with adequate recreational and leisure opportunities the Council will employ a flexible approach to the delivery of public open space and more intensive recreational/amenity/community facilities. The following section sets out the public open space and facilities standards and guidelines in this regard.

Policy OSP2

To require minimum public open space provision of 2.5 hectares per 1000 population. For the purposes of this calculation public open space requirements shall be based on housing units with an agreed occupancy rate of 3.5 persons in the case of dwellings with three or more bedrooms and 1.5 persons in the case of dwellings with two or fewer bedrooms. Discretion as to how much, by what means – including if a contribution in lieu of land will be made – and where such provision is made will be determined in each case by the Council.

The following will be the normal categories of public spaces:

Urban Open Space Requirements (per 10,000 population)					
Class	Category	Recreational Use	Average Unit Size	Persons per Unit	Provision per 10,000 persons (minimum)
1	Neighbourhood Parks	Active and Passive	18 ha (44.5 ac)	10,000	20 ha (max.) (49.5 ac) 12 ha (min.) (30 ac)
2	Local Parks	Generally passive but allows for active pursuits	0.4 ha (1 ac)	-	13 ha (max.) (32ac) 5 ha (min.) (12.5 ac)
3	Environmental Open Space	Preservation of trees, visual relief and screen planting	Additional to the above	-	-
				Total:	25 ha (62 ac)

The distribution of the required provision of 2.5 hectares per 1000 population may vary within the limits indicated at the sole discretion of the planning authority.

LOCATION OF CLASS 1 OPEN SPACE

Class 1 open space, comprises larger open spaces including playing pitches and should where practicable be located within an area zoned 'GB' - *To protect and provide for a greenbelt to demarcate the urban and rural area and provide for agriculture and amenity in a manner that protects the physical and visual amenity of the area, or alternatively within 'HA', 'RS1' or 'RU' zoned areas.* These lands must be located within an acceptable distance of the areas which they serve and must be included in any application for planning permission. This provision will allow more sustainable use of development lands while securing the future of greenbelt lands.

Policy OSP3

To provide where practicable for the location of Class 1 public open space within the area zoned 'GB' - *To protect and provide for a greenbelt to demarcate the urban and rural area and provide for agriculture and amenity in a manner that protects the physical and visual amenity of the area, located within an acceptable distance of the area that it serves, in particular where it forms part of a larger proposed park which would facilitate the development.*

INTENSIVE RECREATIONAL/AMENITY/COMMUNITY FACILITIES

In certain circumstances, where the open space standards cannot be achieved or where more intensive recreational uses are deemed to be desirable, the Council may consider arrangements whereby appropriate intensive facilities may be provided in lieu of open space of lesser utility.

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

Policy OSP4

To allow recreational/amenity/community facilities (indoor or outdoor) of a more intensive nature to be provided in tandem with larger developments in place of part of the Class 1 open space requirement. Intensive recreational/amenity/community facilities, which are compatible with residential use, may also be provided in place of part of the Class 2 open space requirement. Such provision shall be at the sole discretion of the planning authority.

Objective OS07

To require a minimum provision of Class 1 open space equal to 70% of the Class 1 standard in addition to intensive recreational/amenity/community facilities.

Objective OS08

To require a minimum provision of Class 2 open space equal to 70% of the Class 2 standard in addition to intensive recreational/amenity/community facilities.

Objective OS09

To ensure that the area occupied by these intensive recreational/amenity/community facilities are not included in the calculation of the 70% minimum provision of Class 1 or Class 2 open space.

Objective OS010

To ensure that community, recreational and open space facilities are clustered where practicable, with the community facilities being located in local centres or combined with school facilities as appropriate.

Objective OS011

To require the monetary value of specific intensive facilities to be equal to or greater than the full cost of the open space which they replace.

Objective OS012

To ensure that intensive recreational/amenity/community facilities are in the form of buildings or enclosures; these may include indoor or all-weather sports facilities.

Objective OS013

To ensure that specific facilities be provided only with the agreement of the Council who shall retain ownership of the land occupied by these facilities. The Council shall grant a management licence in respect of the operation of these facilities and uses shall be consistent with the provisions of any deed of dedication to which the lands are subject. In areas, which are subject to Local Area Plans, the general policy will be decided in the first place at Local Area Plan level, rather than when considering individual planning applications.

Objective OS014

To ensure that intensive recreational/amenity/community facilities are located close to or within walking distance of housing.

Objective OS015

To encourage intensive recreational/amenity/community facilities to be multi-functional and not used exclusively by any one 'not for profit' group.

Objective OS016

To ensure that in the instance of an equipped playground being included as part of an specific facility, it shall occupy an area of no less than 0.3 hectare.

Objective OS017

To consider in exceptional circumstances particularly desirable facilities which do not comply with the foregoing provisions, but only with the specific approval of the Council.

FINANCIAL CONTRIBUTIONS IN LIEU OF OPEN SPACE

Policy OSP5

To require an equivalent financial contribution in lieu of open space provision in smaller developments where the open space generated by the development would be so small as not to be viable. Such a requirement may also be imposed where appropriate in the case of high density developments. In general open spaces of less than 0.2 hectare will not be accepted as Class 2 open space.

RECREATIONAL USE STRATEGIES

'Recreational Use Strategies' are required to be submitted with planning applications for high density housing schemes. Recreation Use Strategies shall consider the specific life cycle open space and recreational facilities needs of the future population of the development in the context of existing open space and recreational/amenity/community facilities.

The development of Recreational Use Strategies shall have regard to the open space hierarchy and the need for intensive recreational/amenity/community facilities.

Objective OS018

To require Recreational Use Strategies to be submitted with planning applications for high density housing schemes.

DESIGN OF PUBLIC OPEN SPACES

To ensure that open spaces are useable to the extent intended they must be designed to a high specification having regard to the basic principles of open space and sport and recreation provision. Much greater emphasis will be placed on the quality of open space to be provided and details on the proposed landscaping, hard and soft, of these spaces will be required at the planning application stage.

Objective OS019

To require that detailed high quality landscape proposals including specifications, prepared by suitably qualified professionals, be submitted with all planning applications, together with a time schedule for the completion of the works in tandem with the building of the development. The detail of these proposals will form an integral part of the assessment of the quality of the proposed layout.

Objective OS020

To require where appropriate the retention and incorporation of existing natural features (e.g. an important stand of mature trees) and to provide open space in their vicinity to ensure their visual setting and protection. To this end, landscape proposals shall include a survey of existing natural features on site.

Objective OS021

To favour open space that is both visually and functionally accessible to the maximum number of dwellings within the residential area.

Objective OS022

To discourage the provision of open space where it is not adequately overlooked and supervised, or where it is inaccessible.

Objective OS023

To favour sustainable transport to and from open space. Landscape proposals shall therefore include details of pedestrian, cycle and public transport routes available to users.

Objective OS024

To require the planting of suitable trees and other plants and the provision of paths, hard surfaces, playlots, artistic features etc. as a condition of permission.

Objective OS025

To ensure that qualitative standards are of a high level in the case of higher density sites.

Objective OS026

To ensure that open space provision is suitably proportioned and that narrow tracts which are difficult to manage are not accepted.

Objective OS027

To ensure that car parking areas are not considered as part of the open space provision.

MAINTENANCE OF OPEN SPACES

Particularly important in the provision and design of open space is the need to ensure that it is readily manageable and that specific management arrangements have been made.

Policy OSP6

To ensure that developers lay out and maintain open space areas to standards set down by the Council, until such a time as it is taken in charge. The Council may in certain circumstances accept a financial contribution in order to complete the landscaping and development of these areas.

Policy OSP7

To require that properly constituted management companies be set up and that the necessary management structures be put in place where it is intended that communal or environmental open spaces will be retained in private ownership. These arrangements must be approved by the Council before completion of the project and must be in operation before release of required bonds.

PRIVATE OPEN SPACE

Alongside the requirement for high quality open space is the need for private open space in residential developments. Private open space directly adds value to quality of life by providing opportunities for home based recreation and leisure pursuits.

Policy OSP8

To ensure all areas of private open space have an adequate level of privacy for residents through the minimisation of overlooking and the provision of screening arrangements. In this regard a minimum standard of 20 metres between directly opposing rear first floor windows shall generally be observed unless satisfactory alternative provision has been designed to ensure privacy.

Private open space requirements can vary according to the occupiers or design of dwelling units. The following private open space requirements will apply according to residential unit type.

HOUSES

Objective OS028

To require that all houses (terraced, semi-detached, detached) will have an area of private open space behind the building line.

Objective OS029

To ensure a minimum open space requirement for each house (exclusive of car parking area) of 60 sq.m to provide for an adequate level of residential amenity.

Objective OS030

To permit a reduced standard only where narrow frontage townhouses of 1 and/or 2 bedrooms are proposed but in no instance to accept a figure of less than 48 sq.m per dwelling.

Objective OS031

To require a rear garden depth of 10 metres. However where adequate levels of privacy are provided this depth may be reduced provided that the minimum area outlined above is achieved.

Objective OS032

To permit in appropriate layouts (e.g. courtyard layouts) the provision of a combination of private and semi-private spaces. This could be in the form of small private terraces for each dwelling opening directly onto a semi-private enclosed landscaped space solely for the use of the residents. In such cases, the Council may accept the sum of the area of both spaces as satisfying the private open space requirement for these dwellings.

APARTMENTS AND DUPLEXES**Objective OS033**

To require private balconies, roof terraces or winter gardens for all apartments above ground floor level with a minimum provision of 2.5 square metres per bedspace and a minimum of 5 square metres per apartment.

Objective OS034

To require balconies, roof terraces or winter gardens be suitably screened in a manner complimenting the design of the building so as to provide an adequate level of privacy for residents.

Objective OS035

To require ground floor units to be provided with a minimum provision of 2.5 square metres per bedspace and a minimum of 5 square metres per apartment of private open space. This private open space area shall not consist of a porch.

Objective OS036

To require in the case of apartment and duplex style schemes that in addition to public areas, space will be provided in the form of semi-private zones such as secluded retreats and sitting out areas, in order to provide for an adequate level of residential amenity. Such areas will be in addition to the ground floor private open space requirement.

Objective OS037

To require semi-private areas to be fenced to an acceptable standard. Combined proposals of this nature will be the subject of a landscaping plan at planning application stage.

Table No.4.14 Zoning Objective “OS” Public Open Space

Objective: *To preserve and provide for open space and recreational amenities.*

Vision: The zoning objective seeks to provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority.

Use Classes Related To Zoning Objective

Permitted In Principle	Community Centre, Community Facilities, Cultural Uses, Golf Course, Open Space, Recreational Facilities/Sports Club, Woodland/Urban Forestry.
Not Permitted	Abattoir, Advertisements/Advertising Structures, Aerodrome/Airfield, Agri-Business, ATM, Bed & Breakfast, Boarding Kennels, Betting Office, Car Park-Multi-Storey, Residential Caravan Park, Cash & Carry Wholesale Outlet, Concrete/Asphalt etc., Plant, Childcare Facility, Night-Club, Doctor/Dentist etc, Enterprise/Training Centre, Funeral Home, Health Centre, Heavy Good Vehicle Park, Holiday Homes, Hospital, Household Fuel Depot, Extractive Industry, Light Industry, General Industry, Special Industry, Logistics, Major Waste to Energy Uses, Motor Sales Outlet, Offices, Park’n’Ride, Petrol Station, Public House, Residential Care Home, Refuse Transfer Station, Refuse Landfill, Residential, Residential Institution, Retail Warehousing, Science And Technology Campus, Scrap Yard, Service Garage, Neighbourhood Shop, Major Sales Outlets, Take-Away, Tele-Services, Transport Depot, Veterinary Surgery, Warehousing.

/ Part V

Rural Areas /

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5.1 RURAL VILLAGES

Within the rural area of Fingal there are a number of well defined attractive traditional rural villages. These villages play an important role socially, economically and culturally to the population of the village and the surrounding rural districts. To ensure that detailed, locally appropriate objectives are put in place for these villages, they are zoned RV1 – *‘to protect the special character of rural villages and provide for improved village facilities and local needs housing in accordance with approved local area plan and infrastructure provision’*.

Existing local area plans in force for villages zoned RV1 in the 1999 County Development Plan will remain the local area plan adopted for the village until the local area plan expires, is renewed or replaced.

Policy RAP1

To allow sustainable local growth of Fingal’s rural villages through the local area plan process, providing for local housing need, supporting local services and businesses and protecting and enhancing the built and natural environment of the village.

Objective RVO1

To review during the life of the Development Plan existing local area plans for each RV1 zoned village, which shall address the following:

- / Development area boundary taking account of the existing urban form and character of the settlement
- / Infrastructural proposals including the proposed method of serving the village
- / Objectives for the retention and provision of open space, amenity and recreational amenities
- / Objectives for development of the village centre and services generally
- / Objectives with regard to funding of services through central funds and/or contribution scheme funds
- / Objectives for the provision of appropriate rural employment and agri-business
- / Village improvement proposals
- / Objectives to protect the existing built vernacular and character of the village
- / Heritage objectives
- / Sites for the provision of housing for the rural community
- / Other development objectives as appropriate in relation to the character, form and scale of the village and its centre
- / Objectives regarding provision of cycling and walking facilities including school routes and local circular walks.

Objective RVO2

To actively pursue and support village improvement or renewal schemes which are available during the life of the County Development Plan.

NEW HOUSING IN VILLAGES

The rural villages play a vital role in providing housing to the local rural community. Due to the high demand from the built-up area of Dublin, it is necessary to specifically cater for rural housing need, so that members of the rural community have an opportunity to buy a home locally and do not compete directly with urban generated demand. For this reason in areas zoned RV1 for which a local area plan has to be prepared, a percentage of land and/or sites or new dwellings are reserved for the provision of housing for the local rural community. A percentage for non-local need is also permitted within housing developments to encourage co-ordinated development, support local services and create cohesion of village cores.

Objective RVO3

To ensure that new housing in rural villages shall primarily cater for members of the rural community as defined within this Section of the Development Plan.

For the purposes of the RV1 village housing policy the rural community is defined as persons who are either

- (i) currently living and have lived continuously for the past ten years or have previously lived for a minimum of ten continuous years or
- (ii) working continuously for the past ten years

within areas of the County zoned rural within this Development Plan. These areas are Rural Village (RV1), Rural Cluster (RC), Agriculture (R), Greenbelt (GB) or High Amenity (HA).

In creating the catchment area for the villages and rural clusters, the rural area of the County is divided into two – the Metropolitan Area and the Hinterland Area, as defined by the *Regional Planning Guidelines for the Greater Dublin Area*.

The rural zoned area of the hinterland is the catchment population for the villages and settlement clusters of the hinterland. The rural zoned area of the metropolitan area is the catchment population for the villages and rural clusters of the metropolitan area. As Rowlestown is a major village in the County and is located on the edge of the metropolitan area, the catchment for this village will include the section of the hinterland that is within 5 km of the village.

PRESERVING VILLAGE CHARACTER

Each rural village in Fingal has its own unique character. To achieve the aims of preserving this character while allowing sustainable development it is important that (i) new development respects the existing character, and works to support it and (ii) to be pro-active in protecting the traditional buildings which, when combined, create the sense of place that makes the village. To achieve this, refurbishment of existing buildings for permitted new uses will be encouraged, new development will have to comply with design statements for each village and where appropriate, Architectural Conservation Areas may be designated.

Objective RV04

To prepare design statements for each RV1 village to give advice on the appropriate design and form of new development and refurbishment within the village. All planning applications are required to comply with the Design Statement for the relevant village, and the Specific Design Criteria contained in Appendix C.

Objective RV05

To examine each RV1 village to assess whether it is appropriate to designate an Architectural Conservation Area.

Objective RV06

To encourage applications to refurbish existing vernacular dwellings or to convert traditional farm buildings in villages for either single or multiple use occupancy; these shall not be subject to the local rural housing requirement to cater for the rural community.

ENCOURAGING VILLAGE ENTERPRISE

The NSS (National Spatial Strategy) identifies the need to strengthen rural villages and small towns by making them attractive to residential and employment-related development. In the rural villages of Fingal there is significant pressure for commuter driven residential development. It is important this pressure is countered with positive policies and objectives to provide for and support the development of local, appropriately scaled businesses within the villages to ensure a local employment base for the rural population and the local provision of services.

Objective RV07

To encourage and support local enterprise by facilitating the provision of small scale employment and office developments below 100 sq.m. in villages, where the proposals:

- / are of an appropriate scale in relation to the size of the centre
- / are located within village boundaries
- / would not give rise to adverse environmental or traffic effects
- / would not have a negative impact on the residential amenities of nearby properties

- / comply with the objectives and development standards of this Development Plan
- / comply with any local or village plans for the area
- / make use where possible of the existing building fabric of the village by re-using redundant farm buildings, stores etc.

VILLAGE SHOPS

The village shop plays a vital economic and social role in rural areas and is important for essential day-to-day needs, particularly for the elderly and those with no access to a car. The Council will consider proposals for retail outlets to serve the immediate environs of a village where they are of an appropriate scale relative to their catchment area and are in a central location in the village.

Objective RV08

Encourage the provision of local shops and other local retail facilities in villages, in accordance with the County Retail Strategy.

5.2 RURAL CLUSTERS

Rural clusters have more limited characteristics and have a more residential focus, with less services available. Small scale infill of both housing and local services within these clusters can reinforce and strengthen them in their role of both providing a viable alternative to rural housing in the open countryside and supporting local service provision in a sustainable way. The form and density of any new development should reflect the rural setting of the cluster. Applications for urban or suburban style developments will not be considered. New retail units in rural clusters will not generally be permitted except where associated with an existing post office or as a home-based economic activity associated with an existing dwelling.

These clusters are zoned RC - *to protect residential amenity and the character of rural clusters and provide for small scale infill development to serve local needs*. Rural clusters identified in the Plan are Balcarrick, Baldwinstown Cross, Balcadden, Blackhills (Ardgillan), Ballymadun, Balcultry, Castlefarm (Kilsallaghan), Colecot, Dallyhaysy, Dermotstown (Bog O' the Ring), Dubber Cross, Effelstown, Jordanstown, Hedgestown (Five Roads), Hollystown, Kilalane, Malhaney (Man O War), Milverton, New Haggard, Palmerstown, Quay (Portrane), Staffordstown/Corduff, Thornton, Tobersool, The Commons (Lusk), Turvey Lane and Wimblestown.

A review process will be commenced within three years of the adoption of the Development Plan of all existing zoned and any new proposed settlement clusters. This mid-term review shall ensure that the level of growth of each cluster is managed to allow them to develop in a structured and sustainable way.

Policy RAP2

To allow sustainable consolidation of existing rural clusters to cater for rural generated housing demand as an alternative to housing in the open countryside, and to allow for small scale home-based economic activity and local services.

Objective RC01

To review all RC zonings within three years to examine existing and new objectives, new clusters, boundary changes to existing clusters, and local service provision.

Objective RC02

To protect the character and role of clusters from residential or commercial development proposals by not permitting development that erodes the character of the rural cluster and/or the rural amenity of the area.

Objective RC03

To consider proposals for small-scale local shops or workshops only directly associated with an existing or proposed dwelling house where it can be demonstrated that no negative impact will result.

NEW HOUSING IN RURAL CLUSTERS

Rural clusters shall cater for limited rural housing need and provide the opportunity for members of the rural community to choose more rural style housing to that provided within RV1 villages. The housing policy encourages appropriate levels of consolidation and allows for families living in such clusters to build a needed new home by sub-dividing large sites, where drainage requirements allow. Each new dwelling will be required to have a minimum site area of 0.1 hectares within the RC zoning boundary (a full site area of 0.2 hectares will be required to meet minimum drainage standards).

Objective RC04

New dwellings will be permitted on sites not less than 0.1 hectares within rural clusters and shall only cater for members of the rural community as defined within this Section of the Development Plan.

Objective RC05

To provide for an arrangement under which outline permission may be granted for small clusters of dwellings without evidence of each dwelling meeting local need, with evidence of local qualification being sought at permission stage, in the interest of co-ordinated development.

For the purposes of this policy, members of the local rural community are defined as either:

- / persons currently living and who have lived continuously for the past ten years or have previously lived for a minimum of ten continuous years or
- / persons working continuously for the past ten years.

within areas of the County currently zoned rural. These areas are Rural Village (RV1), Rural Cluster (RC), Agriculture (RU), Greenbelt (GB) or High Amenity (HA).

In defining the catchment area for the villages and rural clusters, the rural area of the County is divided into two – the Metropolitan Area and the Hinterland Area – as defined by the *Regional Planning Guidelines for the Greater Dublin Area*.

PROTECTING THE CHARACTER OF RURAL CLUSTERS

Due to the small nature of these clusters, they are very sensitive to inappropriate development. It is essential therefore that any development respect the rural character of the location and the pattern of existing development. New housing will be required to match in scale and style the existing pattern of development with suburban designs not being permitted. Entrances to new sites shall, where possible, be through existing farm gates or shared access with existing dwellings. Permission for a new entrance will only be permitted in exceptional circumstances when these options are not available, provided that this is possible without compromise to road safety or the destruction of hedgerows. Where opportunities arise to sensitively refurbish vernacular rural buildings within existing rural clusters, these will be supported.

Objective RC06

To require that all applications for housing comply with the guidelines *Siting and Design in Rural Areas*, and the Specific Design Criteria contained in Appendix C, as well as the minimum standards for parking, access, and private open space set out in this Plan, and the drainage requirements of the Council.

Objective RC07

To ensure that new development shall be in scale with existing dwellings in the rural cluster so as to protect the character of each cluster, and to require a design statement as part of a planning application where more than one dwelling is proposed.

Objective RC08

To provide that the local rural qualification shall not apply to applications to refurbish existing dwellings or to convert traditional farm buildings within rural clusters for either single or multiple use occupancy.

Objective RC09

To resist the removal of hedgerows and the culverting of ditches or streams within rural clusters. All applications will be required to be accompanied by a landscape plan, showing how the natural landscape of the cluster will be enhanced.

5.3 HOUSING IN THE COUNTRYSIDE

NEW HOUSING

The rural area of Fingal, being in close proximity to a city with a population exceeding one million people, differs significantly from other rural areas across the country. It is under intense pressure for new housing in the open countryside from the metropolitan area of Dublin. Because of this it is essential that there is a clear policy with regard to which persons are permitted to build new houses and to the high standards of design required for any development. To protect and manage the rural area for future generations, rural area generated demand is focused towards rural villages and clusters, with only new housing functionally related to the area to be considered within the open countryside. In recognition of the genuine nature of applicants granted permission, the Council will impose a condition on the grant of permission for a house in agricultural, high amenity and greenbelt zones that stipulates that the house shall be first occupied as a place of permanent residence by the applicant for a minimum period of seven years. Ownership of site and land shall not be disposed of during this seven year period.

Policy RAP3

To permit only limited rural generated housing demand in the open countryside in rural areas and to limit areas zoned high amenity and greenbelt to essential housing need only.

Policy RAP4

To ensure that new dwellings are sensitively designed and sited, respecting the traditional styles of the area, and to avoid the creation of new ribbon development along road frontages.

NEW HOUSING FOR FARMING FAMILIES

In recognition that farming is no longer a full-time occupation for many, and can be supplemented by off-farm work, the identification of active involvement in farming is linked to family ownership of an existing viable farm.

Objective RD01

To permit new rural dwellings in the agriculture, greenbelt and high amenity zoned areas only on suitable sites where applicants by reason of family ties and their direct participation in running the family farm are considered to have an essential need to reside on the family farm.

Objective RD02

To permit only one additional house per farm family where an additional house has not been granted permission under the 1999 Development Plan. In exceptional cases where two applicant members of the family (excluding the occupier of the family home) are employed full time on the family farm, permission will be considered for a total of two new dwellings on the farm.

Objective RD03

To permit new dwellings only on farms where the applicant's family currently resides, and has done so for a minimum of three years.

To meet these objectives the applicant will be required to meet both of the following criteria:

1. The applicant is a family member of the farming family and is actively engaged in farming the family farm. Documentary evidence showing details of ownership and family relationship demonstrating this will be required,
2. The farm on which the application is submitted is a bona fide farm for a minimum of three years.

The onus is on the applicant to prove that the farm is an operating and actively engaged farm unit for the three years. The application shall show the location of the existing family home on the existing farm. The thresholds and supporting documentary evidence considered as a minimum for bona fide farms are set out below. The minimum threshold size excludes the yard area of the farm, the existing family home and the proposed site of the new dwelling.

For livestock (including equestrian), tillage, and mixed livestock and tillage farms, farm minimum size is 15 hectares:

- a. For farms with livestock the documentary evidence submitted shall include, inter alia, Department of Agriculture issued herd profiles and Area Aid forms for the previous three years. For dairy farms, details of the previous year's supplies to a milk processor will be required,
 - b. For equestrian farms, documentation will involve- depending on the type of equestrian farm- racing licences, documentation demonstrating that the farm is a recognised teaching school, records of bloodstock sales, details of stud production etc. for the previous three years,
 - c. For farms with tillage supporting documentary evidence shall include the Area Aid forms for the previous three years for the lands in question.
- All evidence submitted shall clearly demonstrate that the farm is an ongoing viable operation.

For all horticulture farms documentary evidence required as a minimum will be:

- a. copies of An Bórd Glas and/or Teagasc certification documents for the farm for the previous three years,
- b. evidence of investment in the farm to demonstrate its current active engagement in the sector and its intended continuing use, and
- c. details of supply to a distribution company which demonstrates the applicant was supplying substantial produce in the previous year. For horticulture farms an indicative minimum threshold of size is set out below.

The thresholds for horticulture farms are:

- a. Vegetables, minimum size 6 hectares,
- b. Apples, minimum size 13 hectares,
- c. Other fruit, 2 hectares,
- d. Glasshouse production, 0.4 hectares.

Applications will be considered where the documentary evidence clearly and comprehensively demonstrates that a farm is an active and viable holding for the previous three years, even though it falls below the thresholds set above, or is a specialist operator not of the types described above.

NEW HOUSING FOR THE RURAL COMMUNITY

New dwellings will be considered for members of the rural community who are not involved in farming in areas zoned agriculture (Objective RU).

Objective RD04

To permit new rural dwellings in agriculture zoned areas on suitable sites where:

- / one applicant from a rural family is considered to have an essential need to reside adjacent to their family home by reason of family ties, and where a new dwelling was not already granted permission on the basis of family ties since the adoption of the 1999 County Development Plan
- / a person has been in employment in an occupation essential for the rural community and/or economy for 15 continuous years prior to the 19th of October 1999, and has not been previously granted permission for a rural dwelling.

Where the applicant makes an application on the basis of immediate family ties the applicant will be required to show that they:

- a. have lived in the family home identified on the application or within the locality of the current family home for a minimum of 15 years
- b. are a close family member of the owners of the family home
- c. A member of the family has not been granted permission since the adoption of the 1999 County Development Plan.

Evidence to demonstrate compliance will be required as part of the application, including a sworn affidavit by the applicant to support their qualification. Applications will be considered only where the proposed new dwelling is located adjacent to the family home, and where possible and suitable sharing a common entrance.

Where a person makes an application on the basis of their long term employment, new dwellings will be considered for persons who can provide independently verifiable evidence of their employment for 15 continuous years in an occupation essential for the sustaining of the rural community and/or economy in the rural County, prior to the 19th of October 1999.

DESIGN AND SITING OF NEW HOUSES

The impact of a new dwelling in a rural landscape can be radically different depending on design and location. By requiring high standards for siting and design, the impact of a new house on the landscape can be minimised. In order to integrate new dwellings into the farming landscape the following siting objectives will have to be complied with.

Objective RD05

To require that new dwellings be located adjacent to the existing family house owned and occupied by the rural family. Within family farms the new dwelling may also be sited adjacent to the existing farmyard where the family home is not located adjoining the yard and where the visual impact is less.

Objective RD06

To require that new dwellings be accessed, where possible and suitable, only from the same entrance already serving the existing dwelling (or yard) and not create any new ribbon development. Replacement shared entrances may be considered in exceptional circumstances if the existing entrance needs to be closed due to traffic hazard, but not where a new access would open onto motorways, national primary or national secondary routes.

Objective RD07

To require that the provision of safe access be designed so that it avoids the need to remove long or significant stretches of roadside hedging.

The siting of the new dwelling shall demonstrably take into account the nature of the site, existing site contours and the scale, form and layout of existing buildings so that it fits within the existing farm complex and/or adjoining dwelling and is not separate from it. To avoid ribbon development, the new dwelling shall not result in the creation of any new road frontage. The proposed development should not interfere with any view or prospect of special amenity value which it is necessary to preserve.

The design of a dwelling and the materials chosen to finish it in are critical in ensuring that a new house will fit well with the rural landscape it is within. Designs and material need to reflect the County's built tradition. While high quality modern designs which reflect the tradition will be supported, dwellings which are suburban in design or dominant, intrusive or incongruous in a rural setting shall not be permitted. Where deemed necessary, landscape plans will be required using locally occurring native species, appropriate to the site in question.

Objective RD08

To require new [including replacement] dwellings whether of a modern or traditional idiom to respect their surroundings in term of design, form and materials used, and comply with Fingal County Council guidelines Siting and Design in Rural Areas, and the Specific Design Criteria contained in Appendix C.

Objective RD09

To require that all applications for areas zoned high amenity be accompanied by a Visual Impact Statement clearly demonstrating that the design and siting of the proposed dwelling will not have a negative impact on the visual quality of the high amenity area. Where an acceptable location and design are not forthcoming, permission will be refused.

No new houses will be permitted on high amenity zoned lands located between the sea and the coast road. In the case of genuine applicants where the farmstead is located between the coast and the road in such high amenity area, and no opportunities exist to convert existing/vernacular farm buildings as a new dwelling, a suitable site on the farm at another location may be considered.

SOUTH SHORE AREA OF RUSH

This area, with a dense network of horticultural plots has experienced significant levels of new housing on individual plots. This incremental growth erodes the amount and accessibility of the high quality agricultural land and prevents the orderly and efficient growth of Rush for future generations. For this reason the siting objectives specified in Objective RD05 and RD06 do not apply to proposed dwellings within the area zoned agriculture south and east of the R128 from the junction with the Spout Road. Applications for new dwellings within this area will require a minimum road frontage of 10m and be within 1km of the rural zoned family home.

DRAINAGE OF NEW HOUSES

For both public health and environmental protection, it is essential that any new dwelling is served by drainage arrangements that meet the Council's requirements and standards.

Objective RD010

To require that drainage arrangements be provided which are satisfactory for both the new dwelling and in terms of the impact of the new development on existing dwellings, their drainage systems and water supply.

The Council will require all developments to connect to a sewer where the option to do so exists. Where this is not a viable option the use of on site treatment plants for single rural dwellings may be permitted. The Council will favour the provision of proprietary waste water treatment systems for domestic dwellings. Where on site treatment plants are proposed, the following shall be required:

1. The site area shall be large enough to adequately accommodate an on-site treatment plant and percolation area.
2. A proprietary treatment plant and polishing filter/percolation area shall satisfy the criteria set out in the Wastewater Treatment Manual *Treatment Systems for Single Houses* as amended by the Environmental Protection Agency.
3. The site characterisation form must be furnished by a suitably qualified competent person. Notwithstanding this, the Planning Authority may require additional tests to be carried out under its supervision.
4. A maintenance agreement or other satisfactory management arrangements must be entered into by the applicant to inspect and service the system as required. A copy of this must be submitted to the Planning Authority.
5. Pending the installation of the treatment plant and polishing filter/percolation area, the applicant will be required to lodge a deposit with the Planning Authority. The deposit shall be refunded on receipt of a certificate from a competent person confirming that all necessary works have been carried out in accordance with the manufacturer's instructions.

The direct discharge of effluent from on site waste water disposal systems to surface water is not acceptable. Septic tanks shall be permitted only in exceptional circumstances, and shall comply with the requirements of the Environmental Health Officer and the standards set in *SR6 of 1991*, or as may be amended.

VERNACULAR RURAL BUILDINGS

A key part of the rural landscape in Fingal is the built legacy of traditional buildings and dwellings, many of which have been neglected in preference for new dwellings, or as they became unsuitable as farming practices changed.

To encourage the finding of viable uses for vernacular dwellings without losing their character, applications for the sensitive restoration of disused vernacular or traditional dwellings will not be subject to the Rural Housing Policy that applies to new dwellings. The Council will encourage the re-use of traditional outbuildings in extending traditional dwellings. Applications for refurbishment of traditional dwellings shall be required to comply with the drainage standards for new dwellings in rural areas.

Objective RH01

To refuse permission for the demolition and replacement of traditional or vernacular rural houses in order to protect the varied types of housing stock in rural areas of the County and to preserve the rural built heritage.

Objective RH02

To require when considering planning applications for the refurbishment and extension of existing dwellings in rural areas that:

- / the structure was previously used as a dwelling
- / the external and internal walls are substantially intact
- / the design, scale and materials used in the refurbishment and extension are in keeping and sympathetic with the existing dwelling
- / the size of the extension takes account of the siting, size of the existing dwelling and the design of the proposal does not erode the siting and design qualities of the building which make it attractive.

Objective RH03

To actively promote the retention and restoration of thatched dwellings as a key component of the heritage of Fingal.

CONVERSION OF TRADITIONAL BUILDINGS FOR RESIDENTIAL USE

Fingal has a significant number of attractive traditional farm buildings. Many of these are Protected Structures, either in their own right or as part of the curtilage of a Protected Structure. Due to changing farm methods, many of these buildings no longer have an economic function within the rural economy. Applications for sensitive conversion of such Protected Structures will not be subject to the rural housing policy that applies to new dwellings. Applications for conversions shall be required to comply with the drainage standards for new dwellings in rural areas.

Objective RH04

To consider favourably applications for the conversion of traditional farm buildings which are Protected Structures, to a residential use without complying with the Rural Housing Policy in order to facilitate securing the County's built heritage through long term viable re-use.

REPLACEMENT OF CHALETS AND SEASIDE HUTS

Policy RAP5

To prohibit the replacement of chalets/ seaside huts by dwellings which can be resided in on an all year round basis, unless the applicant complies with the rural housing policy of Fingal County Council and the site is suitable for a permanent dwelling.

EXTENDING EXISTING DWELLINGS

Applications to extend existing dwellings will be favourably considered where they do not result in a negative impact either on adjoining properties or on rural activities. Extensions shall be in keeping with the existing house and shall incorporate the principles set out in the Council guidelines 'Siting and Design in Rural Areas' and not negatively impact on the visual amenity of the area.

Objective RX01

To ensure that extensions to existing houses are sensitively designed in order to protect the amenity of adjoining dwellings and the rural character of the countryside.

Bed & Breakfasts and Guest Houses are a key part of tourism infrastructure and in creating alternative income in rural areas. By allowing sensitively designed and appropriately scaled extensions in rural areas, the County Development Plan can support this form of rural enterprise.

Objective RX02

To allow for extensions to existing dwellings in agriculture, greenbelt and high amenity zoned areas to provide for Bed & Breakfasts or guest houses only where the size, design and drainage do not erode the rural amenity of the area or the residential amenity of adjoining properties, and where no more than seven guest rooms are provided.

FAMILY/STAFF FLATS

Applications for family flats, i.e. a separate living area and bedroom for a member of the immediate family will be considered favourably in all rural zoned areas where the proposed flat is attached to the existing dwelling, does not exceed 60 sq.m in size and where satisfactory details of family need have been provided. Where such units are no longer needed, they shall be incorporated into the living area of the house.

Farm owners can also seek permission for one 'staff flat' attached to the main dwelling house for temporary use to cater for worker(s) who need to reside on the farm. Evidence to support this need will be required and the unit shall not exceed 60 sq.m in size. This unit cannot be sold separate to the house and failing its need as a 'family flat' shall revert to forming part of the main dwelling house. Screening to provide the flat and the main dwelling house with private rear garden areas will be permitted only as hedging or temporary wooden partitions, block walls will not be acceptable.

5.4 RURAL ECONOMY

The rural area of Fingal has a role as both a strategic national food production area and as a significant amenity and environmental resource for the Greater Dublin Area. Fingal has a strong and vibrant agriculture and horticulture sector which provides direct and indirect employment for a significant portion of the rural community. The horticulture sector in particular is a cornerstone of the national production with its strong links to the Dublin markets. This rural community faces new challenges as this sector re-structures. Chief amongst these challenges is finding employment and income opportunities for farm based families, in parallel with meeting the need to ensure sustainable development and the protection of the environment and landscape of the County.

Policy RAP5

To actively protect and ensure the continuing viability of agriculture and horticulture within rural areas and to sustain the rural character of the countryside as a valuable resource.

AGRICULTURAL DEVELOPMENT

Although the economic character of rural areas is no longer exclusively synonymous with agriculture, the sector remains an important contributor to the economic and social viability of rural areas, and continues to play a defining role in the rural landscape. Maintenance of a healthy agricultural sector is an essential component of a comprehensive rural development strategy.

The results of the last agricultural census indicate a significant restructuring and consolidation in agriculture in Fingal, with the average farm size increasing from 32.6 hectares in 1991 to 42.2 hectares in 2000. The rural area of Fingal contains very high quality agricultural land which needs to be actively protected by supporting necessary agricultural building construction, protecting the economic competitiveness of farms, and restricting development which has an adverse impact on the viability of agricultural lands.

Objective RE01

To support the maximum number of viable farms in Fingal and to ensure new development does not mitigate against the commercial viability of the agriculture industry.

Objective RE02

To resist the granting of permission of non-farm related rural housing in proximity to existing farmyards in order to protect the exemptions which apply to the agricultural sector under the Planning & Development Regulations.

Objective RE03

To look favourably on planning applications for farm structures which are:

- / functionally related to an existing farm holding
- / located in proximity to existing farm buildings
- / sited so as to reduce their overall visual impact.

Objective RE04

To take a positive approach to development proposals which are necessary to achieve compliance with new environmental, hygiene or animal welfare legislation.

Objective RE05

To require a visual impact statement where proposals are lodged for agricultural buildings in areas zoned High Amenity.

HORTICULTURE

The existing horticultural growers in Fingal are of crucial strategic importance to the horticultural industry in Ireland and provide a significant key part of the country's domestic fruit and vegetable production. This is due to their competitive nature, the proximity of the Dublin market and the particularly suitable quality of the soil and climatic conditions in this County. The Council recognises the need for the horticulture sector to meet standards in quality assurance schemes and to pack produce to meet the changing demands of the market, add value to their product and to ensure their competitiveness.

Objective RE06

To consider favourably proposals for facilities such as packhouses and washing facilities for existing horticultural holdings where the design, siting, access and drainage proposals are acceptable.

Objective RE07

To resist the location of dwellings or other facilities which would have a negative impact on the continuing ability of a holding to be farmed intensively, adjacent to key horticultural production areas.

It is recognised that the horticultural industry is a labour intensive sector and creates demand for labour both seasonally and annually. It is considered that providing for this labour demand requires the provision of acceptable standards of housing within the existing rural villages and towns.

The informal horticulture sector within Fingal has a role for leisure purposes, in allowing families to provide for their own needs, and presents opportunities for hobby growing to feed into the informal food sector such as local markets. As the increasing density of urban housing reduces the opportunity to grow fruit and vegetables within private rear gardens, the Council will seek to provide opportunities for allotments within greenbelts surrounding built up areas.

Objective RE08

To provide allotments within Greenbelt and rural and agricultural areas where they are accessible from the built-up area of the County, to be available to the community.

FARM DIVERSIFICATION

The National Spatial Strategy and the White Paper on Rural Development – *Ensuring the Future, A Strategy for Rural Development in Ireland* set out Government policy and guidance with regard to supporting rural communities. In both documents emphasis is placed on the role of farm diversification as a component in the securing and development of the rural economy, and in supporting the maximum number of family farms. Farm diversification proposals shall not be considered as justification for the construction of new dwellings in the rural area.

Objective RE09

To consider favourably proposals for on-farm based diversification where:

- / the proposal is based on an existing farm holding
- / the proposal is complementary to the agricultural operation on the farm and is operated as part of the farm holding
- / the proposal does not generate any significant new traffic, either from deliveries or commuting staff.

The diversification scheme shall be linked directly to:

- / the produce of the farm involved
- / rural recreational activities or
- / farm services.

Objective RE010

To consider diversification proposals which do not unacceptably impact on amenities, create pollution, result in increased traffic, loss of high quality agricultural land from production, harm the landscape, or result in farm fragmentation.

Objective RE011

To require that any proposal re-use or adapt any existing farm buildings which are available. Where a new building is necessary, it shall be sited in or adjacent to the existing group of farm buildings and be of compatible design and blend into the landscape in design, siting and materials.

AGRI-BUSINESS

In ensuring improved competitiveness and efficiency in the agricultural and horticultural sector, there is an identified need to provide for the essential surrounding components of this sector to protect its future. The changing nature of the agricultural and horticultural sector has resulted in the development of a small number of large agri-business uses within the County, which process locally grown produce and import produce into the County to add value and meet market demands year round. Also, certain types of agricultural services need to be located proximate to their market with industrially zoned areas not meeting their need. To protect and ensure the long-term viability of these highly specialised agri-businesses and to allow new business to be sited in suitable, accessible locations, the zoning RB - *'to provide for and facilitate the provision of agri-business'* uses provides identified locations for such agri-businesses.

Objective RE012

To allow agri-business uses in RB zoned areas, directly related to the agricultural or horticultural sector involving either:

- / the processing of produce of which a significant portion is sourced locally or
- / support services for the agriculture or horticulture sector.

The development of agri-business uses in areas zoned agriculture, greenbelt or high amenity will not be permitted.

COUNTRY MARKETS

Country Markets offer a wide range of crafts, home grown and home made produce from the kitchen and garden. They are markets where producers themselves bring their produce for sale direct to the public. These types of market are based on the tradition of smallholders producing to sell directly to the local town or village and are therefore not a new idea. Country markets not only offer many advantages for small-volume producers, including opportunities for an increase in income, reduced transportation and distribution costs, an outlet for products that otherwise might not be sold or consumed, and direct interaction with buyers, but increase the vitality and profile of town and village centres and connect consumers with the rural economy.

Policy RAP6

To protect the economic and social benefits of local country markets devoted to the trade of indigenous agricultural and craft produce and to support their role as visitor attractions.

Objective RE013

To carry out a scoping study to identify suitable locations for country markets. In identifying locations, due regard will be had to sustainable access arrangements and car parking for markets. The study will also identify optimum sizes, occurrences and durations of these markets.

Objective RE014

To carry out a feasibility study, examining licensing and insurance implications for country markets, in association with appropriate partners.

HOME-BASED ECONOMIC ACTIVITY IN RURAL AREAS

Applications for small scale home-based economic activity in rural areas (for example home office, crèche with less than 15 child places, craft workshop) where the occupants of an existing dwelling are employed at home will be positively considered where the proposal does not generate significant new traffic movements. Home-based businesses which wish to expand into a full business will be required to locate in a village or other area suitable to the use proposed, expansion to a full business within the rural area will not be permitted.

Objective RE015

To permit home based economic activities at existing dwellings where, by virtue of their nature and scale, the activities can be accommodated without detriment to (i) the operation of agricultural or horticultural farms in the vicinity, (ii) the amenities of the rural area, or (iii) the amenities of any adjoining residential dwellings.

Objective RE016

To require that home based economic activity be sited either in converted existing farm buildings located adjacent to the main dwelling house, or within the house where the use is compatible with and ancillary to the use of the dwelling as a home.

Any such development shall be granted solely to the resident of the existing dwelling and the space for the economic activity shall not form a separate unit for sale or let, and may be conditioned as such.

EXTRACTION AND AGGREGATES

High quality aggregate reserves exist within the County. Such aggregates are scarce natural resources which require careful management. The Council will seek to ensure that development which would sterilise these aggregate reserves or prevent their efficient or effective recovery is not facilitated. The extraction and aggregate industry is land intensive and can have significant impacts. It is important both to minimise the impact of these types of development both during and after use and to encourage the recycling of building materials.

Objective RE017

To carry out a baseline study of all the existing quarries, extraction pits and other aggregate sources within three years, which may result in variations to the existing policy.

Objective RE018

To consider proposals for extraction only where the Council is satisfied that environmental quality and amenity will be fully protected and appropriate provision for the restoration of the landscape is being made.

Objective RE019

To encourage the recycling of builders rubble to reduce the need for extraction.

The suitability of any aggregate enterprise shall be assessed on the basis of the sensitivity of the local environment to the predicted impacts, the scale of the development proposed and the capacity of the road network in the area to accommodate associated traffic. The Council will not permit extractions which would result in a reduction of the visual amenity of areas of high scenic or recreational amenity or damage to areas of scientific importance or of geological, botanical, zoological and other natural significance. All workings shall be subject to landscaping requirements, and worked out quarries, pits and spoil heaps shall be rehabilitated to suitable land uses.

The use of landfilling with waste other than topsoil, subsoil and builders rubble is not considered to be an acceptable method of rehabilitation of pits. Bonds or levies will be required by the Council as a condition of any planning permission granted to ensure satisfactory reinstatement on completion of extraction.

FORESTRY

Forestry has many benefits – well managed forests provide wood and other products; they create jobs; they can enhance or maintain biodiversity; they provide opportunities for recreation and tourism; they absorb and store carbon dioxide and therefore can play a role in meeting Ireland’s international obligations with regard to carbon dioxide emissions. Poorly sited or managed forests can lead to environmental problems. These include loss of biodiversity through habitat loss and/or degradation, loss of water quality through acidification and siltation, visual intrusion in sensitive landscapes; loss or damage to sites of archaeological or scientific interest. In addition reliance on a limited number of non-native conifer species, often planted in monocultures, has limited the value of forests in terms of biodiversity.

Currently initial afforestation is not subject to control through the planning code but is regulated via a statutory consent system. An Indicative Forestry Strategy will be developed through a co-operative process involving the local authority, the Forest Service and the local community; this will emphasise the need for increased broadleaf planting and will ensure that ‘the right trees are planted in the right places.’

Objective RE020

To develop an Indicative Forestry Strategy for Fingal in partnership with the Forest Service and the community within three years of adoption of the Development Plan.

5.5 SOCIAL INFRASTRUCTURE IN RURAL AREAS

Communities consist of more than just housing and work locations. In protecting the future of the rural community and allowing it to grow in a sustainable way, the Council will actively protect and support essential local services for the rural community. The provision of services to meet the needs of the community will, generally, be located in the Rural Villages, both for reasons of sustainability, and to help reinforce the role of the village as the centre for the community.

Objective RI01

To protect the existing network of schools within the rural community and to actively encourage the provision of safe access to such facilities.

Objective R102

To support and encourage the provision of crèche facilities within rural villages to serve local need, and to encourage the location of such facilities close to primary schools where possible.

Objective R103

To support the provision of library services to the rural community both through the mobile service and the existing Council library in Garristown.

Objective R104

Support the provision of community health facilities within the RV1 villages.

Objective R105

To support the provision of community and social facilities within rural villages, working with community groups and clubs, and to continue to support the provision of facilities at the Seamus Ennis Centre, Naul.

Objective R106

To facilitate the development of public transport schemes, which improve quality of life and encourage sustainable transport modes, including facilitation of bus stops and shelters in rural villages. The Council will actively support the Rural Transport Initiative of the National Development Plan as a community based approach to tackling social exclusion caused by lack of access to transport.

Table No. 5.1 Zoning Objective “RV1” Rural Villages

Objective: *To protect the special character of rural villages and provide for improved village facilities and local needs housing in accordance with approved local area plan and infrastructure provision.*

Vision: The zoning objective puts in place a local area plan for each rural village. These rural villages are located in agricultural and greenbelt areas, provide local services and limited employment opportunities to the surrounding rural areas, and also have a role as dormitory villages. They provide housing options to both the rural community and cater for limited urban generated demand. The concentration of local population growth strengthens the viability of services available to the local community within and surrounding the village. It is envisaged that the growth of the villages shall be safeguarded to strengthen the village core and to provide housing for the local rural community.

Use Classes Related To Zoning Objective

Permitted In Principle	Agricultural Buildings, Agri-Business, Agri-Tourism, ATM, Bed & Breakfast ^c , Betting Office, Holiday Caravan Park, Casual Trading, Burial Grounds, Places of Worship, Community Facility, Crèche/Nursery, Cultural Uses, Doctor/Dentist, Education, Enterprise/Training Centre, Funeral Home, Garden Centre, Golf Course, Traveller Accommodation, Health Centre, Holiday Home ^e , Home-Based Economic Activities, Hotel (no larger than 30 bedrooms), Light Industry (Small Scale), Agricultural Machinery Sales Outlet, Offices less than 100sq.m., Open Space, Petrol Station, Public House, Utility Installations, Recreational Building, Sports Clubs, Recycling Facility (Small Scale), Residential ^e , Residential Institution, Restaurant/Café, Residential Care Home, Service Garage, Shop ^h , Take-Away, Veterinary Surgery, Woodland/Urban Forestry.
Not Permitted	Advertisements/Advertising Structures, Aerodrome/Airfield, Alternative Energy Installations (excluding Solar Panels), Boarding Kennels, Carpark (Multi-Storey), Residential Caravan Park, Cash & Carry Outlet, Concrete/Asphalt Plant, Night Clubs, Heavy Good Vehicle Park, Hospital, Large Hotel (Excess 30 Rooms), Extraction/Quarrying, Special Industry, General Industry, Light Industry (Large Scale), Logistics, Major Waste To Energy Uses, Motor Sales Outlet, Offices in excess of 100sq.m., Park'n'Ride, Refuse Transfer Station, Retail Warehousing, Science and Technology Campus, Scrap Yard, Shop-Supermarket, Major Sales Outlets, Tele-Services, Transport Depot, Warehousing.

Key to superscript symbols:

- C. Where the use is ancillary to the use of the dwelling as a main residence.
- G. Only where in compliance with policies and objectives for new dwellings in this zone.
- H. Only in accordance with the County Retail Strategy.

Table No. 5.2 Zoning Objective “RC” Rural Cluster

Objective: *To protect residential amenity and the character of rural clusters and provide for small scale infill development to serve local needs.*

Vision: The zoning objective seeks to consolidate the role of rural clusters as primarily rural residential areas with limited local services. The aim is to encourage small scale infill of both housing and some local services within these clusters will be permitted at identified locations. This will allow the clusters strengthen in their role both to provide a viable alternative to rural housing in the open countryside and to support small scale local service provision in a sustainable way.

Use Classes Related To Zoning Objective

Permitted In Principle	Agricultural Buildings, Agri-Business, Agri-Tourism, ATM, Bed & Breakfast ^c , Casual Trading, Burial Grounds, Places of Worship, Community Facility, Crèche/Nursery, Cultural Uses, Doctor/Dentist ^c , Education, Garden Centre, Golf Course, Traveller Accommodation, Health Centre, Holiday Home ^e , Home-Based Economic Activities ^c , Open Space, Public House, Utility Installations, Recreational Building, Sports Clubs, Recycling Facility (Small Scale), Residential ^e , Residential Institution, Small Restaurant/Café ^c , Service Garage, Shop ^c , Veterinary Surgery, Woodland/Urban Forestry.
Not Permitted	Advertisements/Advertising Structures, Aerodrome/Airfield, Alternative Energy Installations (Excluding Solar Panels), Boarding Kennels, Betting Office, Car-Park, Residential Caravan Park, Cash & Carry Outlet, Concrete/Asphalt Plant, Enterprise/Training Centre, Funeral Home, Night Clubs, Heavy Good Vehicle Park, Hospital, Hotel, Light Industry (Small Scale), Agricultural Machinery Sales Outlet, Extraction/Quarrying, Special Industry, General Industry, Light Industry (Large Scale), Logistics, Major Waste to Energy Uses, Motor Sales Outlet, Park'n'Ride, Refuse Landfill, Refuse Transfer Station, Retail Warehousing, Science and Technology Campus, Scrap Yard, Shop-Discount Foodstore/Major Sales Outlet/Supermarket, Take-Away, Tele-Services, Transport Depot, Warehousing.

Key to superscript symbols:

- C. Where the use is ancillary to the use of the dwelling as a main residence.
- G. Only where in compliance with policies and objectives for new dwellings in this zone.

Table No. 5.3 Zoning Objective “RU” Rural and Agriculture

Objective: *To protect and provide for the development of agriculture and rural amenity.*

Vision: This zoning objective seeks to protect the agricultural areas of the County by ensuring that all new development is functionally related to agriculture and horticulture and to protecting the role and operational needs of agriculture and horticulture; while also seeking to preserve the rural amenity though ensuring new developments fit into the landscape sensitively and the natural features such as hedgerows and tree lines on ridges are protected.

Use Classes Related To Zoning Objective

Permitted In Principle	Agricultural Buildings, Agri-Tourism, Bed & Breakfast ^c , Boarding Kennels, Holiday Caravan Park ^l , Burial Grounds, Community Facility ^l , Creche/Nursery ^c , Concrete/Asphalt Plant in or adjacent to Quarry, Doctor/Dentist ^c , Education ^l , Golf Course, Traveller Accommodation, Health Centre ^l , Home-Based Economic Activities ^c , Industry-Extractive, Open Space, Places of Worship ^l , Utility Installations, Sports Clubs ^l , Refuse Landfill, Residential ^g , Veterinary Surgery, Woodland Forestry, Places of Worship ^l .
Not Permitted	Abattoir, Advertisements/Advertising Structures, Aerodrome/Airfield, Agri-Business, ATM, Betting Office, Car-Park (Commercial), Residential Caravan Park, Cash & Carry Outlet, Casual Trading, Enterprise/Training Centre, Dancehall, Funeral Home, Nightclubs, Heavy Good Vehicle Park, Hospital, Holiday Homes ^k , Hotel ^k , Household Fuel Depot, Special Industry, Light Industry, General Industry, Agricultural Machinery Sales Outlet, Offices, Logistics, Major Waste to Energy Uses, Motor Sales Outlet, Offices, Park ‘n’ Ride, Residential Care Home ^l , Retail Warehousing, Recreational Building (Commercial), Science and Technology Campus, Scrap Yard, Service Garage, Retail Shops, Take-Away, Tele-Services, Transport Depot, Warehousing.

Key to superscript symbols:

- C. Where the use is ancillary to the use of the dwelling as a main residence.
- I. Only where proximate to local village/urban centre.
- G. Only where in compliance with policies and objectives for new dwellings in this zone.
- J. Except in accordance with SIP38.
- K. Except where development is a conversion of a protected structure.
- L. Except where immediately proximate to local village/urban centre.

Table No. 5.4 Zoning Objective “RB” Rural Agribusiness

Objective: *To provide for and facilitate the provision of agri-business uses.*

Vision: This zoning objective provides a specific framework for agri-business, providing locations for business that are directly related to the agricultural or horticultural sector involving either the processing of produce of which a significant portion is sourced locally or support services for the agriculture or horticulture sector. It recognises the demands and location needs of these types of business and by allocating specific zoning objective and location, seeks to protect the competitiveness and efficiency in the agricultural and horticultural sector, without damaging the landscape character of the area they are located within.

Use Classes Related To Zoning Objective

Permitted In Principle	Abattoir, Agricultural Buildings, Agricultural Machinery Sales and Maintenance, Crèche/Nursery, Concrete/Asphalt Plant in or Adjacent to Quarry, Fruit and Vegetable Packing Processing and Distribution, Sales of Agricultural Farm Supplies (Gates, Fertiliser, Feeds Etc.), Ancillary Office Space to Permitted Uses, Rural Research and Advisory Services (Non-Production), Garden Centres, Open Space, Utility Installations, Telecommunications Structures, Veterinary Surgery, Woodland/Urban Forestry.
Not Permitted	Advertisements/Advertising Structures, Aerodrome/Airfield, ATM, Bed & Breakfast, Betting Office, Car-Park (Commercial), Caravan Park (Residential and Holiday), Cash & Carry Outlet, Casual Trading, Burial Grounds, Places of Worship, Community Facility, Dancehall, Doctor/Dentist, Education, Enterprise/Training Centre, Extraction/Quarrying, Funeral Home, Golf Course, Traveller Accommodation, Health Centre, Heavy Good Vehicle Park, Holiday Homes, Hospital, Hotel, Household Fuel Depot, Light Industry, Special Industry, General Industry, Extractive Industry, Logistics, Major Waste to Energy Uses, Motor Sales Outlet, Nightclubs, Non-Agricultural Vehicle Sales, Non-Local Food Based Distribution, Offices, Park'n'Ride, Sports Clubs, Recreational Building, Refuse Transfer Station, Residential, Residential Institution, Residential Care Home, Retail Shop, Retail Warehousing, Science & Technology Campus, Scrap Yard, Service Garage, Take-Away, Tele-Services, Transport Depot, Warehousing.

Table No. 5.5 Zoning Objective “HA” High Amenity

Objective: *To protect and improve high amenity areas.*

Vision: The zoning objective seeks to protect these highly sensitive and scenic locations from any inappropriate development. Only agricultural uses and low impact amenity uses will be considered, when it can be shown that the special qualities of these areas will not be eroded by any proposed development. In recognition of the amenity potential of these areas, opportunities to increase public access will be sought.

Use Classes Related To Zoning Objective

Permitted In Principle	Agricultural Buildings, Agri-Tourism, Bed & Breakfast ^c , Boarding Kennels, Burial Grounds, Community Facility ^l , Crèche/Nursery ^c , Doctor/Dentist ^c , Utility Installations, Golf Course, Traveller Accommodation, Health Centre ^l , Home-Based Economic Activities ^c , Open Space, Sports Clubs ^l , Residential ^g , Veterinary Surgery, Woodland/Urban Forestry.
Not Permitted	Abattoir, Advertisements/Advertising Structures, Agricultural Machinery Sales Outlet, Aerodrome/Airfield, Alternative Energy Installations (excluding domestic solar panels), Agri-Business, ATM, Boarding Kennels, Betting Office, Car-Park (Commercial), Concrete/Asphalt Plant, Holiday Caravan Park, Residential Caravan Park, Cash & Carry Outlet, Casual Trading, Places of Worship, Enterprise/Training Centre, Dancehall, Funeral Home, Nightclubs, Heavy Good Vehicle Park, Garden Centre, Hospital, Holiday Homes ^k , Hotel ^k , Household Fuel Depot, Special Industry, Extractive Industry, Light Industry, General Industry, Offices, Extraction/Quarrying, Logistics, Major Waste to Energy Uses, Motor Sales Outlet, Offices, Park’n Ride, Residential Care Home, Refuse Transfer Station, Residential Institution, Retail Warehousing, Recreational Building (Commercial), Restaurant/Cafe ^{km} , Science and Technology Campus, Scrap Yard, Service Garage, Retail Shops, Take-Away, Tele-Services, Transport Depot, Warehousing.

Key to superscript symbols:

- C. Where the use is ancillary to the use of the dwelling as a main residence.
- G. Only where in compliance with policies and objectives for new dwellings in this zone.
- L. Only where proximate to local village/urban centre.
- K. Except where development is a conversion of a protected structure.
- M. Except where use is ancillary to other tourism/leisure facility.

/ Part VI

Transportation and Utilities /

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6.1 TRANSPORTATION

The availability of good transportation is of great importance to all aspects of modern life and has a vital part to play in shaping future development and the environment of the County. The accessibility of homes and jobs, of services and public facilities, and of opportunities for recreation and leisure, are key factors affecting the quality of life of every individual. Close integration of transportation and land use is vital in order to ensure the provision of the most effective links, the minimisation of the demand for travel, and the most efficient use of resources. The timely provision of a full range of transportation services is essential if Fingal is to continue to develop as one of the leading business and residential areas in the country. Although it is directly responsible for the development of only some transportation modes, the Council will continue to provide those elements of the transportation system which are within its remit and to facilitate the development of those elements provided by others. Fingal County Council recognises that some current trends in transportation, in particular the relentless increase in private vehicular traffic, are unsustainable. The Council is strongly committed to the promotion of sustainable means of travel including public transport, walking and cycling, and the encouragement of modal change from private car use to these means. A major Demand Management Study has recently been carried out aimed at identifying a package of measures to reduce the demand for travel in the Dublin Region, in particular by private car.

ROADS AND PARKING

While Fingal County Council is committed to the promotion of sustainable means of travel including public transport, walking and cycling, and the encouragement of modal change from private car use to these means, it is recognised that the roads infrastructure will remain an important component of the national, regional and local transportation network, catering for the movement of buses and goods vehicles, pedestrians and cyclists, as well as private cars. The demand for motor vehicle use is increasing beyond the capacity of the road system and causing significant social, environmental and economic impacts. Fingal County Council is responsible, in association with other bodies including the National Roads Authority, the QBN Project Office, An Garda Síochána and private developers, for the development, maintenance and management of the network of national, regional and local roads within the County. The Council will continue to strive in the coming years for higher levels of safety and efficiency on the road network throughout the County.

Policy TP1

To promote road safety as a high priority.

Policy TP2

To implement a programme of road construction and improvement works closely integrated with existing and planned land uses as resources allow.

Policy TP3

To implement local measures to improve road safety including traffic calming, signage, signalisation, and street lighting, as resources allow.

Policy TP4

To balance the requirement for an appropriate level of off-street parking facilities against factors of accessibility to means of transport alternatives to the private car applying at particular development locations, in the overall interest of sustainable land use practice.

Policy TP5

To promote the control of on-street parking in the interests of the viability, vitality and amenity of town and district centres.

Policy TP6

To develop linkages with other modes of transport in order to facilitate the provision of an integrated transport system.

Objective T01

To implement the road construction and improvement measures set out in Table 6.1 as resources allow.

Objective T02

To implement a programme of local measures to improve road safety as resources allow.

Objective T03

To implement a programme of traffic and parking management measures in towns and villages throughout the County as resources allow.

Objective T04

To secure the provision of an appropriate level of vehicle parking facilities in new developments in accordance with Policy TP4 and the standards set out in Table 6.2.

Objective T05

To encourage the provision of facilities for the secure parking of Heavy Goods Vehicles at suitable locations.

Table 6.1 – Road Construction and Improvement Measures

Road Schemes

1. Balbriggan Outer Relief Road
2. Flemington Lane Improvement Scheme
3. Naul Road
4. Courtlough
5. Townparks to Barnageeragh Distributor Road
6. Cycle/Pedestrian Access to Skerries Train Station
7. Lusk to Rush Road Improvement Scheme
8. Rush Relief Road
9. Turvey Avenue Improvement Scheme
10. Donabate Orbital Road
11. Hearse Road Improvement Measures
12. Beaverstown Road Improvement Scheme
13. Beaverstown Link to Portrane Road (at Community Centre)
14. N1 Junction Improvements
15. Kettles Lane
16. Forest Road Improvement Scheme
17. Airside to Drynam Interchange Link
18. Drynam Interchange
19. Malahide Road Upgrade (Pavillion Section)
20. Malahide Road Improvement Scheme (east of N1)
21. Glen Ellen Distributor Road Improvements
22. Estuary Road Improvement Scheme
23. Yellow Walls Road Improvement Scheme
24. Balgriffin Road Realignment
25. Feltrim Road Streamstown Junction Improvement
26. Baskin Lane Junction Improvement
27. N32 Improvements
28. Blackwood Lane Improvement Scheme
29. Station Road Improvement Scheme
30. Moyne Road Improvement Scheme
31. New Distributor Road to Baldoyle Station
32. Sutton Cross Junction Improvement
33. Harristown Distributor Road
34. N2 (Cherryhound) to Harristown Distributor Road

35. St. Margarets Road (Ballymun) Improvement Measures
36. Ballymun Interchange to Harristown Road
37. Jamestown Road
38. Phoenix Park (N2 Interchange)
39. Ongar Road
40. Access off Corduff roundabout to Ballycoolin Industrial Estate
41. Ballycoolin / Snugborough Road Junction Improvement
42. Ballycoolin Road Realignment
43. Hansfield Road Improvement Scheme
44. Clonsilla Road Junction Improvements
45. Mulhuddart Interchange Improvement
46. Cappagh Road Realignment
47. Dunsink Lane to Cappagh Road
48. N2-N3 Church Road Tyrellstown-Ratoath Road (N2 link)
49. N2-N3 Link Ballycoolin Road to Cherryhound (N2)
50. N2-N3 Link Church Road Tyrellstown to Damastown
51. Mitchellstown Road to Kilshane Cross Road Improvement Measures
52. Link via SDZ Lands to Porterstown
53. Possible alternative Railway Crossing and Link Road at Clonsilla
54. James Connolly Memorial Hospital –new bridge etc.
55. Castaheaney Interchange Improvement
56. M50 Upgrade
57. M2 Motorway
58. Link from Ongar Road to N4
59. East West Link Road via Belcamp to N1

Traffic Management and Road Improvement Schemes

60. Balbriggan
61. Skerries
62. Lusk
63. Seabury/Yellow Walls
64. Howth
65. Blanchardstown
66. Castleknock
67. Swords
68. Rush
69. Ballyboghil
70. Garristown
71. Oldtown
72. Naul
73. Rowlestown
74. St. Margarets

Table 6.2 - Car Parking Standards related to Land Use

Land Use	Maximum Permissible
Apartment	1-2 spaces per dwelling (depending on design)
Auditorium, Theatre, Cinema, Stadium	1 space per 3 seats
Bank, Library	1 space per 20m ² gross floor area
Bars, Lounges, Function Rooms (including such uses in Hotels etc.)	1 space per 4m ² of public space
Bowling Alley	6 spaces per lane
Caravan Park- Holiday	1 space per unit
Church	1 space per 3 seats
Clinics and Group Medical Practices	2.5 spaces per consulting room
College of Higher Education	To be determined by Planning Authority
Dance Hall/Private Dance Clubs	1 space per 3m ² dance floor and sitting out space
Driving Ranges (Golf)	2 spaces per 2m of base line
Dwelling house	1-2 spaces per dwelling, depending on dwelling size, access to public transport and local facilities
Dwelling house - Low density away from public transport	Up to 3 spaces per dwelling
Funeral Home	6 spaces
Golf or Pitch and Putt Courses	To be determined by Planning Authority
Hospital	1.5 spaces per bed
Hotel, Motel, Motor Inn, Guest house (excluding function rooms, bars)	1 space per bedroom
Industry	1 space per 35m ² gross floor area
Institutions, Community Centres	To be determined by Planning Authority
Nursing Home	1 space per 3 patients
Offices	1 space per 25m ² gross floor area
Primary and Post-Primary Schools	2 spaces per classroom
Residential Mobile Home Park	1 space per unit
Restaurant/Cafe	1 space per 5m ² dining area
Shopping Centres and Retail Stores, Retail Warehousing	1 space per 20m ² gross floor area
Sports Grounds and Sports Clubs	To be determined by Planning Authority
Vehicle Service Station	1 space per 275m ² gross site area
Warehousing	1 space per 100m ² gross floor area

Notes:

1. In the case of any use not specified above the Planning Authority will determine the parking requirements.
2. Short term parking bays (for shopping centres particularly) shall be 2.5 metres wide by 4.75 metres in length.
In no instance shall a width of less than 2.4 metres be accepted, even for long term (e.g. office blocks) parking spaces.
3. Parking bay widths for disabled persons shall be a minimum of 3.0 metres wide. One or more per 100 should be reserved for disabled drivers.
4. In the case of non-residential uses at central / Main Street locations, the benefits of central managed parking facilities can be considered as part of a mobility management plan.

PUBLIC TRANSPORT

The promotion of public transport as an alternative to the private car is a major thrust of Government policy as expressed in various policy statements including The *National Spatial Strategy, Sustainable Development – A Strategy for Ireland* and the *Residential Density Guidelines*. Continued reliance on the private car to provide for the increasing demands for the movement of people is clearly unsustainable especially in urban areas, in terms of efficiency, environmental quality and use of resources. Fingal County Council is not directly responsible for the provision of public transport but has an important role to play in facilitating the provision of services by the designated public transport operators.

Policy TP7

To prioritise public transport by safeguarding future METRO, other rail and bus routes; promoting and facilitating the provision of new METRO and other rail facilities, rail and bus routes; promoting the provision and improvement of QBCs and bus priority measures (see Table 6.3) on existing and planned road infrastructure; requiring mobility management plans for new developments and implementing traffic and parking management measures.

Policy TP8

To work with all relevant agencies involved in the transport sector to support and provide for, the delivery of an integrated transport strategy for Dublin as a whole, to benefit the residents of Fingal.

Policy TP9

To support demand management measures to reduce car travel.

Policy TP10

To promote land use patterns which reduce the need to travel and support public transport, including higher densities at public transport corridors and nodes.

Policy TP11

To ensure that new developments are laid out so as to facilitate the provision of local bus services.

Policy TP12

To facilitate and promote the development of a new and improved rail based transportation system including a METRO rail link from the the City to Swords via the Airport, a new rail line from Clonsilla to Dunboyne, and from Baldoyle to Dublin Airport, and additional stations and operational facilities on the Drogheda to Dublin and Maynooth to Dublin lines.

Policy TP13

To actively seek to utilise Section 49 of the *Planning and Development Act 2000* to secure contributions from developers towards the upgrading of public transport infrastructure.

Policy TP14

To promote the provision of public transport interchange facilities at appropriate points on the public transport network in co-operation with the DTO and the public transport providers.

Objective T06

To facilitate and promote the development of a METRO line from the City Centre to Dublin Airport and on to Swords by protecting the preferred route identified by the Railway Procurement Agency, preparing and implementing proposals for the integration of this line with the development of adjoining lands in co-operation with the developers of such lands, and implementing a scheme under Section 49 of the *Planning and Development Act 2000* to secure contributions from developers of lands in the vicinity towards the cost of developing the line, and co-operating with other public agencies and the private sector in this regard.

Objective T07

To identify and protect a route for the proposed Orbital METRO from the Airport through Blanchardstown towards Clondalkin and Tallaght.

Objective T08

To maintain the reservation of the former Navan rail line free from development.

Objective T09

To protect from development any lands required for the upgrading of existing railway lines or stations or the provision of new railway stations throughout the County.

Objective T010

To facilitate and encourage the upgrading of existing railway stations.

Objective T011

To secure the development of new Quality Bus Corridors and the extension and improvement of existing Quality Bus Corridors.

Objective T012

To provide bus priority measures on existing and planned road infrastructure where appropriate.

Objective T013

To facilitate the provision of local bus services in Blanchardstown, Swords and Balbriggan, and in other urban areas where appropriate.

Objective T014

To facilitate the provision of feeder bus services to rail stations.

Objective T015

To promote and facilitate the development of Public Transport Interchanges at Blanchardstown Centre, Porterstown, Swords, Howth Junction, Baldoyle and Balbriggan, and at other locations which may be identified during the lifetime of the Plan.

Objective T016

To facilitate the provision of Park and Ride facilities at suitable interchange points between private and public transport.

Objective T017

To require mobility management plans and transport impact assessments for proposed trip intensive developments.

Objective T018

To ensure as far as is practicable that health, community and educational facilities are easily accessible by means of public transport.

Objective T019

To implement a programme of demand management measures adopted as a result of the Demand Management Study carried out on behalf of the DTO.

Table 6.3 - DTO and QBNO Schemes

1. Swords QBC Extension
2. Blanchardstown QBC Extension / N3
3. R108 Bus Priority Scheme
4. Snugborough Road QBC
5. Blanchardstown Road QBC Measures
6. Measures pursuant to Framework Strategies for Land Use and Transportation in Blanchardstown, Balbriggan and Swords.

DUBLIN AIRPORT AND PORT

Dublin Airport is the principle gateway to Ireland and the most significant economic entity in the County and the region. In 2003 it accommodated almost 16 million passengers, provided 14,500 direct jobs and supported some 40,000 indirect jobs. It is estimated that the airport will cater for approximately 23 million passengers per annum by 2010 and 33 million passengers per annum by 2020, at which stage some 22,500 people will be employed at the Airport. The Dublin Airport Authority currently has 18,400 car parking spaces at the Airport.

Fingal County Council as the local authority for the area has a unique role in facilitating the development potential of the Airport and its environs and acting as the guardian of this national resource. The National Spatial Strategy sees the expansion of the level of service available from Dublin Airport to an even wider range of destinations as being essential in the interests of underpinning Ireland's future competitiveness. Fingal County Council has commissioned the South Fingal Planning Study in order to assess the optimal use of lands in and around the Airport.

Fingal's accessibility to the Port of Dublin, which will be considerably augmented on completion of the Dublin Port Tunnel, is a significant asset to the County, as is the proximity of the Port of Drogheda.

Policy TP15

To safeguard the current and future operational, safety, technical and developmental requirements of Dublin Airport.

Policy TP16

To protect and enhance surface access to and from the Airport.

Policy TP17

To control the supply of car parking at the Airport so as to maximise as far as is practicable the use of public transport by workers and passengers and to secure the efficient use of land.

Policy TP18

To promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the existing and anticipated environmental impacts of aircraft movements.

Policy TP19

To implement the policies to be determined by Government in relation to Public Safety Zones for Dublin Airport.

Policy TP20

To realise the optimal use of lands around the airport.

Policy TP21

To promote the extension of the provisions of the Environmental Protection Act and EU environmental standards to all relevant activities at Dublin Airport including noise control, engine run-up and air pollution.

Objective T020

To determine a Designated Airport Area for Dublin Airport, and to zone the lands included in that area for uses integral or ancillary to the functions of the airport as such.

Objective T021

To facilitate the development of a second east-west runway at Dublin Airport.

Objective T022

To restrict the Crosswind Runway to essential occasional use on completion of the second east-west runway.

Objective T023

To facilitate the on-going augmentation and improvement of terminal facilities at Dublin Airport.

Objective T024

To restrict development which would give rise to conflicts with aircraft movements on environmental or safety grounds on lands in the vicinity of the airport itself and of the main flight paths serving the airport, and in particular to restrict residential development in areas likely to be affected by levels of noise inappropriate to residential use.

Objective T025

To promote the development for economic activities and employment generation, strictly in association with the provision of the METRO, of lands to the south of the Airport identified in the South Fingal Planning Study as being suitable for such uses.

Objective T026

To restrict development which would impede surface access to Dublin Airport.

Objective T027

To have regard to the safety and environmental impacts of aircraft movements associated with Weston Aerodrome in the assessment of any relevant development proposal.

PEDESTRIAN AND CYCLE ROUTE NETWORK

The Council recognises cycling and walking to be healthy, safe, ecologically sound and socially just forms of movement. Demands for more extensive and improved facilities for cycling and walking were a striking feature of the preliminary consultation process carried out at the commencement of the development plan review. The increased provision of cycle lanes and safer facilities for pedestrians is identified as a key action in the Government's sustainability development strategy *Sustainable Development – A Strategy for Ireland*. In carrying out all its work, the Council will bear in mind the need to maintain safe convenient and pleasant routes for pedestrians and cyclists in all parts of the County. The Council is conscious that the design and other needs of pedestrians and cyclists are different. In providing for pedestrians, the Council will design for and ensure accessibility for the mobility impaired in keeping with the Barcelona Declaration.

Policy TP22

To promote walking and cycling by securing the development of a network of safe cycle routes and footpaths on new and existing roads and on routes reserved exclusively for pedestrians and cyclists.

Policy TP23

To require good pedestrian and cycle access facilities through new developments.

Policy TP24

To require good cycle access through new developments.

Policy TP25

To promote the provision of secure cycle parking facilities at appropriate locations including stations and other public transport interchanges.

Policy TP26

To prioritise the movement of pedestrians and cyclists in proximity to public transport nodes.

Objective T028

To prepare and implement on a progressive basis a programme for the development of the Fingal Coastal Way for pedestrians and cyclists, extending from the County boundary with Dublin City to the County boundary with County Meath.

Objective T029

To ensure where possible that cycleways and footpaths are effectively separated from major vehicular carriageways.

Objective T030

To review the strategic cycle network within the County, including a study of each proposed road redesign or new facility, in consultation with local communities and cyclists and to provide road redesigns and cycling facilities to benefit cyclists as resources allow.

Objective T031

To prepare and implement on a progressive basis a programme for the development of rural footpaths, cycleways and bridle paths.

Objective T032

To prepare and implement on a progressive basis a programme for the development and improvement of urban footpaths and cycleways.

Objective T033

To prepare and implement on a progressive basis a programme for the development of safe walking and cycling routes in the Liffey Valley from Chapelizod to the County Boundary, to be named by holding a schools competition.

Objective T034

To require the provision of secure cycle parking facilities convenient to points of pedestrian access, at new developments including office blocks, apartment developments, shopping centres, public transport interchanges, Park and Ride facilities, and rail stations, and to promote the provision of such facilities at other appropriate locations.

Objective T035

To require planning applications to demonstrate the development proposal's accessibility for pedestrians and cyclists.

Objective T036

To run awareness campaigns promoting the health and environmental benefits of cycling and advising other road users on safe behaviour in the vicinity of cyclists.

The Indicative Cycle Network symbol on the Development Plan Maps indicates an indicative cycle network which may require changes to roads and streets. It is not intended solely to indicate cycle lanes or a particular road design.

6.2 WATER AND DRAINAGE

The provision of adequate water supply and drainage services is an integral part of the proper planning and sustainable development of any area. The primary objective here is to safeguard the environment while ensuring the highest possible standards in the provision of a range of services that is essential for urban development and for the health and safety of the population of the County. The Council aims to ensure sustainable growth by continuing the development of modern, state-of-the-art and high quality public infrastructural services and facilities. Water, as a resource is both valuable and vulnerable. It is vital that groundwater supplies, catchment areas and other water sources are protected as far as is practicable.

WATER SUPPLY

The availability of a drinking water supply is essential for public health and the economic growth of the County. The need to balance the growing demand for water with the needs of the environment and those of existing users is crucial, and is particularly important in Fingal where demand for water is increasing. Population growth, increasing pressures for new development across the County and changing trends in water use are leading to increased demand for water. Thus, the Council must seek to ensure the prudent use of water resources while making adequate provision for future sustainable development.

Policy UTP1

To continue the development and upgrading of the water supply system to ensure that an adequate supply of drinking water for domestic, commercial, industrial and other uses, is available for the sustainable development of the County.

Policy UTP2

To continue the upgrading and rehabilitation of water main systems.

Policy UTP3

To protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and to control development in a manner consistent with the proper management of these resources.

Policy UTP4

To introduce Water Byelaws for the purpose of protecting the public drinking water supply against contamination from a customer's system and promotion of internal water conservation.

Objective WDO1

To provide the Swords Augmentation Scheme 800mm pipeline and complete it to the Jordanstown Reservoir.

Objective WDO2

To expand the Leixlip Water Treatment Plant and provide bankside storage.

Objective WDO3

To construct a new rising main joining Leixlip Water Treatment Plant to Ballycoolen Reservoirs.

Objective WDO4

To provide an additional storage reservoir at Ballycoolen.

Objective WDO5

To upgrade the Balbriggan Water Supply System including a new storage reservoir.

Objective WDO6

To upgrade the Fingal Rural (Ward) water supply system.

Objective WDO7

To construct the North Fringe Water Supply Scheme (in co-operation with Dublin City Council).

Objective WDO8

To improve the Howth Water Supply System.

Objective WDO9

To develop and implement Water Byelaws.

Objective WDO10

To install meters on all non-domestic premises by the end of 2006.

Objective WD011

To expand the Bog of the Ring Groundwater Scheme, subject to an environmental assessment of its sustainability, and having installed the technology to reduce the level of hardness in the water supply.

FOUL AND SURFACE WATER DRAINAGE

The development and expansion of the County's wastewater and surface water drainage system is essential to the future sustainable development of the County and to the improvement of water quality in the area. The Council, together with the other local authorities in the region, is currently involved in a major study of the drainage requirements for the entire Dublin Region for the period up to 2031. This study, *The Greater Dublin Strategic Drainage Study (GSDSDS)* was set up in 2001 to analyse the existing drainage system in the Greater Dublin Area and to make recommendations on future drainage policies and needs. One of the key deliverables of the study is recommendations for regional drainage infrastructure to cater for development up to year 2031.

Policy UTP5

To develop and expand, in a sustainable manner, the drainage system for the County, in order to facilitate the supply of serviced land for residential, commercial and industrial development. Where appropriate, this will be done in co-operation with adjoining local authorities.

Policy UTP6

To balance the impact of urban drainage through the achievement of control of run-off quality and amenity/habitat enhancement in developing and expanding the drainage system.

Policy UTP7

To ensure that all new developments have and are provided with satisfactory drainage systems in the interest of public health and to avoid pollution of the ground and surface waters.

Policy UTP8

To ensure that, in all new developments, separate foul and surface water drainage systems are provided and, where feasible in redevelopment schemes, existing combined drainage systems are separated.

Policy UTP9

To ensure that the development of the drainage system does not put basements at risk of flooding and that basements, underground car-parks etc., are designed to ensure that they are not at risk of flooding.

Policy UTP10

To minimise the number and frequency of storm overflows of sewage to watercourses and sea in the County.

Policy UTP11

To establish, in co-operation with the adjoining local authorities, a consistent approach to the design, improvement and management of intermittent discharges to ensure that the needs of the region's receiving waters are met in a cost effective manner.

In order to implement the policies above and to address the drainage needs of Fingal, it shall be an objective of the Council to undertake the following actions during the lifetime of the Development Plan (subject to the necessary resources being made available).

Objective WD012

To promote the use of sustainable drainage systems.

Objective WD013

To undertake in co-operation with the adjoining local authorities, studies into the true level of inflow/infiltration/exfiltration in the drainage network across the region.

Objective WDO14

To implement pilot projects within the lifetime of the Development Plan, to develop an Inflow/Infiltration/Exfiltration Reduction Procedure to reduce inflow, infiltration and exfiltration flows to economic levels in the most cost-effective manner and to develop a systematic programme of rehabilitation works across the region.

Objective WDO15

To continue the programme of upgrading and improving the drainage network in the urban areas of Fingal i.e. Swords, Balbriggan, Skerries, Rush, Lusk, Donabate and Portrane.

Objective WDO16

To improve and provide, as required, drainage collection systems in villages and settlement clusters.

Objective WDO17

To divert the effluent from Howth, Sutton, Portmarnock and Baldoyle into the Ringsend Wastewater Treatment Plant via Sutton Pumping Station.

Objective WDO18

To implement the policies developed for the Dublin Region by the *Greater Dublin Strategic Drainage Study (GSDS)*.

Objective WDO19

To upgrade the Blanchardstown/Mulhuddart drainage network, in accordance with the recommendations of the GSDS.

WASTE WATER TREATMENT

The sustainable development objectives for the waste water treatment infrastructure in the County will ensure the disposal of waste water in an environmentally sustainable manner. Waste water treatment plants are operated at Swords, Malahide, The Naul, Garristown, Oldtown, Ballyboghil, Toberburr, Portrane as well as a number of septic tanks and sea outfalls. Outside of the main towns and villages, the main method of sewage disposal is by means of individual septic tanks and proprietary treatment systems. A major investment programme is underway to upgrade existing and construct new wastewater treatment plants in the urban areas of Fingal in order to comply with the requirements of the *Urban Wastewater Treatment Directive* and to provide for new development. The recommendations of the *Greater Dublin Strategic Drainage Study* for the long-term provision of wastewater treatment capacity for the Region's needs will be published during the life of the development plan and may recommend the location in Fingal of a regional wastewater treatment plant to facilitate the long-term growth of the Dublin Region.

Policy UTP12

To facilitate the provision of wastewater treatment systems for municipal and industrial sources in order to ensure compliance with the *Water Framework Directive* and the *Urban Waste Water Treatment Directive* thus improving the quality of Fingal's surface and coastal waters.

Policy UTP13

To protect water quality by enforcement of the conditions of trade effluent licences and licences to discharge to waters issued by Fingal County Council.

Policy UTP14

To facilitate the provision of a major regional wastewater treatment plant in Fingal.

Policy UTP15

To develop additional treatment capacity at existing plants where required to facilitate new developments.

Policy UTP16

To facilitate and encourage, where technically feasible and resources are available, the connection of licensees with septic tank systems in peri-urban areas to the main drainage network.

Policy UTP17

To facilitate the provision of temporary wastewater treatment facilities for new developments where a permanent solution has been identified but not yet implemented and where the provision of such a facility is environmentally sustainable.

In order to implement the policies above and to address the wastewater treatment needs of Fingal it shall be an objective of the Council to undertake the following actions during the lifetime of the Development Plan (subject to the necessary resources being made available).

Objective WD020

To identify and reserve a site for a major regional wastewater treatment plant in Fingal.

Objective WD021

To construct new wastewater treatment plants at Barnegeeragh (Balbriggan/Skerries) and Portrane (serving Lusk, Rush, Donabate and Portrane).

Objective WD022

To construct a sludge hub centre for Fingal.

Objective WD023

To upgrade and expand where required the existing wastewater treatment plants at The Naul, Garristown, Oldtown, Ballyboghil and Rolestown and provide where required the provision of wastewater treatment plants to serve smaller settlements.

SURFACE WATER QUALITY

The Council is responsible for the protection of all waters including rivers, lakes, estuarine waters and groundwater. The work includes implementation of pollution control measures, licensing of effluent discharges, implementing and monitoring compliance with environmental legislation, and drawing up pollution contingency measures. The Council will participate in the preparation and implementation of an *Eastern River Basin District Management System* which has been set up in compliance with the requirements of the *Water Framework Directive*.

Policy UTP18

To maintain, improve and enhance the environmental and ecological quality of our waters by implementing Water Quality Management Plans for protection of ground, surface, coastal and estuarine waters as part of the implementation of the *EU Water Framework Directive*.

Policy UTP19

To participate in the *Eastern River Basin Management Project* in co-operation with the other constituent local authorities.

Policy UTP20

To protect, maintain, improve and enhance the natural and organic character of the watercourses and rivers in the County, and promote access, walkways and other recreational uses of their associated public open spaces, subject to a defined strategy of nature conservation and flood protection.

Policy UTP21

To establish, where feasible, riparian corridors, free from development, along all significant watercourses in the County.

Policy UTP22

To restrict, where feasible, the use of culverts on watercourses in the County.

Policy UTP23

To seek the continued improvement of water quality, bathing facilities and other recreational opportunities in the coastal, estuarine and surface waters in the County.

In order to implement the policies above and to address the surface water quality needs of Fingal it shall be an objective of the Council to undertake the following schemes and projects during the lifetime of the Development Plan.

Objective WDO24

To establish a working group in association with adjoining local authorities, the Department of Environment, Heritage and Local Government and the Department of the Marine and Natural Resources to oversee the preparation of a guide on Irish river rehabilitation and a public education programme.

Objective WDO25

To pilot the development and implementation of Integrated Water Management Plans in priority catchments in co-operation with the adjoining local authorities, in order to facilitate the development of policy relating to integrated water management across the Region.

Objective WDO26

To evaluate all watercourses in the County for rehabilitation potential, particularly in conjunction with sustainable drainage measures.

Objective WDO27

To develop groundwater protection schemes in line with the recommendations contained within the DoEHLG/GSI/ EPA publication 'Groundwater Protection Schemes, 1999' or any revised or replacement publication.

Objective WDO28

To minimise the impact on ground water of discharges from septic tanks, proprietary effluent treatment systems and percolation areas by ensuring that they are located and constructed in accordance with the recommendations of the Environmental Protection Agency.

Objective WDO29

To develop a groundwater protection scheme for the Bog of the Ring.

Objective WDO30

To reduce the number and frequency of overflows from the foul and combined sewer networks.

FLOOD PROTECTION

Over the past number of years there have been instances where flooding has occurred in areas of the County causing damage to homes and businesses. Relative to other counties in the region the extent of flooding is low, however there are areas in Fingal which are at risk of coastal or river flooding. The objective of the Council is to prevent development in floodplains which would be at an unacceptable risk of flooding and that the conveyance of rivers to carry floodwaters is not compromised by development. Given the varying predictions about climate changes and rising sea levels due to global warming, this issue must now be given serious consideration and will have implications for ground-water levels and storm drainage requirements for the future. The Council recognises the sensitivity of the Mayne and Sluice river catchments both to disruption of the natural flow regime which can cause flooding, and to pollution. These issues must be comprehensively addressed in any application within or draining to these catchments.

Policy UTP24

To actively participate in the National Flood Policy Review Group.

Policy UTP25

To restrict new development that would unacceptably increase the risk of flooding of existing developments and lands.

Policy UTP26

To control development in the natural floodplains of all rivers and streams and develop guidelines, where appropriate in co-operation with adjoining local authorities, for permitted development in the different flood risk category areas.

Policy UTP27

To prohibit development on or adjacent to floodplains where such development may have a negative impact on flood control, access for channel maintenance or future flood control works or might contribute to environmental degradation were flooding to occur.

It shall be an objective of the Council to undertake the following key objectives during the lifetime of the Development Plan.

Objective WD031

To develop and implement flood attenuation policies where appropriate.

Objective WD032

To establish the location of basements and underground car parks in the County, which may be liable to flooding.

Objective WD033

To construct the interim works recommended by the *Tolka Flood Study* and, subject to resource availability, implement the full flood protection scheme.

Objective WD034

To develop flood impact assessments for the minor rivers of Fingal including the Matt (Balbriggan), Ward (Swords), Sluice (Kinsealy & Baldoyle) and Mayne (Baldoyle) and for the Donabate Peninsula.

Objective WD035

To participate in the *Coastal Flooding Risk Assessment Study* in co-operation with Dublin City Council in order to identify areas vulnerable to sea flooding and to ensure the provision, where appropriate, of sea defences and to develop an early warning system for areas vulnerable to tidal flooding.

DEVELOPMENT MANAGEMENT

The main aim of the planning authority is to manage and control development through the application of relevant and up to date policies which are relevant to people's needs. All applications for planning permission will be evaluated against the policies and objectives set out in the Plan and also to provide for the principles of Sustainable Development. The objectives below provide general guidance to prospective applicants on the criteria used by the Planning Authority in assessing planning applications, and set out specific standards which individual developments must adhere to in relation to Water and Drainage Requirements.

Policy UTP28

To provide design guidance for developers which will cover issues such as materials and working standards to be employed in new development.

Policy UTP29

To develop a 'Taking in Charge' Procedure for new developments which would be applicable across the region with a view to eliminating mis-connections and reducing infiltration in the drainage system.

Policy UTP30

To require that infrastructure (sewers and watermains) provided within developments are sized to cater for the long-term needs of the area and existing developments.

Objective WD036

To require that, prior to the commencement of all major developments, details of a Sediment and Water Pollution Control Plan be submitted for the agreement of the Water Services Department.

Objective WDO37

To require all significant developments impacting on flood risk areas to provide a Flood Impact Assessment, to identify potential loss of floodplain storage and how it would be offset in order to minimise the impact on the river flood regime.

Objective WDO38

To use the *Planning and Development Act 2000* to condition on-site construction to prevent flooding of basements and underground car parks.

Objective WDO39

To require where practicable that new developments incorporate current Best Management Practices to minimise water pollution.

Objective WDO40

To establish a working group to review existing design guidelines for new development with a view to developing a General Specification for Materials and Working Standards within the water industry in conjunction with revised design guidelines, which would be applicable across the region.

Objective WDO41

To establish a working group, in conjunction with adjoining local authorities, to develop an appropriate ‘Taking in Charge’ procedure.

CLIMATE CHANGE

Climate change is an important issue facing water resources management over the next century. The latest climate change scenarios suggest that temperatures will rise everywhere. Together with increasing usage per head and the scale of new development required in the Plan, climate change could affect both demand for water and its availability, as well as having an impact on water-dependent ecology. Water management issues are likely to become increasingly important. This is an area that we will keep under review.

Policy UTP31

To recognise the risk from the impact of Climate Change, being the gradual rise in sea levels and the potential increases in rainfall intensities over time.

Objective WDO42

To review the impacts of Climate Change on an ongoing basis in association with the National Policy Review Group into Climate Change and to make provision for these impacts where feasible.

6.3 WASTE MANAGEMENT

WASTE MANAGEMENT PLAN FOR THE DUBLIN REGION

The *Waste Management Act 1996* and *Waste Management (Planning) Regulations 1997* require local authorities to prepare detailed plans on the management of waste. A Waste Management Plan for the Dublin Region (2001) was completed on behalf of the constituent local authorities and requires all signatories to implement the key objectives of the plan. The Plan will be reviewed every five years.

The primary objective of this Plan is to radically alter the approach to waste and level of waste produced in the region. In line with both European and National legislative guidelines, it is based on the priority of prevention and minimisation of waste, maximising recycling and minimising landfill bulk through thermal treatment. In addition to this, the overriding principles of the Plan are those of “polluter pays”, proximity principle, the precautionary principle and the principle of shared responsibility.

The Plan has regard to all domestic waste and all non-hazardous commercial waste, packaging waste and construction and demolition waste but excludes agricultural waste. Assuming the plan is fully implemented it is envisaged that dependence on landfill within the Region can be reduced from more than 90% to just 15%. The Plan also includes a recommendation for a recycling rate of up to 60% with 25% of waste being thermally treated.

THE PREVENTION AND MINIMISATION OF WASTE

In line with the principles of sustainable development, it is the intention of the Council to continue to promote a waste prevention and minimisation programme to target all aspects of waste in the County, focusing on both commercial and domestic waste producers. It is considered that raising the awareness of citizens and businesses with regard to their responsibility as generators is essential with regard to the following:

Policy UTP32

To both prevent and minimise the amount of waste generated in accordance with the Waste Management Plan for the Dublin Region.

Objective WM01

To raise environmental awareness through the continuation of the Council based initiatives. Particular emphasis should be placed on local schools involvement.

Objective WM02

To raise awareness of the amount of waste generated, especially waste that may be hazardous or toxic, and promote and provide funding for the undertaking of environmental and/or waste audits, for local households and businesses.

RE-USE AND RECYCLING OF WASTE

The Council will promote an increase in the amount of waste reused and recycled consistent with the *Waste Management Plan for the Dublin Region* and Waste Hierarchy. Incentives shall include the continued provision of the tagging system for household refuse collection and facilitation of recycling of waste by generators through both adequate provision of facilities and good design.

Policy UTP33

To divert household waste from landfill and to promote the increased re-use and recycling of waste from all waste streams. The Council is committed to achieving an increase to 60% of the proportion of waste recycled in Fingal by the year 2016, in accordance with the *Waste Management Plan for the Dublin Region*.

Policy UTP34

To impose conditions on planning permissions for waste disposal facilities requiring a contribution or an ongoing contribution towards the cost of recycling and environmental facilities and/or initiatives within the County, where considered appropriate.

Objective WM03

To identify suitable sites for additional Civic Amenity Sites and neighbourhood recycling facilities to cater for the projected increase in waste for recycling over the timescale of this development plan and to provide appropriate infrastructure at these locations.

Objective WM04

To increase the number of bring-bank facilities in conjunction with the Environment Department's anti-litter strategy.

Objective WM05

To extend the household collection of recyclable materials to maintain at least 85% of all Fingal households by 2008.

Objective WM06

To introduce provisions to separate recyclable refuse, especially for large-scale residential and mixed-use developments.

Objective WM07

To continue to promote home composting.

Objective WM08

To explore the potential for composting on farms in rural areas.

Objective WM09

To prepare a Sludge Management Plan for the County. This plan shall have regard to the *Draft Code of Good Practice for the use of Biosolids in Agriculture* and the *Waste Management Act 1996* and the *Waste Management Regulations 1998*.

Objective WM010

To facilitate the development of the Biological Waste Treatment Plant at Kilshane Cross identified within the Waste Management Plan for the Dublin Region.

MUNICIPAL SOLID WASTE DISPOSAL

The Council is fully committed to the requirements and targets set out in the *Waste Management Plan for the Dublin Region* and recognises that disposal to landfill is the least desirable of all waste management options. However, it is accepted that in the short term, disposal of waste to sanitary landfill will remain as the primary method of disposal and an integral part of Fingal's Waste Management Strategy.

Policy UTP35

To provide a new suitably located landfill site to accommodate waste disposal requirements, replacing the existing site at Ballealy.

Objective WM011

To ensure the full restoration of the Ballealy landfill site to a condition suitable to support an appropriate after use. This process shall be undertaken in full co-operation with all relevant stakeholders in full compliance with all legislative and regulatory requirements.

CONSTRUCTION & DEMOLITION WASTE

Construction and demolition waste arises from the construction, repair, maintenance and demolition of buildings and structures. A high proportion of this waste goes directly to landfill. Fingal Country Council recognises the resource potential of this waste and seeks to increase the level of its recycling in line with Central Government Policy. Specifically, the proportion of construction and demolition waste recycled will be increased to 85% by 2013 (in accordance with national policy guidance).

Policy UTP36

To require that planning applications for development (apart from residential developments of less than 15 units) be accompanied by a Waste Management Plan. The Plan, as a minimum, shall include a provision for the management of all construction and demolition waste arising on site, shall make provision for the recovery or disposal of this waste to authorised facilities by authorised collectors. Where appropriate, the use of excavated material from development sites is to be re-used on the proposal, for landscaping, land restoration or for preparation for development.

TREATMENT OF SPECIAL, HAZARDOUS AND CLINICAL WASTE

Special and hazardous waste categories include any waste, which presents an intrinsic risk to human health and the environment. Many household products contain substances that have the potential to cause environmental damage, either during or after use. They include such items as: medicines, aerosols, fluorescent tubes, batteries, household cleaners, paint, fertilisers and motor oil. It is the intention of the Council to have regard to the recommendations made by the Environmental Protection Agency as appropriate in relation to the effective management by the Council of hazardous waste, including the recommendations of the *National Hazardous Waste Management Plan*.

In assessing any planning application for the processing such waste types, Fingal County Council shall have regard to any special transport, storage, handling or processing requirements.

Policy UTP37

To promote the use of clean technology, and minimisation of the hazardous waste production in industry, including SMEs.

Policy UTP38

To provide, at each of the Waste Recycling Centres, for the reception of household hazardous wastes such as batteries, waste oil, waste paint, etc.

Policy UTP39

To undertake public information campaigns aimed at alerting businesses, householders, and farmers as to the dangers associated with the disposal of hazardous waste.

ENFORCEMENT ACTION

The Council will continue to rigorously enforce any breaches of legislation and guidance committed by waste generators where all other waste management avenues have hitherto failed.

Policy UTP40

To issue Waste Permits and Waste Licences in accordance with the *Waste Management Collection Regulations 2001*.

Policy UTP41

To ensure that all waste disposed of by private companies shall be undertaken in compliance with the requirement of the EPA and the Waste Management Legislation.

Policy UTP42

To undertake enforcement procedures as it deems necessary where non-compliance with bye-laws, permits and any other breaches of the regulations is found.

Policy UTP43

To continue to ensure that a high priority is given to effective enforcement action against private individuals and corporate bodies who illegally dump waste within Fingal's administrative boundaries.

Policy UTP44

To continue to ensure that the requirements of the Legislation in relation to the recycling of packaging waste continue to be upheld through effective enforcement action.

LITTER

Litter is a major environmental problem that significantly detracts from the visual appearance of both rural and urban areas. Under Section 10 of the *Litter Pollution Act 1997* each local authority was required to prepare a Litter Management Plan for their own functional area.

As part of this plan the Council intends to significantly increase the number of litter bins throughout the County. The Council also now has a dedicated Litter Management Section.

Policy UTP45

To continue to tackle littering through the continued implementation and updating of its anti-litter strategy.

Policy UTP46

To seek the effective engagement of local communities in Fingal to promote their role in recycling waste and tackling the problems of illegal dumping within the County through liaison with the Environmental Awareness Officer.

FACILITATING EFFECTIVE WASTE MANAGEMENT THROUGH DESIGN

New building design and layout is crucial to effective waste management. It is imperative that specific provisions be made for segregated space to allow for the separation of waste consistent with the type of development in question. Many new residential and commercial developments have yet to overcome the shortcomings of poor waste management provision. Good design aspects must be promoted as part of any approach to integrated waste management. The Council sees no reason why such an approach cannot be applied to existing as well as new developments.

Policy UTP47

To have regard to the following waste-related criteria in appraising all applications for development (particularly although not exclusively new development schemes):

- / Compliance with the provisions of the Waste Management Plan for the Dublin Region
- / The design requirements for the facilitation of waste sorting and collection services
- / The need for all significant development proposals to provide facilities for the segregation, recovery and recycling of waste generated by the development
- / The Council's requirement for separate storage facilities for recyclable waste for all applications to extend and/or improve existing retail centres, with the provision of a central or communal recycling point sensitively located to minimise potential nuisance from noise and odour. Good accessibility must be maintained to the rear of any proposed or existing development to facilitate collection and recycling.

Policy UTP48

In all new residential developments:

- / To ensure the provision of adequate space for wheelie bins to be located within the curtilage of a dwelling house preferably away from areas where odour will be a problem. Space shall be sufficient to allow for the accommodation of separate receptacles to facilitate waste segregation
- / To facilitate ease of collection, by ensuring that steep inclines or steps are avoided at the point of collection e.g. adjacent to footpaths
- / To ensure that refuse storage areas are easily accessible to residents; any requirement to cross even minor roads shall not be acceptable
- / To ensure the sensitive siting and design of bin enclosures so that refuse will be as inconspicuous as possible, and to avoid risk of fire damage to property or obstruction of escape routes
- / To require the provision of separate storage facilities for recyclable household waste with central or communal recycling points and adequate separate litter facilities along any main roads which are part of residential developments, including holiday home developments and caravan parks/halting sites and housing schemes of a minimum of 20 units.

6.4 INFORMATION AND COMMUNICATIONS TECHNOLOGIES

Modern Information and Communications Technologies (ICT), including the provision of broadband telecommunication infrastructure, are an essential and beneficial element in the life of the local community and the national economy. They contribute to quality of life in two ways. Firstly, access to fast, reliable and cost-effective communications counteracts the effects of geographic remoteness and can increase social inclusion, economic competitiveness and employment opportunities. This is particularly significant in the rural area of Fingal. Secondly, modern telecommunications can also contribute to sustainable goals by reducing the need to travel, for example by home-working, tele-conferencing, distance learning and e-commerce. The technology therefore, has the capability to change traditional land-use patterns and urban-rural relationships.

The advantages of a high quality ICT infrastructure must however be balanced against the need to safeguard the rural and urban environment, particularly in sensitive areas. Visual impact must therefore be kept to a minimum with detailed consideration given to the siting and external appearance of the apparatus and to the scope for utilising landscaping measures effectively.

Policy UTP49

To promote and facilitate the continuous development of a high quality ICT infrastructure network throughout the County (for example broadband ICT) whilst taking account of the need to protect the countryside and urban environment. This will be achieved through co-operating, in accordance with national telecommunications policy, with service providers in securing a greater range and coverage of telecommunications services in order to ensure the people and businesses have equitable access to a wide range of services and the latest technologies as they become available.

Policy UTP50

Applications for telecommunications structures will be required to:

- / Demonstrate compliance with *Telecommunications Antennae and Support Structures – Guidelines for Planning Authorities* issued by the Department of the Environment in July 1996 and/or to any subsequent amendments, *Code of Practice on Sharing of Radio Sites* issued by the Commission for Communications Regulation and to such other publications and material as may be relevant in the circumstances
- / Demonstrate the significance of the proposed development as part of a national telecommunications network
- / Indicate on a map the location of all existing telecommunications structures (whether operated by the applicant or a competing company) within a 1km radius of the proposed site
- / Where sharing is not proposed, submit documentary evidence clearly stating the reasons why it is not feasible to share existing facilities bearing in mind the *Code of Practice on Sharing of Radio Sites* issued by the Commission for Communications Regulation
- / Demonstrate to what degree the proposal will impact on the amenities of occupiers of nearby properties or the amenities of the area
- / Demonstrate to what degree there is an impact on public safety, landscape and ecology.

Objective IT01

To encourage coverage and capacity of broadband services, cable and mobile phone network infrastructure, while striving to reduce the number of telecommunications structures, by ensuring that ComReg's Code of Practice on Site Sharing is implemented and reciprocal national roaming is entered into.

Objective IT02

To encourage the location of telecommunications based services at appropriate locations within the County, subject to environmental considerations.

Objective IT03

To reserve an area of land of 200 metres in radius around school premises/sites to keep free from the erection of mobile phone masts.

Objective IT04

To secure a high quality of design of masts, towers and antennae and other such infrastructure in the interests of visual amenity and the protection of sensitive landscapes, subject to radio and engineering parameters.

Objective IT05

To encourage wider access to the information and communication technology (ICT) hardware linked to the Internet.

Objective IT06

To actively promote e-inclusion in Fingal through the planning process and by supporting strategies to encourage and enable lower income households to avail of modern broadband infrastructure.

Objective IT07

To seek to have appropriate modern information technology, including a carrier neutral, multi-duct infrastructure servicing every unit, incorporated into the overall design and layout of all new developments in Fingal, where feasible.

6.5 ENERGY SUPPLY & ENERGY EFFICIENCY

ENERGY SUPPLY

Modern societies consume huge amounts of energy - to heat homes and offices, fuel transport systems, power industry and generate electricity. Ireland is no exception; and as our economy grows, so does our demand for energy. Ireland has experienced remarkable levels of growth in energy consumption in the last 20 years. It is estimated that in the period 1998-2000 alone, electricity demand in Ireland has grown in excess of 5% per annum while the increase in natural gas consumption was in the region of 3%. This has derived from a combination of factors including high levels of economic growth, increases in population, households and employment, particularly the expansion of energy intensive industries such as science and technology based industries. Significant growth is anticipated to 2010 therefore those involved in the energy industry face the major task of increasing generation resources in line with energy demand.

In its role as a Planning Authority, the Council assesses development proposals in relation to the supply and distribution of power throughout the County. This includes the provision of power from both conventional (peat, coal, gas etc.) and renewable sources and the necessary network infrastructure to serve these.

Policy UTP51

To support and facilitate the development of enhanced electricity and gas supplies to the County and to co-operate and liaise with statutory and other energy providers in relation to power generation in order to ensure adequate power capacity for the future needs of the County.

RENEWABLE ENERGY

Under EU Directive 2001/77/EC '*Renewable energy: the promotion of electricity from renewable energy sources*' renewable energy sources are defined as renewable non-fossil energy sources (wind, solar, geothermal, wave, tidal, hydropower, biomass, landfill gas, sewage treatment plant gas and biogases). The incineration of non-separated municipal waste and any associated energy recovery is not strictly deemed to constitute a renewable energy source. The Directive does however recognise the role of incineration in sustainable waste management and the significant contribution it can make to the provision of renewable energy by recovering energy from waste where such a process does not undermine the waste management hierarchy.

Renewable sources of energy offer sustainable alternatives to our dependency on fossil fuels, a means of reducing harmful greenhouse emissions and opportunities to reduce our reliance on imported fuels. Renewable energy will play an increasingly prominent role in the energy sector in the future. Ireland is richly endowed with renewable energy resources. They offer a real alternative for our energy needs. Several renewable energy technologies are now commercially viable and capable of supplying clean, economical heat and power. However, it may also have adverse social and environmental impacts that will require to be taken into account.

Policy UTP52

To permit renewable energy developments where the development and any ancillary facilities or buildings, considered both individually and with regard to their incremental effect, would not create a hazard or nuisance that could not be overcome and would not have an unacceptable impact on any of the following:

- / residential amenity and human health
- / the character or appearance of the surrounding area
- / the openness and visual amenity of the greenbelt
- / public access to the countryside

- / sites and landscapes designated for their nature conservation or amenity value
- / the biodiversity of the County
- / sites or buildings of architectural, historical, cultural, or archaeological interest and
- / ground and surface water quality and air quality.

Policy UTP53

To consider on merit the use of renewable forms of energy supply in dwellings.

Objective EN01

To prepare a study to identify areas suitable for renewable energy development from sources as defined in EU Directive 2001/77/EC in conjunction with appropriate agencies and seek to examine the renewable energy technologies best suited to the County.

The Council will encourage the development of wind energy, in accordance with government policy. The assessment of wind energy proposals will have regard to the *Guidelines for Planning Authorities on Wind Farm Development*, published by the Department of the Environment, and *Planning Guidelines for Wind Energy*, published by the Irish Planning Institute. Visually and environmentally sensitive locations should be avoided.

Policy UTP54

To support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of wind power where such development does not have a negative impact on the surrounding environment, landscape or local amenities.

ENERGY EFFICIENCY AND CONSERVATION

All new development will be required to have regard to energy efficiency, materials recovery and environmentally responsible design. The demand for and environmental cost of energy is high, and one of the aims of this Plan is to encourage both the conservation and the efficient use of energy.

At the strategic level, the settlement policies of this Plan locate new development within or adjacent to existing settlements, minimising the distance between homes, jobs and local services, and thus reducing the need to travel and associated energy consumption. At the local level, the design and layout of new developments can have an important effect on energy consumption and developers will be encouraged to maximise energy efficiency by design.

Policy UTP55

To seek to improve the energy efficiency of the existing building stock, and to promote energy efficiency and conservation in the design and development of all new buildings in the County, and in residential schemes in particular.

Policy UTP56

To encourage planning applications for developments which maximise energy efficiency through their location, layout or design or which make appropriate use of energy conservation techniques, provided the development would not have a detrimental impact on the amenities of occupiers of nearby properties, or the amenities of the area. Development which is wasteful of energy in its location, layout or design will generally be resisted.

OVERHEAD CABLES

Overhead lines and ancillary development can frequently detract from the visual amenity of both urban and rural areas.

Policy UTP57

To seek the placing underground of all electricity, telephone and TV cables where ever possible, in the interest of visual amenity and public health. It is the intention of the Council to co-operate with other agencies as appropriate, and to use its development control powers in the implementation of this policy.

Policy UTP58

To require that, in all new developments, multiple services be accommodated in shared strips and that access covers be shared whenever possible.

Objective EN02

To require applicants to submit, in the case of all large applications for overhead power lines of 132kV or more:

- / A visual presentation of the proposal in the context of the site in order to assist the Council in determining the extent of the visual impact
- / A cost/benefit analysis specifying the respective cost of an underground and overhead line
- / An Environmental Impact Assessment where the line is likely to have a significant effect on the environment
- / Details of compliance with all internationally recognised standards with regard to proximity to dwellings and other inhabited structures.

LIGHT POLLUTION

While adequate lighting is essential to a safe and secure environment, light spillage from excessive or poorly designed lighting is increasingly recognised as a potential nuisance to surrounding properties and a threat to wildlife, and can reduce the visibility of the night sky. Urban and rural locations can suffer equally from this problem. Lighting columns and other fixtures can have a significant effect on the appearance of buildings and the environment and where proposals for new lighting require planning consent, the Council will ensure that they are carefully and sensitively designed. Lighting fixtures should provide only the amount of light necessary for the task in hand and shield the light given out so as to avoid creating glare or emitting light above a horizontal plane.

Policy UTP59

To require that the design of external lighting minimises the incidence of light spillage or pollution into the surrounding environment.

6.6 AIR QUALITY

The Council supports the Polluter Pays Principle and will have regard to the *Local Government (Planning and Development) General Policy Directive 1988* (or as may be amended from time to time) issued by the Minister for the Environment relating to air quality standards nationally. The Council will also have regard to the *Dublin Regional Air Quality Management Plan* and such other relevant legislation as may be enacted when considering planning applications.

Policy UTP60

To implement the provisions of national policy and air pollution legislation, in conjunction with other agencies as appropriate.

/ Part VII

Social Inclusion & Community Infrastructure /

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7.1 POLICY FRAMEWORK FOR SOCIAL INCLUSION

The Partnership Agreement 2000 described social exclusion as ‘*cumulative marginalisation: from production (unemployment), from consumption (income poverty), from social networks (community, family and neighbours) from decision-making and from an adequate quality of life*’. One of the core objectives of the current Social Partnership Agreement – Sustaining Progress is ‘*to build a fair and inclusive society and to ensure that people have the resources and opportunities to live life with dignity and have access to the quality public services that underpin life chances and experiences*’. Creating a more inclusive society by alleviating social exclusion, poverty and deprivation is one of the major challenges facing Irish society nationally and locally over the next decade.

Government Policy on Social Inclusion is based on five central planks:

- / Articles 136 and 137 of the Amsterdam Treaty
- / Equality legislation, especially the *Equal Status Act 2000*
- / The National Anti Poverty Strategy
- / Social Partnership 2000
- / The National Development Plan.

Other Relevant Documents/Policies include:

- / National Health Strategy
- / The National Children’s Strategy
- / Childcare Guidelines for Planning Authorities
- / The National Health Promotion Strategy (2000-2005).

Policy SIP1

To tackle social exclusion, inequality, disadvantage and poverty in rural and urban communities throughout the County by promoting equality, involving the full integration into society of women, elderly, people with disabilities, Travelling Community and ethnic minority groups.

Policy SIP2

To recognise the diversity of needs in making policies and procedures truly representative to all.

Policy SIP3

To provide more effective responses to the needs of those in our community who are socially excluded or who are experiencing barriers to their full participation in society.

Policy SIP4

To avoid socially divisive outcomes or outcomes that might negatively affect the quality of life in neighbourhoods or communities at risk of disadvantage.

Policy SIP5

To ensure delivery of positive and inclusive outcomes to neighbourhoods and communities at risk of disadvantage.

Policy SIP6

To continue to support the concept of integrated service delivery with other state agencies as promoted by the Fingal Development Board.

Policy SIP7

To have regard to existing Fingal Development Board policy on ‘Social Proofing’ while drafting local area plans.

Policy SIP8

To use the Council’s Development Contribution Scheme to provide benefits to the community including open space, recreational facilities, community facilities and traffic calming measures.

Policy SIP9

To implement the provisions of the Council’s Housing Strategy including the requirement for Traveller accommodation and social and affordable housing.

Policy SIP10

To have regard to the *Social Housing Design Guidelines*, (DOE LG, 1999).

Policy SIP11

To integrate new social housing into the existing social and urban fabric of the County’s settlements.

7.2 AREAS OF DISADVANTAGE

The Council is already involved in a range of cross-sectoral initiatives with various public, private and voluntary agencies to help tackle the problems of disadvantaged areas and will continue to play a central role in this regard. The Council has also been involved in the preparation of plans / studies e.g. Ballymun Regeneration, RAPID (Revitalising Areas through Planning, Investment and Development) Programmes for Blanchardstown and IAPs (Integrated Area Plan) Funds for Blanchardstown and Balbriggan.

The Council will prepare further plans / studies for particular areas where appropriate. These plans will address issues such as the physical, economic, social and environmental regeneration of identified areas. Consideration must also be given to gentrification which is an inherent problem of regeneration.

Policy SIP12

To maintain the National Policy objectives of RAPID by fast-tracking the roll-out of the National Development Plan (NDP) in the RAPID area.

Policy SIP13

To encourage and promote the renewal of disadvantaged areas, with specific reference to the principle of targeting investment in disadvantaged areas through the following measures:

- / the implementation of commitments outlined in the RAPID (Revitalising Areas through Planning, Investment and Development) Programmes for Blanchardstown,
- / the utilisation of the Integrated Area Plan Funds for Blanchardstown and Balbriggan to provide facilities in disadvantaged areas, including management and maintenance of those facilities,
- / the utilisation of the Council’s Development Contribution Scheme to form a basis for the improvement of existing community and recreational facilities and the funding of new facilities in disadvantaged (and other) areas,
- / supporting the *Ballymun Regeneration Masterplan 1998* as amended.

Policy SIP14

To promote the retention of existing services, and seek the provision of neighbourhood facilities concurrent with new development, particularly in disadvantaged areas.

Policy SIP15

To facilitate the provision of start-up enterprise units for new businesses including supporting social economy initiatives.

Objective SIO1

To identify areas and recommend methods of small-scale urban regeneration, which might attract investment and development in the RAPID area leading to employment opportunities.

Objective SIO2

To create poverty profiles of areas other than RAPID which though not designated as ‘disadvantaged’, have significant concentrations of disadvantaged people.

Objective S103

To continue to facilitate implementation of the *Ballymun Regeneration Masterplan (1998)* as amended.

Objective S104

To prepare a study and make recommendations on the availability and quality of community facilities in disadvantaged areas.

Objective S105

To implement the Blanchardstown and Balbriggan Integrated Area Plan Funds.

Objective S106

To maintain and continue the roll-out of the NDP in the RAPID area of Blanchardstown.

7.3 COMMUNITY PARTICIPATION

Sustainable Development requires that due attention be given to social equity and cultural identity. Fingal County Council is committed to involving local people and communities in all issues that affect their area. There are many organisations in the County that are working to reduce levels of social exclusion by providing services to communities, building the capacity of local groups, empowering individuals and promoting participation in community activity.

The Council seeks to establish the partnership approach, between the Council, local community groups and relevant agencies as the basis for the formulation of local area plans, or action plans, which reflect the real needs of the community.

The Council is committed to maintaining good working relationships with voluntary groups and organisations within the County, and to supporting efforts by communities to provide and improve facilities and amenities in their local areas.

It is intended to promote public awareness of the functions and activities of the Council, to provide information in relation to its policies and objectives and to engage in consultation with local communities as appropriate.

Policy SIP16

To build on the spirit of partnership so as to ensure real social development by promoting community participation in the planning process.

Policy SIP17

To encourage and assist the formation, development, guidance and co-ordination of community organisations, local interests and self help groups, with an emphasis on areas of Special Need within the County.

Objective S107

To undertake appropriate consultation and community participation mechanisms in preparation of local area plans, and planning studies indicated in the County Development Plan.

Objective S108

To support the provision of community facilities where necessary, and to continue to sponsor community projects where appropriate.

7.4 GROUPS WITH SPECIFIC DESIGN/PLANNING NEEDS

There are several groups considered to have specific planning and design needs. These include children/young people, women, people who are ill or with disabilities, travellers, members of ethnic minority groups and older people.

Policy SIP18

To recognise the need for people with special needs to enjoy a decent living environment in the County, and to support the local communities, the health authorities and other bodies involved in the provision of facilities for people with special needs.

ETHNIC MINORITY GROUPS

There is a growing population from ethnic minority groups in the County. The large young population in ethnic minority communities means that access to facilities such as shops, schools, community facilities and childcare is particularly important. In planning for the needs of these communities, cultural sensitivity will be required.

Policy SIP19

To recognise the need to acknowledge and embrace cultural diversity in planning for the needs of Fingal's community.

WOMEN, YOUNG PEOPLE AND CHILDREN

The role of women as carers in society means that they are also more likely to experience physical barriers to access and movement e.g. with young children in buggies. Therefore, level access to buildings, dished kerbs, parent and child parking facilities and baby changing and feeding facilities are important considerations.

Access to services such as childcare, community facilities and public transport is also essential. Women are also less likely to frequent environments that are perceived as unsafe e.g. unlit lanes or open spaces that are not informally supervised and good design is important in creating a more accessible environment which promotes personal safety.

The 2002 Census indicates that Fingal County has a comparatively youthful population with 40% of people aged less than 25 years compared with 36.9% for Dublin City and County as a whole. These factors have a bearing on the present and future need for facilities such as childcare, play areas for children, sports facilities, schools and safe walking and cycling routes.

NATIONAL CHILDREN'S STRATEGY

The National Children's Strategy *Our Children* (2000) is a 10 year plan of action which calls on the statutory agencies, the voluntary sector and local communities to work together to improve the quality of all children's lives, and sets out the following National Goals for children:

- / Children will have a voice in matters, which affect them, and their views will be given due weight in accordance with their age and maturity
- / Children's lives will be better understood; their lives will benefit from evaluation, research and information on their needs, rights and effectiveness of service
- / Children will receive quality supports and services to promote all aspects of their development.

The Fingal County Childcare Committee plays an important role in the reinforcement, enhancement and development of a co-ordinated approach to quality childcare at local level and has produced a comprehensive Childcare Strategy for the County. This Strategy sets out objectives for the development and delivery of childcare in Fingal. The main objectives of the strategy are to:

- / seek to develop a targeted support strategy for equality, diversity and social inclusion
- / maintain and build the local childcare capacity
- / develop and promote quality standards and targets for Fingal County
- / enhance and develop co-ordination, to lever and attract additional resources to implement the Strategy.

Policy SIP20

To support The National Children's Strategy.

Policy SIP21

To support the Fingal County Childcare Committee's Childcare Strategy and Objectives.

Policy SIP22

To ensure the provision of open space, sports and recreation facilities and play areas for children within new residential development.

Policy SIP23

To promote the development of and access to public transport, and safe pedestrian and cycle routes.

Policy SIP24

To provide for the future well being of all residents of the County by ensuring the provision of necessary community services and facilities in new and established residential areas.

Policy SIP25

To require the provision of neighbourhood centres and community facilities within walking distance of and concurrently with new residential development.

Policy SIP26

To ensure that proposals for the development of shopping centres, recreation/ leisure and community facilities provide facilities such as wide parent and child parking spaces, baby-changing and baby-feeding areas accessible to both women and men, and drop-in crèche facilities.

Policy SIP27

To promote design which creates a safe environment.

CHILDCARE FACILITIES

Changes in the population structure and the increase in female participation in the labour force coupled with social change have resulted in a major increase in the demand for childcare. The provision of childcare facilities is seen now as being of the utmost necessity for economic and social well being. In addition, the *National Anti-Poverty Strategy* identifies childcare provision as a means of alleviating poverty and social exclusion. Thus, national policy with regard to childcare is to increase the number of places available and to improve the quality of childcare services for the community. 'Childcare' is taken to mean full day care and sessional facilities and services for pre-school and school-going children out of school hours

There are currently approximately 240 registered childcare facilities in Fingal. The *Childcare Facility Guidelines for Planning Authorities* which were published by the Department of the Environment and Local Government in June 2001 advocates a more pro-active role by the planning authority in the promotion of increased childcare provision while at the same time protecting amenities.

Policy SIP28

To encourage, support and facilitate proposals for childcare facilities where they are in an appropriate location in accordance with national policy and with the Guidelines on Childcare.

Policy SIP29

To permit childcare facilities in existing residential areas provided that they do not have a significant impact on the character or amenities of an area, particularly with regard to car parking, traffic generation and noise disturbance. Where proposed facilities relate to properties which have been designed and built as dwellings, and are surrounded by other houses, a significant residential element should be retained.

Policy SIP30

To implement the *Fingal County Childcare Strategy*, in partnership with the County Childcare Committee, in accordance with the *Childcare Guidelines for Planning Authorities* issued by the Minister for the Environment and Local Government in July 2001.

Objective SIO9

To take account of the Fingal County Childcares Committee's *Census and Assessment of Childcare Facilities in Fingal County* when determining whether appropriate childcare facilities are included in all future development in the County.

Objective SIO10

To encourage the provision of childcare facilities in appropriate locations, including residential areas, town and neighbourhood centres, areas of employment and areas close to public transport nodes as a key element in the development of sustainable communities.

Objective SIO11

To ensure that childcare facilities are accommodated in appropriate premises, suitably located and with sufficient open space in accordance with the *Childcare (Pre-School) Services Regulations 1996* (as amended).

Objective SIO12

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

TRAVELLERS

There are 298 Traveller families in the administrative County of Fingal based on the Annual Count of Traveller Families carried out in November 2003. The Council's Traveller Accommodation Programme addresses the particular accommodation needs of Travellers. The Council will, in cooperation with appropriate groups, investigate the particular needs of the traveller culture and economy.

Policy SIP31

To implement the Council's Traveller Accommodation Programme.

Policy SIP32

To investigate the needs of the traveller culture and economy having regard to appropriate environmental controls.

Objective SIO13

To secure the implementation of the Council's Traveller Accommodation Programme.

Objective SIO14

To prepare and implement a revised Traveller Accommodation Programme in 2005.

OLDER PEOPLE

Fingal County has a small, but growing, number of older people. The proportion of the population aged 65 in 2002 was 5.5%. Each local community must plan to provide a range of supports and services to enable its older people to maintain an optimum level of health, dignity and independence at all times. The Council is not a provider of residential care and nursing homes, nor is it responsible for the provision of health and social services. However, the Council is the Local Planning Authority with responsibility for regulating the development and use of land in the public interest to meet the requirements for development.

Policy SIP33

To cater for older people by the continued provision of appropriate housing including sheltered housing in accordance with the Housing Strategy.

Policy SIP34

To encourage the creation by means of good design a safe and barrier-free environment, which is easily negotiable by older people.

PEOPLE WITH DISABILITY

People with a disability face particular physical barriers to access and movement. For people with mobility-impairments, ensuring level/ramped access to buildings, dished kerbs and the provision of appropriate parking and toilet facilities are important. For people with visual impairments, tactile paving that can be felt underfoot and audible signals at pedestrian crossings are necessary.

The *Barcelona Declaration* aims to encourage local government to make provision for the inclusion of people with disabilities in the community which it represents. The Declaration contains agreed actions to be undertaken by Local Authorities in pursuit of barrier-free design in all environments.

Access requirements for people with a disability must be incorporated into the design of shops and all other buildings, public spaces, facilities and services likely to be used by the general public. The criteria necessary in designing for people with a disability are set out in the *Building Regulations, 1991*, (as amended and including further amendments as may be made from time to time) and the guidelines "*Buildings for Everyone*", published by the National Disability Authority, August 2002, (and amendments as may be made from time to time).

The use of houses within established residential areas to accommodate the provision of accommodation together with pastoral, educational and occupational needs services for people with special needs is supported by Fingal County Council.

The Council is committed to the principle of 'Care in the Community'. This means that wherever possible, individuals who are able, with appropriate support, to manage in their own homes or in adapted accommodation will be encouraged to live in the community. Without such support vulnerable individuals will often experience increasing difficulty in coping. Home care services and day centres are essential support services. Day centres are ideally located in residential areas close to the communities which they serve. The Council will encourage the provision of day centres in central places such as towns, villages and neighbourhood centres that are easily accessible by pedestrians and public and private transport.

Sheltered housing schemes allow residents to continue to live with dignity and as independently as possible, while providing the security, care and supportive services necessary. Sheltered Housing may consist of a number of flats in a single building or a cluster of bungalows. Each flat or bungalow is small and specially designed for access and mobility by individuals with special needs. Communal facilities, including meals, pastoral, therapeutic and educational needs are sometimes provided. The units should be located within built-up areas close to shops and other community facilities required by the occupants, and should be easily accessible to visitors, staff and servicing traffic.

Policy SIP35

To promote the inclusion of people with a disability in the County of Fingal through the implementation of the *Barcelona Declaration* (1995) (and any subsequent amendments) and to continue the provision and development of facilities, which maximise the independent mobility of all people with disability.

Policy SIP36

To promote universal accessibility and facilities for people with special needs using best practices.

Policy SIP37

To permit the suitable extension of an existing dwelling to accommodate the elderly or people with disability in the family home.

Policy SIP38

To encourage the provision of adequate small, self-contained living units within a complex of facilities for persons with special needs to maintain their privacy and independence while having the protection of a more sheltered environment. Planning permission will be granted for sheltered housing only in towns and villages for reasons of sustainability, accessibility, social inclusion and availability of piped services. Any such development must:

- / be located convenient to community facilities
- / be accessible by public and private transport
- / be on a site which contains an adequate area of private open space
- / make appropriate provision for parking and vehicular access
- / be on a site which is not unduly affected by traffic noise, industrial activities or other environmental nuisance
- / not adversely affect the amenities of neighbouring properties, or the existing character of the area.

Policy SIP39

To support proposals for day centres for people with special needs within, or close to, town, village and neighbourhood centres, provided that:

- / the site is accessible by a variety of means of transport
- / it is appropriately located for the catchment population served and
- / there is no adverse impact on the environment and amenity of the surrounding area.

Objective SIO15

To enforce the *Building Regulations, 1991*, (as amended) and ensure that developments meet the requirements of the guidelines *Buildings for Everyone*, published by the National Disability Authority, August 2002.

Objective SIO16

To ensure that development proposals incorporate access and facilities for people with special mobility needs such as level access to buildings, dished kerbs, appropriate parking spaces and accessible toilet facilities.

Objective SIO17

To facilitate access for people with a disability to buildings and open spaces.

Objective SIO18

To conduct disability, mobility and access audits in urban areas, transport nodes and public buildings.

Objective SIO19

To support and facilitate within urban centres, established and new residential areas, the integrated provision of accessible accommodation and pastoral, educational, occupational needs services for people with special needs.

RESIDENTIAL CARE HOMES

The term 'residential care home' embraces a number of different types of property in which accommodation is provided for people in need of care by reason of old age, disability and past or present drug or alcohol abuse.

The Planning Authority recognises that the provision of residential care and nursing homes is an essential community requirement that is currently subject to significant pressures for change. There has been pressure for such facilities in rural areas. However, there is a presumption against this type of development in the open countryside for reasons relating to sustainability, poor accessibility, and lack of public transport, social exclusion, and isolation.

Residential and nursing homes should be located in built-up areas. Such facilities should be located close to shops and other community facilities required by the occupants, and should be easily accessible to visitors, staff and servicing traffic.

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

Policy SIP40

To require that Residential Care Homes and Nursing Homes be located in towns and villages for reasons of sustainability, accessibility, social inclusion and availability of piped services, except where a need to locate in a rural environment because of the nature of the care required can be established.

Policy SIP41

To consider the existing (and anticipated) character of the area in which the proposal is to be located and the compatibility of the use to such an area. These considerations will have particular relevance in coastal resort towns where changes of use of hotels and/or guest houses to residential/nursing homes could have a significant impact on the tourist industry and the character of the resort.

7.5 COMMUNITY INFRASTRUCTURE

Facilities within the community such as childcare, schools and services for the elderly must be properly distributed and located to maximise their efficiency and to facilitate ease of access for their users. The more difficult it is to reach these services, the less likely people are to use them, particularly the more vulnerable members of the community. The facilities also need to be adaptable in order to meet the varying demands placed upon them.

For Development Plan purposes, the term 'community infrastructure' should be taken to include: education facilities; facilities associated with social service provision; health and medical centres; nursing homes; childcare facilities including private nurseries; community facilities; libraries and arts centres; museums; religious buildings; and cemeteries. It encompasses facilities and services that are publicly provided and those which are privately funded and developed.

Policy CIP1

To support the provision of a range of social infrastructure facilities to meet the needs of the County's population in liaison with other statutory, voluntary, and community groups.

Policy CIP2

To support the development of new and improved social infrastructure facilities, including multi-use and clustering of such facilities.

Policy CIP3

To implement the Development Contribution Scheme, which will form a basis for the improvement of existing community facilities and the funding of new community facilities.

Objective CI01

To safeguard land and buildings used for community or educational purposes until it becomes clear that they are no longer required for that purpose.

Objective CI02

To promote the drawing up of local strategies that will identify the type and range of community facilities required to cater for both existing and future communities.

HEALTH SERVICES

A number of public, voluntary and private agencies are responsible for the provision of healthcare facilities within the County, with the Health Services Executive being the primary agency responsible for delivering health and personal social services.

While the residents of the County have access to the various hospitals located in the surrounding counties, there are currently three public hospitals within the Fingal Area namely, James Connolly Memorial Hospital which has recently undergone comprehensive redevelopment, and the more specialised facilities of St. Mary's Hospital in Baldoyle and St. Ita's in Portrane. It is not foreseen that there will be development of any new major health facility during the Development Plan time period.

The Primary Care Strategy issued by the Department of Health and Children in 2001, promotes the development of a team-based approach to service provision which will help to provide a fully integrated primary care service. Consequently, practices wishing to develop their premises are encouraged to provide a 'one stop' primary health and community care service, integrated under one roof. There are obvious benefits in locating such medical/health care facilities in a location close by or adjacent to other community facilities, shops and public transport, such as town, village or neighbourhood centres.

Policy CIP4

To facilitate the development of healthcare facilities providing for hospital care together with a network of community based primary care facilities.

Policy CIP5

To facilitate the accommodation of healthcare uses at suitable locations in liaison with the appropriate health authorities.

Policy CIP6

To provide for new or extended health facilities, e.g. doctors' and dentists' surgeries and clinics, where new housing development is proposed. Proposals for new health centres will be permitted provided they are:

- / located in town, village or neighbourhood centres
- / accessible to public and private transport
- / located close to or within walking distance of housing and
- / located on sites which allow access for people with disabilities.

Policy CIP7

To consider change of use from residential only where the privacy and amenity of adjacent occupiers can be preserved and the proposal does not have a detrimental effect on local amenity by way of an increase in traffic, car parking or noise. The full conversion of semi-detached or terraced type dwellings will not be permitted.

COMMUNITY FACILITIES

Community facilities contribute to quality of life and help to develop a sense of community. With the substantial increase in population in the County and projected further growth, it is important that the necessary facilities are secured as part of all new developments. While some centres are built at the initiative of the communities themselves through their parish or residents committees, others can be provided in lieu of public open space under the Council's policy on the provision of Public Open Space and also under the provisions of the Council's Development Contribution Scheme.

Community facilities are normally defined as any resource, usually in the form of a building or structure (but may also be a pitch or court), which is used by a variety of 'not for profit' voluntary organisations usually to advance their interests in community, culture, sports or other similar group activities. The facility will normally be managed by a democratically accountable company limited by guarantee, and will typically draw its membership from a defined local geographic area, but may be designed to cater for a particular interest group with a wider catchment. Community facilities should be multi-functional and not used exclusively by any one 'not for profit' group to create better economies of scale. Such a facility will not include commercial activities. Facilities such as shops, private medical facilities, commercial services, commercial crèches, educational facilities, libraries and other social infrastructure facilities are not included in this definition.

The loss of a social facility can have a major impact on a community, especially in localities where no other dedicated facilities exist. In order to prevent the loss of community facilities, the Council will discourage their change to non-community uses.

Policy CIP8

To promote the satisfactory provision and distribution of community facilities for all the County's residents.

Policy CIP9

To promote access by all members of the community to community buildings and sport facilities.

Policy CIP10

To ensure that, as far as is practicable, community facilities are located close to or within walking distance of housing.

Policy CIP11

To ensure that proposals do not have a detrimental effect on local amenity by way of an increase in traffic, car parking or noise and loss of privacy of adjacent occupiers.

Policy CIP12

To promote the development of multi-functional facilities which are not used exclusively by any one 'not for profit' group in order to create better economies of scale.

Policy CIP13

To encourage the provision and further development of community facilities which are flexible in their design and promote optimum usage.

Policy CIP14

To ensure that, where practicable, community, recreational and open space facilities are clustered, with the community facilities being located in local centres or combined with school facilities as appropriate.

Objective CIO3

To resist the loss of existing social and community facilities such as community centres and youth clubs or any sports facilities including playing fields.

Objective CIO4

To ensure that sites are accessible by a range of travel modes, particularly by public transport, pedestrians and cyclists.

Objective CIO5

To ensure that the scale and design of any new building enhances the character of the area.

EDUCATIONAL FACILITIES

Schools have an important role to play in developing sustainable and balanced communities and encouraging families to live in the County. There are currently 91 primary schools, 25 post-primary schools, 4 Youthreach Centres, one Senior Traveller Training College and one third level institution – Blanchardstown Institute of Technology, within Fingal.

In order to develop Fingal as a centre for learning, the Council will continue to liaise with school authorities in order to meet the need for primary and secondary school provision wherever practicable. It is important that schools are located in easily accessible sites. Wherever possible, any detrimental impact that schools may have on the environment of the immediate surrounding areas should be minimised. Therefore, all planning applications for education developments, whether it be new development or extensions to existing schools, will be expected to meet the Council's standards regarding building design, car parking provision and landscaping.

Policy CIP15

To seek to ensure that school and college sites are made available to relevant school authorities either by way of agreement or otherwise in phases with development.

Policy CIP16

To support the concept of multi-campus style school facilities.

Policy CIP17

Where practicable, education, community, recreational and open space facilities shall be clustered. However schools shall continue to make provision for their own recreational facilities as appropriate.

Policy CIP18

To encourage the enhancement and support the ongoing provision of third level facilities within the County.

Objective CIO6

To reserve individual sites for primary and secondary schools as and when they are required.

COMMUNITY USE OF SCHOOL FACILITIES

School and other educational premises represent a valuable resource in terms of land and buildings, which generally is only used on a limited basis. For much of the time the premises are unavailable for wider community use. The dual use of educational facilities, where it does not conflict with the delivery of the education service (i.e. outside school hours and during school holidays), can contribute to meeting the wider needs of the community by helping to satisfy demand for a variety of activities.

Where lands and buildings can be beneficially used by the community, the Council will promote such uses subject to available resources. Where new schools are proposed, opportunities will be sought to ensure that they are designed in such a way as to facilitate dual use from the onset.

Policy CIP19

To encourage, support and develop opportunities to open up new and existing schools to wider community use but only if this results in no unacceptable amenity, environmental or traffic safety problems.

LIBRARIES

The Library Service provided by the Council is playing an increasingly important community, information and outreach facility role within the County. The public library has for many years provided means of access to information/leisure reading facilities and has played a major role in the advancement in education and literacy in our society.

Fingal County Council provides a free public library service to meet the information needs of all who live, work or study within the administrative area. Fingal County Library operates six full-time branches at Blanchardstown, Balbriggan, Malahide, Skerries, Howth and Swords. There are a further two part-time centres in the County area. Many areas in the County are served by a Mobile Library Service which currently visits 46 locations. A Schools' Library Service is also provided to the 78 Primary and Special Schools in the Fingal Area. In order to meet the needs of socially excluded people the Fingal County Library's Housebound Service has been formally established as part of a commitment to equality of access and to those in our community with special needs. The County Archives and Local Studies Section are housed in Parnell Square.

Policy CIP20

To promote and develop the library service in accordance with the highest professional standards to meet the needs of the community.

Objective C107

To maintain and upgrade the network of library service points as considered necessary and to upgrade the mobile library service.

Objective C108

To continue to promote access for all to library facilities.

ARTS AND CULTURAL FACILITIES

Arts and Cultural facilities are wide ranging and include halls for meetings, community and arts centres and theatres and music venues. Such facilities contribute towards the intellectual, artistic and social quality of life in the County. Fingal has a rich and living cultural heritage and a strong cultural identity, including its sport, literature and music. It is important for the identity of the County and its population that this culture be protected and promoted. In order to preserve and present the unique culture and identity of Fingal, the Council will continue its role as lead partner in the continued development of our two key cultural facilities, Draíocht and the Seamus Ennis Cultural Centre. Other facilities have benefited from substantial private commitment, investment and initiative. The Council through its Arts Office seeks to promote the cultural life of the County and increase accessibility to arts and culture facilities for all members of the community. This aim will be achieved both through the retention of existing facilities and the introduction of new facilities. The location of such facilities in towns, villages and other areas with higher levels of public transport accessibility, together with a diverse range of complementary uses, can make a significant contribution to the vitality and viability of urban areas and the aims of sustainable development.

Policy CIP21

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

Policy CIP22

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

Objective C109

To liaise with the County Arts Officer on any development proposal that is likely to have a significant impact on the arts.

Objective C1010

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

PUBLIC ART

The Council will encourage and give support to proposals for the creation and display of works of art in public places, in order to improve the environment and make Fingal as interesting and stimulating as possible for the local community and visitors.

Policy CIP23

To encourage and support the creation and display of works of art in public areas, including appropriate locations within the streetscape, provided no unacceptable environmental, amenity, traffic or other problems are created.

Policy CIP24

To encourage and assist in the development of the arts throughout the County.

Objective CI011

To require major new commercial developments in the County to incorporate works of public art. Major new Local Authority construction schemes will also incorporate permanent artistic features.

COURTHOUSES

Historically, County and City Councils have been responsible for the upkeep and maintenance of courthouses in their administrative areas. However, the Court Services Board was established in November 1999 and is responsible for the provision and maintenance of Courthouses.

Policy CIP25

To provide and maintain a high level of Courthouse facilities in the County in partnership with the Courts Service.

BURIAL GROUNDS

Local Authorities have a statutory responsibility to provide for burial facilities, although some of these are provided by other operators. There are currently 37 graveyards in use in Fingal. Many of these have reached or are nearing full capacity; therefore it will be necessary to provide additional burial grounds within the County over the next number of years. Specifically, proposals are being considered to extend the existing graveyard at Balbriggan.

Policy CIP26

To ensure the provision of new burial grounds and the extension of existing cemeteries as appropriate.

Policy CIP27

To ensure that burial grounds throughout the County are managed and maintained in a manner which respects their associated culture and heritage.

Objective CI012

To provide and facilitate the development of additional burial grounds as required during the life of the Development Plan.

Objective CI013

To extend the existing burial ground at Balbriggan.

PUBLIC CONVENIENCES

There is a need to ensure that public conveniences are provided in appropriate locations for the benefit of both local people and visitors. The Council will co-operate with local groups to erect toilet facilities in places where large numbers of people visit or gather.

Policy CIP28

To provide and improve public toilet facilities at suitable locations throughout the County.

/ Part VIII

Heritage & Conservation /

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8.1 HERITAGE

Our Heritage includes many aspects of the world around us. For example, the landscape, the hedgerows and field systems, rivers, plants and animals are all part of our natural heritage. Archaeological sites and the many other buildings and structures, such as houses, shops, banks, bridges, holy wells are features of our built heritage. These aspects of our national heritage have been defined in the *Heritage Act, 1995* and include the following:

- / Monuments
- / Archaeological Objects
- / Heritage Objects
- / Architectural Heritage
- / Heritage Gardens and Parks
- / Flora
- / Fauna
- / Wildlife Habitats
- / Landscapes
- / Seascapes
- / Inland Waterways
- / Wrecks
- / Geology

Fingal has a rich and varied heritage ranging from tranquil villages in rolling country landscape, picturesque seaside villages and rugged coastline to vibrant urban developments and historic towns. Heritage is an integral part of the identity of Fingal as it provides a link with the past through the historic, archival, cultural and natural inheritance that has been passed on by previous generations of the County, helping us to understand where we, and the landscape around us, have come from. In addition, aspects of our local heritage are regionally, nationally or even internationally important and are therefore protected by national or international legislation. All these elements of heritage add up to give each local area its identity and sense of place, its character and distinctiveness. Heritage is also recognised as an important aspect of the environment. The principles of sustainable development encompass the protection and conservation of our heritage. Many aspects of heritage are non-renewable resources and once destroyed are lost forever. As the current custodians of this heritage, we have a duty to continue this role of guardianship and ensure that future generations may also enjoy their inheritance.

The Government has signed and ratified a number of international conventions in relation to heritage and thereby agrees to abide by the principles contained within these conventions. These conventions have aided the formulation of national legislation to deal with heritage. The principle national legislation, in relation to the built environment, is the *National Monuments Act 1930 to 2004* and Part IV of the *Planning and Development Act 2000*. In relation to natural heritage the principal national legislation is the *Wildlife Act 1976*, the *Wildlife (Amendment) Act 2000* and Part XIII of the *Planning and Development Act 2000*. In addition, the *European Communities (Natural Heritage) Regulations 1997* give effect to the requirements of the Birds and Habitats Directives. Fingal County Council must comply with this legislation. The National Heritage Plan and the National Biodiversity Plan are 5-year action plans, which set out the Government's strategy in relation to the conservation and management of our heritage over the five year period from 2002 – 2007. A key element of these Plans is an enhanced role for local authorities in heritage awareness and management, to be given effect through the preparation and implementation of Local Heritage and Local Biodiversity Action Plans. The Fingal County Heritage Plan will draw up actions in relation to the archaeological, architectural, natural and cultural heritage of Fingal.

Objective H01

To prepare and implement, in partnership with all relevant stakeholders, a County Heritage Plan and a Local Biodiversity Action Plan.

8.2 BUILT HERITAGE

This refers to all built features in the environment including buildings and other structures such as bridges, wells, pumps, archaeological sites and field boundary walls. Fingal County Council has an important built heritage with almost 700 Recorded Monuments in its jurisdiction and circa 800 structures listed for protection on the

Record of Protected Structures (formerly known as listed buildings). As the review of the Record of Protected Structures is an on-going process, this figure may change during the lifetime of the plan.

ARCHAEOLOGICAL HERITAGE

Archaeology is the study of the impact of past human settlement and activity on the landscape and this helps explain how communities, societies and cultures developed. Physical remains of earthworks and structures may have survived above ground, but generally archaeological features are located underneath the ground's surface. The landscape therefore contains archaeological features, sites and artefacts that have been identified and those that have yet to be discovered.

Fingal has a wealth of archaeological sites ranging from cairns and passage graves to medieval churches and castles. For example the towns of Swords, Balrothery and Lusk are of particular archaeological significance with very important medieval structures surviving intact above ground and the potential of archaeological finds below ground. These towns have zones of archaeological potential delineated, by the National Monuments Section of the Department of Environment, Heritage and Local Government (DOEHLG), around their cores to protect their significant archaeological heritage. There are also six monuments in State care located in Fingal. These are Baldongan Church & Tower, Balrothery Church Tower, Dunsoghly Castle, St. Mary's Church/Abbey in Howth, Lusk Round Tower and Swords Castle.

The *National Monuments Acts 1930 -2004* provide for the protection of the archaeological heritage. The Record of Monuments and Places (RMP) was established under Section 12 of the *National Monuments (Amendment) Act 1994* and structures, features, objects or sites listed in this Record are known as Recorded Monuments.

Archaeological structures may, in some situations, be considered as architectural heritage and, therefore, may appear on both the Record of Monuments and Places (RMP) and the Record of Protected Structures (RPS). This means that these structures are protected by both the *National Monuments Acts* and the *Planning and Development Act 2000*.

Section 3 of the *National Monuments (Amendment) Act 1987* makes specific provisions for the protection of shipwrecks and underwater archaeological objects. Fingal's rivers and tidal estuaries may contain such objects and any development within these areas should take into consideration the potential for archaeological discoveries.

It should be noted that the archaeological heritage of Fingal is not confined to the known monuments and sites listed in the Record of Monuments and Places (RMP). Section 19 of the *National Monuments (Amendment) Act 1994* sets out the procedures for dealing with the discovery of an unrecorded archaeological object or site.

(Please consult the Department of Environment, Heritage and Local Government's Record of Monuments and Places for the location of Recorded Monuments and Zones of Archaeological Potential in Fingal).

Policy HP1

To protect archaeological sites, monuments (including their setting) and objects within the jurisdiction of Fingal County Council, including those that are listed in the Record of Monuments and Places or newly discovered sub-surface archaeological remains.

Policy HP2

To ensure that full consideration is given to the protection of archaeological heritage when undertaking, approving or authorising development in order to avoid unnecessary conflict between development and the protection of the archaeological heritage.

Policy HP3

To favour the preservation in-situ of archaeological remains or objects and their settings.

Policy HP4

To ensure that development within the vicinity of a Recorded Monument or Zone of Archaeological Potential does not seriously detract from the setting of the feature, and is sited and designed appropriately.

Policy HP5

To protect historic burial grounds within Fingal and encourage their maintenance in accordance with conservation principles.

Policy HP6

To encourage and promote the appropriate management and enhancement of the County's archaeological heritage.

Policy HP7

To facilitate and enhance public access to, and understanding of, the archaeological heritage and to provide for the dissemination of information and advice on the archaeological heritage to prospective developers and the general public.

Objective H02

To ensure that when an unrecorded archaeological object or site is discovered, any works that threaten the object or site are immediately suspended and that the appropriate Government agency is informed.

Objective H03

To identify and protect important archaeological landscapes in co-operation with the appropriate Government agency.

Objective H04

To seek archaeological impact assessments as part of the planning submission when proposed development could affect a Recorded Monument, a Zone of Archaeological Potential, or their settings.

Objective H05

To ensure that all significant development proposals affecting sites specified in the Record of Monuments and Places or Zones of Archaeological Potential are referred to the Prescribed Bodies (as set out in the *Planning and Development Act 2000*) and to have regard to the advice and recommendations of the Prescribed Bodies in relation to undertaking, approving or authorising development.

Objective H06

To ensure that all proposals for linear development over one kilometre in length; or proposals for development involving ground clearance of a half hectare or more; or proposals for development affecting present or former wetlands, unenclosed land, or rivers; are referred to the Prescribed Bodies (as defined in the *Planning and Development Act 2000*).

Objective H07

To encourage the reference to or the incorporation of significant archaeological finds into a development scheme where appropriate, and where agreed with the Council, the developer and the appropriate Government agency.

Objective H08

To ensure that a suitably qualified archaeologist monitors site works when permission is granted for works on or close to an archaeological site or feature.

Objective H09

To make the Record of Monuments and Places (RMP) available to the public via the Council's website.

Objective H010

To establish in-house training programmes for Council staff carrying out repair and maintenance works to historic burial grounds and produce a guidance note on this subject for contractors and local community groups.

Objective H011

To produce a guidance note on archaeology and the planning process for developers and the general public.

Objective H012

To disseminate information on completed archaeological excavations within the County.

Objective H013

To identify appropriate archaeological sites in the County to which public access could be provided, and work to secure public access where appropriate in consultation with the land owner.

ARCHITECTURAL HERITAGE

Fingal County has a diverse building stock ranging from farmsteads, small cottages and large country houses to the architecture of a capital city, including an international airport, large shopping centres and modern office blocks. Within this great variety of building types and uses are structures of architectural heritage significance or of distinctive character that are deemed worthy of protection. In previous Development Plans these structures were placed on a List 1 or List 2 for preservation or protection. The *Planning and Development Act 2000* replaced this concept of separate lists of buildings, combining structures worthy of protection into just one list, which is now known as the Record of Protected Structures (RPS). All buildings and structures that were included in List 1 and 2 of the last Development Plan became Protected Structures on January 1st 2000.

PROTECTED STRUCTURES

Each Planning Authority has a statutory responsibility, under Section 51 of the *Planning and Development Act 2000*, to include a RPS in its Development Plan. A Protected Structure, unless otherwise stated in the RPS, includes the interior of the structure, the land lying within its curtilage, any other structures and their interiors lying within that curtilage, plus all fixtures and features which form part of the interior or exterior of any of these structures. Structures, or parts of structures, can be added to the Record if they are deemed of special interest under one or more of the following headings:

- / Architectural
- / Artistic
- / Historical
- / Archaeological
- / Cultural
- / Scientific
- / Social
- / Technical.

It is a reserved function of the Council to add or delete structures from the RPS. The current RPS is included in Appendix A of this Development Plan. The RPS may be varied between reviews of the Development Plan. The Council can add to or delete from the Record at any time by following the procedures outlined in Section 55 of the *Planning and Development Act 2000*. An up-to-date RPS, incorporating any additions or deletions within the lifetime of the current development plan, will be maintained on the Council’s website or can be checked at the public counter of the Council’s Offices.

The effect of Protected Structure status is to seek to retain the special character and features that make these structures significant. Therefore, any works that would have a material effect on the character of a protected structure require planning permission. Exempted development regulations do not apply to Protected Structures. This does not mean that development or alterations to a Protected Structure are precluded, but that in most circumstances planning permission will be required to carry out these works. A Declaration under Section 57 of the *Planning and Development Act 2000* can be sought from the Council to list the type of works that do and do not affect the character of a specific Protected Structure in its jurisdiction, and therefore do or do not require planning permission.

The *Planning and Development Act 2000* places an obligation on owners and occupiers of a protected structure to ensure that the structure or any element of it is not endangered. The Council has employed staff with conservation training to help advise owners and occupiers on best practice with regard to repairing and maintaining their protected structures.

ARCHITECTURAL CONSERVATION AREAS

Section 81 of the *Planning & Development Act 2000* places a statutory obligation on planning authorities to ensure that all development plans must now include objectives to preserve the character of a place, area, group of structures or townscape that is:

- a. of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or
- b. contributes to the appreciation of protected structures.

These areas are to be designated as Architectural Conservation Areas (ACA). The designation of these ACAs is a reserved function of the Council.

Most structures in an ACA are important in the context of their contribution to the streetscape or character of an area. ACAs could encompass, for example, a terrace of houses, a whole streetscape, town centre or a small cluster of structures associated with a specific building such as a mill or country house. In ACAs, protection is placed on the external appearance of such areas or structures. Any works that would have a material effect on the character of an ACA would require planning permission.

A detailed survey, character appraisal, and set of policies and objectives will be produced for each ACA. The appraisal will identify works which would and would not affect the character of each ACA. General guidelines for works in an ACA are included in Appendix D of this Development Plan.

ACAs are identified in the objectives listed below and have their boundaries defined on the Development Plan Maps. The identification of new ACAs and the modification of existing ACAs may be proposed during the lifetime of the Plan. The re-assessment of existing or the designation of new ACA's will form part of the Masterplans for Large Town Centres and Urban Centre Strategies, as outlined in Part IV of this document.

Policy HP8

To preserve, protect and enhance the architectural heritage of Fingal for future generations.

Policy HP9

To protect structures contained in the Record of Protected Structures and features that contribute to the character of Architectural Conservation Areas.

Policy HP10

To ensure that any development, modifications, alterations, or extensions affecting a protected structure, adjoining structure or structure within an ACA are sited and designed appropriately, and are not detrimental to the character of the structure or to its setting or the general character of the ACA.

Policy HP11

To encourage the sympathetic retention, reuse and rehabilitation of protected structures, their setting and historic buildings. In certain cases, site zoning restrictions may be relaxed in order to secure the preservation and conservation of the protected structure. The protected structure must be restored to the highest standard and the special interest, character and setting of the building preserved. This will only be permitted if the development is consistent with conservation policies and the proper planning and sustainable development of the area.

Policy HP12

To demonstrate best practice examples with regard to custodianship of Protected Structures in the Council's ownership/care.

Policy HP13

To protect the original structures of the Royal Canal in association with Waterways Ireland and to ensure that development along its banks does not have a detrimental affect on the character of the Canal.

Policy HP14

To protect the historic bridges, harbours, railway, roadside features (such as historic milestones, cast-iron pumps and postboxes) and street furniture of Fingal.

Policy HP15

To encourage the retention of original windows, doors, renders, roof coverings and other significant features of historic buildings, whether protected or not.

Policy HP16

To encourage the retention of surviving medieval plots and street patterns in the villages and towns of Fingal and to record evidence of ancient boundaries, layouts etc in the course of development.

Policy HP17

To continue and develop the Council's advisory/educational role with regard to Heritage matters and to promote awareness and understanding of the architectural heritage.

Objective H014

To review the RPS on an on-going basis and to add structures of special interest as appropriate, including 20th century structures.

Objective H015

To publish character appraisals and area specific policy for each ACA to preserve, protect and enhance the character of these areas.

Objective H016

To designate the Architectural Conservation Areas listed below and to carry out ongoing assessment and appraisal of existing and proposed ACAs during the lifetime of the Plan:

- / Balbriggan - Nos. 14 to 28 Hampton Street
- / Baldoyle
- / Balrothery
- / Balscadden
- / Castleknock
- / Garristown
- / Howth - Historic Core, Nashville Road & Park, St. Nessan's & St. Peter's Terrace environs
- / Lusk
- / Malahide - Historic Core, Grove Road & The Rise, The Bawn & St. Sylvesters Villas environs
- / Naul
- / Portrane - Grey Square
- / Oldtown
- / Rowlestown
- / Skerries
- / Sutton - No. 20a to 26 Strand Road, Martello Terrace
- / Demesnes - Abbeville, Ardgillan, Howth Castle, Malahide Castle, Milverton, Newbridge House & The Square, Portrane (St. Ita's Hospital complex)

Objective H017

To prohibit the demolition of a Protected Structure, or a structure that positively contributes to the character of an ACA, except in very exceptional circumstances. Where demolition is granted within an ACA, an assessment of the impact of the replacement building on the character of the ACA will be required.

Objective H018

To ensure that all planning applications relating to Protected Structures must contain the required accompanying documentation, outlined in the Validation Checklist, to enable the proper assessment of the proposed works.

Objective H019

To ensure that all planning applications relating to Protected Structures, Proposed Protected Structures or structures in an ACA or proposed ACA should be referred to the Conservation Officer and to the Prescribed Bodies for comment prior to a decision being made.

Objective H020

To carry out an audit and assess the condition of all Protected Structures within the Council's ownership and devise a management/maintenance plan for all of these structures.

Objective H021

To assess the surviving demesnes within Fingal and promote the conservation of their essential character, both built and natural, while allowing for appropriate re-use.

Objective H022

To identify and retain good examples of historic street furniture in situ e.g. cast-iron postboxes, waterpumps, signage, street lighting, kerbing and traditional road and street surface coverings.

Objective H023

To produce detailed guidance notes and provide advice to the public, developers, public bodies, groups and associations with regard to Protected Structures, ACAs, conservation grant schemes and architectural heritage in general.

Objective H024

To draw up a Management Plan, in conjunction with Waterways Ireland, for the maintenance and enhancement of the Royal Canal and associated structures within Fingal's jurisdiction.

Objective H025

To carry out an audit of all historic rail and road bridges in Fingal and liaise with Iarnród Éireann, the National Roads Authority, and the Water Services and Transportation Departments of the Council to draw up guidelines for their repair and maintenance.

Objective H026

To draw up plans for the appropriate development of the historic harbours of Fingal.

VERNACULAR HERITAGE

Vernacular Architecture is defined in James Steven Curl's *Encyclopaedia of Architectural Terms* as 'a term used to describe the local regional traditional building forms and types using indigenous materials, and without grand architectural pretensions', i.e. the homes and workplaces of the ordinary people built by local people using local materials. This is in contrast to formal architecture, such as the grand estate houses of the gentry, churches and public buildings, which were often designed by architects or engineers. The majority of vernacular buildings are domestic dwellings. Examples of other structures that may fall into this category include shops, outbuildings, mills, limekilns, farmsteads, forges, gates and gate piers.

This architecture of the ordinary people was once commonplace but is becoming increasingly rare. For example, Fingal was renowned for its thatched cottages. Unfortunately, this distinctive building type has been and continues to be in decline. The loss of thatch in the County is alarming and every effort will be made by the Council to encourage and facilitate the survival of the remaining examples.

The traditional farm complexes and historic agricultural buildings of Fingal are also under increasing threat as they are seen to be no longer economically viable to the modern farm. Often these farm buildings are located on the site of an inhabited main house or active farm but as older outbuildings have become redundant and left derelict. Generally these structures are of mud-wall or rubble stone construction with external lime renders. In some cases, the agricultural outbuildings belong to large estates and are of fine cut stone, with excellent detailing of features. The Council will encourage the appropriate re-use of these structures rather than their replacement or dereliction. Other types of vernacular architecture under increasing pressure for demolition and alteration are historic shopfronts and pubs.

The loss of vernacular architecture is seen not only in the loss of whole buildings but also in the gradual attrition of details such as the replacement of roof coverings and windows with modern materials, removal of external render, inappropriate re-pointing and the addition of inappropriate extensions. Alterations to individual buildings can have a significant and cumulative effect on streetscapes, and landscapes. By the very nature of vernacular architectural heritage, it is normally the case that they are the most sustainable forms of construction, built with

local materials in a style responding to local conditions, with a low energy use compared to the construction of equivalent modern buildings. Many of our surviving examples of vernacular architecture are people's homes and places of work, which by definition need to evolve with a changing society to facilitate ongoing occupancy and therefore survival. Any such changes need to be sympathetic to the special features and character of the building.

Policy HP18

To encourage the protection, retention, appreciation and appropriate revitalisation of the vernacular heritage of Fingal in both the towns and rural areas of the County.

Policy HP19

To preserve the character and setting (e.g. gates & gate piers, courtyards etc.) of vernacular buildings.

Policy HP20

To seek the retention of historic shopfronts and pubfronts as part of the streetscape of the towns and villages of Fingal.

Policy HP21

To encourage the appropriate re-use of redundant vernacular farm buildings, where they are protected structures, for residential and other uses.

Policy HP22

To discourage the replacement of good quality vernacular buildings with modern structures.

Policy HP23

To assist the retention and development of traditional building skills in Fingal.

Objective H027

To protect (through the use of ACAs, the RPS and in the normal course of development control) vernacular buildings where they contribute to the character of areas and/or where they are rare examples of a structure type.

Objective H028

To ensure that both new build adjoining, and extensions to vernacular buildings are of an appropriate design and do not detract from the building's character.

Objective H029

To carry out an audit of surviving thatched structures in Fingal and promote DOEHLG thatching grant and Council's conservation grant to assist owner's with retention and repair of thatched roofs.

8.3 NATURAL HERITAGE

Our natural heritage includes the variety of life we see around us every day, often referred to as biodiversity, its physical or geological foundation, and the landscapes which form our surroundings. Biodiversity includes everything from trees to weeds, from mammals to birds, from coast to countryside. Biodiversity provides us with many benefits which we need such as fertile soils, food and clean water. It is also an important part of the landscapes in which we live and which give each local area its sense of place. Protecting and enhancing our biodiversity and landscapes is vital for the health, well-being and quality of life of communities throughout Fingal. Throughout the County there are also important places which reveal to us our geological heritage. These include fossil sites and sites which show examples of particular rock types and formations. It is important that these are protected and enhanced as part of our natural heritage.

Policy HP24

To protect, conserve and enhance the County's natural heritage including its biodiversity, landscapes and geological heritage.

Policy HP25

To encourage and promote the appropriate management and enhancement of the County's natural heritage.

Policy HP26

To encourage and promote access to and understanding of the natural heritage of the County.

Objective H030

To prepare and implement, in partnership with all relevant stakeholders, a County Biodiversity Action Plan for Fingal.

DESIGNATED NATURAL HERITAGE SITES OF INTERNATIONAL AND NATIONAL IMPORTANCE

A range of different sites have been (or will be) designated under national and EU legislation and under the Ramsar Convention on wetlands. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) have been and are being designated to conserve habitats and species of European importance pursuant to the EU Habitats and Birds Directives. Under the *Wildlife (Amendment) Act, 2000* Natural Heritage Areas (NHAs) are being designated to conserve species and habitats of national importance and sites of geological interest. In addition, Statutory Nature Reserves and Refuges for Fauna or Flora, established under the *Wildlife Acts 1976* and 2000 are sites where nature conservation is the primary objective and takes precedence over all other activities. At present there are 19 nationally or internationally important sites in Fingal (Table 1), all of which are indicated on the development plan maps. See Appendix G for further information. The majority are located along the coast which emphasises the importance of the Fingal coast for natural heritage. Also included are the Liffey Valley, Royal Canal, wetland sites such as the Sluice River Marsh and the Feltrim Hills, an important geological site. Many sites have multiple designations. For example, all the Ramsar sites, Statutory Nature Reserves and the Refuge for Fauna are also SPAs. The Malahide/Broadmeadow, Rogerstown and Baldoyle estuaries have multiple designations, which reflects their importance in terms of the habitats and species which they host. Other sites may be designated during the lifetime of the plan. Please consult the National Parks and Wildlife Service, Department of the Environment, Heritage and Local Government for further details.

Table No. 8.1 Designated Sites of International and National Importance

Site	cSAC	SPA	pNHA	Ramsar	SNR	RFF
Baldoyle Bay	✓	✓	✓	✓	✓	
Bull Island		✓		✓	✓	
Bog of the Ring			✓			
Feltrim Hill			✓			
Howth Head	✓	✓	✓			
Ireland's Eye	✓	✓	✓			
Lambay Island	✓	✓	✓			
Knock Lake			✓			
Liffey Valley			✓			
Loughshinney Coast			✓			
Malahide Estuary	✓	✓	✓	✓		
North Dublin Bay	✓		✓			
Portrane Shore			✓			
Rockabill Island		✓	✓			✓
Rogerstown Estuary	✓	✓	✓	✓	✓	
Royal Canal			✓			
Santry Demesne			✓			
Skerries Islands		✓	✓			
Sluice River Marsh			✓			

cSAC Candidate Special Area of Conservation
pNHA Proposed Natural Heritage Area
SNR Statutory Nature Reserve

SPA Special Protection Area
Ramsar Site designated pursuant to Ramsar Convention
RFF Refuge for Fauna

Policy HP27

To protect natural heritage sites designated in National and European legislation, and in other relevant International Conventions, Agreements and Processes. This includes sites proposed to be designated or designated as: Ramsar sites, Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Natural Heritage Areas (NHAs), Nature Reserves, and Refuges for Flora or Fauna.

Policy HP28

To assess all proposed developments which are likely to impact on designated natural heritage sites or those sites proposed to be designated (either individually or in combination with other plans or projects).

Policy HP29

To consult with the Prescribed Bodies, and appropriate Government agencies, when considering undertaking, approving or authorising developments which are likely to affect designated natural heritage sites (or those sites proposed to be designated).

Policy HP30

To ensure that, when considering development affecting designated natural heritage sites or those sites proposed to be designated, permission will only be granted, in accordance with the relevant legislation.

Policy HP31

To support and co-operate with statutory authorities and others in support of measures taken to manage designated nature conservation sites in order to achieve their conservation objectives.

Objective H031

To require an appropriate environmental assessment in respect of any proposed development likely to have an impact on a designated natural heritage site or those sites proposed to be designated.

Objective H032

To ensure that environmental assessments in relation to designated natural heritage sites (or those sites proposed to be designated) are carried out by appropriate professionals.

Objective H033

To provide guidance to developers in relation to proposed developments which are likely to affect designated natural heritage site (or those sites proposed to be designated).

Objective H034

To develop a management plan for the protection and conservation of the Bog of the Ring, within a defined study area as indicated on the Development Plan map, in conjunction with local landowners, and stakeholders including the National Parks and Wildlife Service, Department of the Environment, Heritage and Local Government.

PROTECTED SPECIES

Certain plant, animal and bird species are protected by law. This includes plant species listed in the *Flora Protection Order, 1999* (or other such Orders) and animals and birds listed in the *Wildlife Act, 1976* and subsequent statutory instruments, those listed in Annex IV of the *Habitats Directive*, and those listed in Annex 1 of the *Birds Directive*. The planning process should seek to protect and enhance species protected by law and their habitats. Very often this can be done by minimising adverse impacts – for example, by requiring that development takes place outside the breeding season. In other cases, it may be appropriate to seek to ensure that individual members of a species survive by providing alternative roosts in the case of bats, for example. It may also be appropriate to seek to have an alternative area(s) of habitat provided.

Policy HP32

To ensure that development does not have a significant adverse impact, incapable of satisfactory mitigation, on plant, animal or bird species protected by law.

Policy HP33

To consult with the National Parks and Wildlife Service, and take account of any licensing requirements, when undertaking, approving or authorising development which is likely to affect plant, animal or bird species protected by law.

Objective H035

To provide guidance to developers and others in relation to species protected by law and their protection and management in the context of development.

Objective H036

To undertake surveys, as appropriate, to establish the location of protected flora and fauna in the County.

LANDSCAPE

All aspects of our natural, built and cultural heritage come together in the landscapes we experience every day. Landscapes give us a sense of place. We can all think of landscapes with which we identify strongly and positively and which therefore contribute to our well being. In Fingal our coastline and countryside are a source of pride, inspiration and well being for many residents and visitors alike. Landscapes are also continually changing. Change can be driven by natural forces (e.g. climate), but is largely the result of the actions of many different people and agencies, which is often not co-ordinated. Fingal is now changing very rapidly as a result of the recent historically high rates of economic and population growth. The challenge we face is to manage our landscapes so that change is positive in its effects, so that the landscapes which we value are protected and those which have been degraded are enhanced. Ireland has signed and ratified the European Landscape

Convention which means that we are committed to introducing policies to effect landscape protection and management. The *Planning and Development Act, 2000* includes both mandatory and discretionary development plan objectives in relation to landscape.

A Landscape Character Assessment has been carried out for Fingal which divides the County into 7 Landscape Character Areas, identified on the Landscape Character and Natural Heritage Sheet. A description of each Landscape Character Area and principles for development are included in Appendix B.

HIGH AMENITY ZONE AND AREAS OF SENSITIVE LANDSCAPE

A High Amenity Zoning (Zone HA) has been applied to areas of the County of high landscape value. These are areas which consist of landscapes of special value or sensitivity in which inappropriate development would contribute to a significant diminution of landscape amenity in the County. These landscape areas meet one or more of the following criteria:

- / Contain scenic landscape of high quality
- / Afford expansive or interesting views of surrounding areas
- / Are components in important views and prospects
- / Are unique or special within the County
- / Are important elements in defining the coastal character of the County
- / Act as a backdrop to important coastal views
- / Contain important groups of trees or woodland
- / Are elevated or ridge sites on which development would be obtrusive
- / Provide public access to interesting attractive landscapes or to semi-natural areas.

High amenity landscapes include the coastal zone, river valley areas (Liffey, Delvin, Ward and Tolka) and the Naul Hills area. The Zoning Objectives for High Amenity Areas are set out in Part V (Table 5.5).

In addition areas of Sensitive Landscape have been identified on the development plan maps which generally adjoin the High Amenity Areas. These have some of the qualities of the High Amenity Zone but to a lesser degree. They are support areas to the High Amenity Areas in which development is difficult to integrate. In some cases they have been identified because inappropriate development in these areas may have a detrimental effect on the landscape quality of the High Amenity Areas, and thus the County as a whole.

Sixteen Landscape Groups are also identified on the Landscape Character Map and described in Appendix B.

These are areas where interrelationships between particular areas of landscape give rise to particular sensitivities when considering development proposals.

Policy HP34

To ensure that development reflects and, where possible, reinforces the distinctiveness and sense of place of the character areas and landscape groups, including the retention of important features or characteristics, taking into account the various elements which contribute to their distinctiveness such as geology and landform, habitats, scenic quality, settlement pattern, historic heritage, local vernacular heritage, land-use and tranquillity.

Policy HP35

To protect High Amenity Areas from inappropriate development and to reinforce their character, distinctiveness and sense of place.

Policy HP36

To protect sensitive landscapes identified on the development plan maps from inappropriate development and to reinforce their character, distinctiveness and sense of place.

Policy HP37

To ensure that proposed developments along the coast are sited and designed appropriately having regard to the visual impact on the visual compartment(s) within which they are located.

Policy HP38

To protect from inappropriate development the views identified on the Landscape Character Map and the prospects listed below:

- / Howth Hill from Golf Road, Portmarnock, Strand Road, Baldoyle, and Greenfield Road and Carrickbrack Road, Sutton
- / Howth Peninsula from Clontarf Road, James Larkin Road and Dublin Road
- / Ireland's Eye from Howth Harbour area
- / Cush Point from Strand Road, Baldoyle
- / Portmarnock Peninsula from Baldoyle and Strand Roads
- / Island Golf Course from Malahide
- / High amenity zoned land north of the Broadmeadow Estuary from the Malahide-Swords coast road
- / Rogerstown Estuary to the north from Beaverstown
- / Drumanagh from Harbour Road, Rush and from Loughshinney village
- / Skerries Islands from the South Strand and Red Island, Skerries
- / Skerries Harbour at Red Island from the North Beach and Balbriggan Road, Skerries
- / Hampton Demesne and Ardgillan Demesne from Hampton View Estate
- / High amenity zoned coastal land at Braemore from the Martello Tower in Balbriggan.

Policy HP39

To restrict development on major ridgelines in the County.

Objective H037

To require that any necessary assessments, including visual impact assessments, are made when undertaking, authorising or approving development.

Objective H038

To review the Landscape Character Assessment during the lifetime of the Plan.

SPECIAL AMENITY AREAS AND LANDSCAPE CONSERVATION AREAS

Fingal has many areas of high quality landscape especially along the coast, the river valleys and Naul Hills area in the north of the County. The *Planning and Development Act 2000* enables Landscape Conservation Areas and Special Amenity Areas to be established to protect and enhance the landscape and amenities of an area. Special Amenity Area Orders are in place for Howth and the Liffey Valley. The Order for the Liffey Valley between Lucan Bridge and Palmerstown was confirmed by the Minister for the Environment in March 1990 and the Howth Order was confirmed by the Minister in 1999. The areas covered by these Orders will be protected and enhanced

In addition, the Council recognises that the Liffey Valley is one of the great natural assets of the Greater Dublin Area and has a rich natural, built and cultural heritage. The Council will co-operate with Government and the adjoining local authorities to ensure that the Liffey Valley is protected and that its enjoyment by the public is facilitated. Consideration will also be given to the establishment of Landscape Conservation Areas and the extension of the Liffey Valley SAAO during the lifetime of the Development Plan.

Policy HP40

To protect and enhance the character, heritage and amenities of the Special Amenity Areas in accordance with the relevant Orders.

Policy HP41

To investigate the feasibility of extending the Liffey Valley Special Amenity Area Order to include lands from the Dublin City Council boundary to the boundary with County Kildare.

Policy HP42

To protect the Liffey Valley, its heritage and landscapes, whilst facilitating its enjoyment by the public.

Objective H039

To implement the Management Plans for the Special Amenity Areas and review them as necessary in consultation with all relevant stakeholders.

Objective H040

To co-operate with Government and the adjoining local authorities in seeking to establish a Liffey Valley Regional Park.

Objective H041

To investigate the establishment of Landscape Conservation Areas in the County.

Objective H042

To consider Baldoyle jointly with Portmarnock for a Special Amenity Area Order.

HABITATS AND LANDSCAPE FEATURES OF IMPORTANCE FOR BIODIVERSITY

Most of our biodiversity occurs outside sites which are subject to legal protection under national or EU law. There are habitats and features which are of particular importance for biodiversity throughout the landscape. These include woodlands; hedgerows and other field boundary types such as stone walls, earthen embankments and ditches; sand-dunes; saltmarshes; rivers, streams and associated riparian zones; canals; marine and freshwater wetlands. These elements must be protected and enhanced.

It is also important to recognise that habitats and landscape features cannot be sustained in the long-term in isolation from one another. There must be a network of protected areas, ecological 'corridors' and ecological 'stepping stones' available to support the movement of species and to sustain the habitats, ecological processes and functions necessary to maintain biodiversity. Key elements in this 'Ecological Network' need to be identified, protected and enhanced. The Council recognises the importance of waterways as wildlife corridors.

Policy HP43

To ensure that proposals for development protect and enhance biodiversity, wherever possible, by minimising adverse impacts on existing habitats and by including mitigation and/or compensation measures, as appropriate, which ensure that biodiversity and landscape character is enhanced.

Policy HP44

To protect and enhance wildlife habitats in the County's greenbelts because of their importance as 'green lungs' and as links to the countryside for the urban areas.

Policy HP45

To protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character, and to ensure that proper provision is made for their protection and management, when undertaking, approving or authorising development.

Policy HP46

To seek, where appropriate and feasible, the extension of existing woodlands and/or creation of new woodlands based on a planned planting and management scheme. The use of native species will be favoured to the maximum possible extent.

Policy HP47

To consider entering into management agreements under Section 47 of the *Planning and Development Act, 2000* in relation to the management of woodlands or trees, as appropriate.

Policy HP48

To consider the use of Tree Preservation Orders to protect important trees, groups of trees or woodlands as appropriate.

Objective H043

to ensure that when undertaking, approving or authorising development that sufficient information is provided to enable an assessment of impacts to be made on habitats and biodiversity including woodlands, trees and hedgerows.

Objective H044

To provide guidance for developers and the general public in relation to the conservation and enhancement of biodiversity and geological heritage.

Objective H045

To undertake an ecological audit of the County.

Objective H046

To identify and protect, within the lifetime of the plan, the main elements of a Regional Ecological Network for Fingal.

Objective H047

To encourage the development of proposals for new woodlands utilising funding available through Schemes such as the NeighbourWood Scheme and Native Woodlands Schemes.

Objective H048

To undertake a study to document and map significant mature trees and hedgerows in Fingal.

INLAND WATERS - RIVERS, STREAMS AND GROUNDWATER

Fingal's many rivers and streams (including the Liffey, Tolka, Ward, Broadmeadow, Delvin, Mayne, Sluice and Ballyboghil) are living systems which are home to a variety of habitats and species, including fish. River and stream banks and riparian zones (i.e. the areas close to the banks) are also home to a range of different habitats and species. They are important in terms of biodiversity because they contain a range of habitats and species which are different from those in the surrounding landscape. They also function as ecological "stepping-stones" or "corridors" which enable species to move from place to place. Wetlands associated with rivers and streams, such as wet grasslands and marshes, also provide many benefits. They are important for biodiversity. They reduce the flow of pollutants to both surfacewaters and groundwaters. They provide recreational benefits for the local community and tourists. They ease the impacts of flooding by retaining floodwaters and releasing them slowly back into the river or stream. Groundwater is also an important natural resource. It supplies water and is important in maintaining wetlands and river flows during dry periods.

Rivers and streams, will be maintained in an open semi-natural condition, wherever possible. Their corridors and valleys will be protected and maintained for their biodiversity and landscape values, including flood protection. This will be achieved by strictly controlling development in river and stream corridors and valleys and by implementing sustainable drainage systems for commercial and residential developments. Groundwater resources will be protected and managed in a sustainable manner.

Policy HP49

To protect rivers, streams and other watercourses and, wherever possible, to maintain them in an open state capable of providing suitable habitat for fauna and flora.

Policy HP50

To protect and enhance the natural heritage and landscape character of river and stream corridors and valleys to maintain them free from inappropriate development, and to provide for public access where feasible and appropriate.

Policy HP51

To ensure that all proposed greenfield residential and commercial developments use sustainable drainage systems in accordance with best current practice.

Policy HP52

To ensure that, wherever possible, local rivers, streams and watercourses provide amenity and recreational benefits for the local community.

Policy HP53

To ensure that the County's floodplains and wetlands are retained for their biodiversity and flood protection values.

Policy HP54

To ensure that where flood alleviation works take place the natural heritage and landscape character of rivers, streams and watercourses are protected and enhanced to the greatest extent possible.

Policy HP55

To ensure that good ecological and chemical status is achieved in all waters in the County.

Policy HP56

To ensure that proposed developments do not adversely affect groundwater resources.

Objective H049

To consult the Eastern Regional Fisheries Board and the National Parks and Wildlife Service prior to undertaking, approving or authorising any works or development which may impact on rivers, streams and watercourses, and to take full account of the *Requirements for the Protection of Fisheries Habitat during Construction and Development Works at River Sites* issued by the Eastern Regional Fisheries Board.

Objective H050

To ensure that flood alleviation works protect and enhance natural heritage and landscape to the greatest extent possible while alleviating flooding.

Objective H051

To require an environmental assessment of all proposed flood alleviation works.

Objective H052

To require that runoff from a developed area will not result in deterioration of downstream watercourses or habitats, and that pollution generated by a development is treated within the development area prior to discharge to local watercourses.

THE ROYAL CANAL

The Royal Canal is an important heritage resource. The Canal itself is a proposed NHA and it is also of importance as a built structure with its towpaths, bridges, locks and lockhouses. It is also a valuable recreational resource. It is important that the heritage of the Canal is protected and enhanced while facilitating appropriate access and use by the public. It is important that canal-side development is strictly controlled in order to facilitate the development of the canal as a heritage and recreational resource.

Policy HP57

To protect and enhance the built and natural heritage of the Royal Canal and its setting.

Policy HP58

To encourage and promote access to and understanding of the Royal Canal.

Policy HP59

To ensure that development is strictly controlled in the vicinity of the Royal Canal, and does not cause significant adverse impacts to the built and natural heritage or to the recreational potential of the Canal.

Policy HP60

To seek to provide enhanced public access to the Royal Canal through the acquisition of lands for public rights-of-way for pedestrians and cyclists, parking and lay-by facilities, where appropriate.

Objective H053

To undertake a study of the Royal Canal corridor during the lifetime of the Plan which will provide a basis for the management of the Canal corridor for the benefit of all.

THE PHOENIX PARK

Although the Phoenix Park falls within the jurisdiction of Dublin City Council, the Park's western side forms the boundary with Fingal. The Park is an important amenity not just for Dublin City but also for the residents of the Dublin 15 area.

Policy HP61

To protect the amenities associated with the Phoenix Park including elements of the built and natural heritage such as the boundary walls, trees and hedgerows and to consult with the Office of Public Works in this regard, as appropriate.

THE ISLANDS

There are a number of islands in Fingal, namely Lambay Island, Ireland's Eye, Shenick's Island, Colt Island, St. Patrick's Island and Rockabill Island. Lambay Island is the only inhabited island. All of the islands are zoned as High Amenity Areas and they are all designated nature conservation sites of national or international importance (see Table 8.1). They are also of importance from a built and cultural heritage viewpoint.

Policy HP62

To protect and enhance the built, natural and cultural heritage of the islands.

/ Part IX

Greenbelts, Tourism & The Coast /

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9.1 GREENBELTS

The *National Spatial Strategy* states that a prime consideration from an environmental standpoint is to maintain the distinction between cities and towns and the countryside and to prevent the further erosion of the respective advantages of both rural and urban areas. The long-term designation and protection of both rural and urban areas encourages the most efficient use and re-use of lands in the urban area while ensuring the viability of the rural hinterland economy.

The *Strategic Planning Guidelines for the Greater Dublin Area* support the designation and protection of greenbelts. A key policy measure is the consolidation of the metropolitan area and achievement of a greater demarcation between urban and rural land uses through the establishment of strategic greenbelts, between major urban centres in the hinterland and the metropolitan area.

The role of greenbelts is to:

- / prevent and counteract urban sprawl and coalescence of urban areas
- / provide a visual break between and around development areas and, where appropriate and possible, conserve and enhance biodiversity
- / protect and reinforce the special character and individual identities of rural and urban areas and
- / maintain and support viable rural community and agricultural economy in greenbelt areas by protecting agricultural lands from urban generated development.

Greenbelts provide:

- / opportunities for outdoor sport and outdoor recreation in the form of dedicated open space
- / opportunities for access to the open countryside for the urban population
- / for the retention and enhancement of attractive landscapes and biodiversity near population concentrations
- / opportunities for urban forestry/woodland, where appropriate and
- / opportunities for the enhancement of urban fringe areas in the knowledge that there is a long-term commitment to retain their open character.

DEVELOPMENT GUIDELINES FOR GREENBELTS

The designation and maintenance of greenbelt areas is integral to the long-term sustainability of land use arrangements to be pursued in the County. For a greenbelt to effectively perform any of the functions outlined above it must display certain characteristics. A greenbelt should have a 'critical mass', permanence is an essential ingredient to its function, and the boundaries must be recognisable, rational and defensible.

The land use zoning objective pertaining to greenbelt areas is 'GB' - *'To protect and provide for a greenbelt to demarcate the urban and rural area and provide for agriculture and amenity in a manner that protects the physical and visual amenity of the area.'*

To ensure that the open character of the greenbelt is maintained, there is a general presumption against development which contravenes the role of the greenbelt, although the provision of suitable outdoor sports and informal recreation facilities is welcomed. An aim of the greenbelt policies is to balance the provision of suitable recreation and leisure activities against the needs of agriculture. It is essential that the greenbelt is maintained as viable countryside. The greenbelt is a valuable, yet frequently overlooked resource. It can contribute to the health, wealth and well being of urban and rural communities and underpin more sustainable living.

Any new or replacement development or change of use in the greenbelt areas must clearly demonstrate:

- a. functional and physical need for location within a greenbelt area,
- b. consistency with greenbelt objectives.

DWELLINGS IN THE GREENBELT

New housing in the greenbelt shall be permitted to farm families only, where the applicant meets the criteria set out in Section 5.3 of the Plan 'Housing in the Countryside'. Permission for new dwellings in the greenbelt shall not be considered by reason of immediate family ties.

RECREATIONAL FACILITIES IN THE GREENBELT

In addition to the greenbelt's strategic role in restraining development pressures it is important that the open countryside in the greenbelt makes a positive contribution to meeting the outdoor recreational needs of the urban population. Relevant facilities include golf courses, playing fields, public parks and linear parks along river valleys. The provision of networks of new and improved parks, woodlands and other green spaces should be linked to the urban centre and wider countryside by footpaths and cycleways. The greenbelt on the urban doorstep provides for safe and enjoyable walking, cycling and horse riding, or just a place to relax in natural surroundings. It should also meet a demand for more adventurous sport and recreation on rivers and waterways. However, the provision of associated structures and ancillary facilities has the potential to incrementally erode the open and rural character of the greenbelt. It is preferable that existing buildings should be re-used and refurbished to the greatest extent possible to facilitate ancillary and recreational uses where they are appropriately located and designed.

Policy GBP1

To ensure that land uses within the greenbelt are consistent with the development objectives set out for greenbelt areas.

Policy GBP2

To ensure that greenbelt lands provide for both active and passive recreational uses that do not degrade the primary agricultural land use of the area.

Policy GBP3

To encourage recreational amenities in greenbelt areas where such facilities are consistent with the functions and role of the greenbelt areas as outlined in the Development Objectives for greenbelt areas.

Policy GBP4

To ensure that where possible, buildings associated with recreational uses should be provided by the existing building stock in greenbelt areas.

Objective GB01

To ensure that the open character of greenbelt lands is maintained and to prevent development which contravenes the role of the greenbelt.

Table No. 9.1 Zoning Objective “GB” Greenbelt

Objective: *To protect and provide for a greenbelt to demarcate the urban and rural area and provide for agriculture and amenity in a manner that protects the physical and visual amenity of the area.*

Vision: The zoning objective seeks to create a rural/urban fringe that is attractive, accessible, diverse and multi-functional. It will serve the needs of both urban and rural communities, strengthen the links between town and country and contribute fully towards sustainable development. The role of the greenbelt is to retain the open and rural character of lands between and adjacent to urban areas, to provide for permanent openness and rural character between urban areas, to provide a clear distinction between the urban area and the countryside and to prevent and where necessary counteract urban sprawl, encroachment and coalescence.

Use Classes Related To Zoning Objective

Permitted In Principle	Agricultural Buildings, Agri-Tourism, Bed & Breakfast ^c , Boarding Kennels, Burial Grounds, Community Facility ⁱ , Crèche/Nursery ^c , Doctor/Dentist ^o , Education ⁱ , Golf Course, Traveller Accommodation, Health Centre ⁱ , Home-Based Economic Activities ^c , Open Space, Places of Worship ⁱ , Recreational Facilities/Sports Club, Residential ^o , Restaurant/Café ^l , Utility Installations, Veterinary Surgery ^c , Woodland/Urban Forestry.
Not Permitted	Abattoir, Agri-Business, Advertisements/Advertising Structures, ATM, Betting Office, Car-Park (Commercial/Multi-Storey), Residential Caravan Park, Cash & Carry Outlet, Concrete/Asphalt Plant in or adjacent to Quarry, Night Club, Enterprise/Training Centre, Funeral Home, Heavy Good Vehicle Park, Casual Trading, Holiday Homes ^k , Household Fuel Depot, Hotel ^l , General Industry, Light Industry, Special Industry, Logistics, Major Waste To Energy Uses, Motor Sales Outlet, Offices in excess of 100 sq.m, Park’n’Ride, Petrol Station, Public House, Recycling Centre, Residential Care Home ⁱ , Retail Warehousing, Science And Technology Campus, Scrap Yard, Service Garage, Neighbourhood Shops, Major Sales Outlet, Take-Away, Transport Depot, Warehousing.

Key to superscript symbols:

- C. Where the use is ancillary to the use of the dwelling as a main residence.
- I. Only where proximate to local village/urban centre.
- J. Except in accordance with SIP38.
- K. Except where development is a conversion of a protected structure.
- G. Only where in compliance with rural housing policy.
- L. Except where ancillary to a tourism/leisure facility.

9.2 LEISURE AND TOURISM

Benefits of a comprehensive recreation and leisure strategy are both direct and indirect. In terms of direct benefits, recreational spaces and places contribute to the physical and physiological health and well-being of people by creating attractive surroundings and opportunities for active or passive leisure pursuits.

Generally, recreational, sport and leisure facilities are part of the broader cultural infrastructure that helps define the image of an area creating civic pride and a sense of place. They can act as community focus points often preserving high quality landscapes. The provision of green spaces can reduce surface water run-off and improve the sustainability of ecosystems, biodiversity, and wildlife especially in urban areas. Indirectly, recreational facilities provide savings in opportunity costs in the areas such as healthcare, property values and education. Provision of high quality, well designed recreational facilities can contribute greatly to urban regeneration and renewal projects.

Tourism arises where the leisure experience is extended to an overnight stay or a leisure pursuit or leisure facility becomes an attraction.

Tourism is a significant growth industry in Ireland both in terms of revenue and visitor numbers. Fingal is well placed to capture a large proportion of the market given its infrastructural, natural and man made advantages. The County holds the national airport, the busiest entry point for visitors to the country; it is also well placed to take advantage of through traffic on the M1, the main Dublin–Belfast corridor. Fingal boasts an attractive rural hinterland and coastline. Complementing this natural heritage is its built heritage. Finally, demesne landscapes and golf courses make the County an attractive location for leisure and tourism activities.

Policy GBP5

To harness the economic benefits of the leisure and tourism industry through sustainable means, including the conservation and protection of the built and natural heritage, the protection and enhancement of sensitive landscapes, and cultural and community environments, and the minimisation of any adverse impacts of leisure and tourism infrastructure provision.

RURAL AREAS

Providing opportunities for recreation near to where people live can make an important contribution to achieving sustainable development objectives, as recognised by the national and local polices with regard to greenbelts providing primarily amenity and recreation opportunities. Sustainable development of the rural area from a leisure and tourism perspective will hinge on well-designed facilities, sensitive to the landscape given that this is the resource upon which the tourist industry is based.

RIGHTS OF WAY

Recent years have seen an expansion of activities in the countryside from walking and horse riding to activities such as mountain biking. While there is a presumption against large-scale intensive built development, informal access to the countryside will be supported.

Policy GBP6

To actively encourage the protection and expansion of rights of way throughout the County particularly where such rights of way will provide linkages from built up areas to the countryside, the coast or riversides.

Policy GBP7

To encourage the creation of bridleways and mountain biking trails in the County where they are easily accessible, are accompanied by adequate supporting infrastructure and are consistent with the land use zoning objectives for the area.

Objective GB02

To map and document existing rights of way in the County, in consultation with the public, walking groups and other users of rights of way, for inclusion in the Development Plan by way of Variation.

Objective GB03

To identify possible extensions to the existing rights of way network having cognisance to the supporting infrastructure required for such extensions.

Objective GB04

To protect and maintain existing rights of way by legal action if necessary.

Objective GB05

To improve signposting on existing rights of way.

Objective GB06

To encourage the increased use of canal towpaths, disused railway lines and riverside areas for pathways, to contribute to a system of recreational routes which are compatible with adjoining land uses.

Objective GB07

To seek to negotiate the implementation of rights of way with appropriate car parking arrangements, where necessary, as part of new developments.

Objective GB08

To look favourably upon planning applications which include proposals to improve the condition and appearance of existing rights of way.

Objective GB09

To resist development which would prejudice public access to existing rights of way, unless specific arrangements are made for suitable alternative linkages.

Objective GB10

To support the development of Slí na Sláinte, National Waymarked Ways and The Fingal Coastal Way in partnership with Fingal Tourism, Fingal Sports Partnership and the Department of Arts, Sport and Tourism.

AGRI-TOURISM

Over the last two decades changing market forces, new social trends, structural reform, and demographic change have combined to present rural areas with formidable challenges. Whilst agriculture and the development of our natural assets remain the cornerstone of the economy in rural areas, the on-going vitality of our farming communities will require the widespread implementation of new and innovative revenue-generating ideas and the development of a broader and more diverse economic base. It is considered that agri-tourism (i.e. guesthouses, horse trekking centres, open farms and pet farms etc.) has a significant role to play in this area.

Policy GBP8

To support farm diversification in the form of agri-tourism where the use is consistent with the land use zoning and specific objectives for the area.

COUNTRY MARKETS**Policy GBP9**

To protect the economic and social benefits of local country markets devoted to the trade of indigenous agricultural and craft produce and to support their role as visitor attractions.

Objective GB0 11

To carry out a scoping study to identify suitable locations for country markets. In identifying locations due regard will be had to sustainable access arrangements and car parking for markets. The study will also identify optimum size, occurrence and duration of these markets.

Objective GB012

To carry out a feasibility study, examining licensing and insurance implications for county markets, in association with appropriate partners.

GOLF, PITCH AND PUTT AND DRIVING RANGES

Fingal is a popular location for golf courses given its proximity to Dublin Airport and Dublin City and the availability of open lands along the coastline and inland. Conflict with competing land uses is rarely a consideration for such developments as they favour areas outside of defined urban boundaries. However given the preference for an 'unspoilt' landscape for such pursuits conflict can arise in the areas of natural heritage and landscape conservation.

Policy GBP10

To facilitate the creation of parkland golf courses, pitch and putt courses and driving ranges in the countryside provided such development does not contravene the objectives of the Development Plan.

Objective GB013

To ensure that proposals for golf courses, pitch and putt courses and driving ranges respond to and reinforce landscape character.

Objective GB014

To ensure golf courses, pitch and putt courses and driving ranges will not be permitted where they would adversely affect nature conservation sites, or sites of historic, archaeological or architectural interest.

Objective GB015

To ensure any buildings and hard standing associated with a golf course, pitch and putt course or driving range development shall be kept to a minimum and shall be sited as unobtrusively as possible making best use of topography and existing buildings.

Objective GB016

To ensure that golf courses, pitch and putt courses and driving ranges will not be permitted where associated increases in traffic volume would exceed the capacity of the surrounding road network and require changes to the road network to an extent which would adversely affect the character of the area.

Objective GB017

To ensure that golf courses, pitch and putt courses and driving ranges take advantage where possible of sustainable transport alternatives through provision of pathways, cycleways and links to the public transport system.

Objective GB018

To require that golf courses, which are designed to host major competitions, demonstrate capacity to handle the additional car parking and traffic that would be generated by such events.

Objective GB019

To require that planning applications for golf courses, including extensions and alterations to golf courses, be accompanied by a detailed landscaping plan, detailing information relating to any changes in ground levels associated with the development.

Objective GB020

To require new golf course planning applications to be accompanied by a Visual Impact Statement.

Objective GB021

To ensure that proposals for golf course developments include an Environmental Management Plan.

RECREATIONAL PURSUITS REQUIRING SPECIAL NATURAL FEATURES

Many forms of sport have a special relationship with the environment in which they take place, requiring access to facilities and sites within the natural environment whether in a rural or urban setting. Examples of such sports are rock climbing and potholing. It is of note that the landscape impacts of such activities are often minimal as they are generally associated with the minimum of supporting infrastructure.

Policy GBP11

To support the use of natural resources such as rock faces, disused quarries, caves and forests for recreational activities, where the use is consistent with the land use zoning objective for the area and the impact of such pursuits on natural features can be minimised.

Objective GB022

To require that planning applications for recreational pursuits requiring special natural features be accompanied by a Visual Impact Statement. Where a significant adverse visual impact is indicated, the enterprise shall not be permitted.

Objective GB023

To require planning applications for recreational pursuits requiring special natural features, to be accompanied by a management plan indicating projected number of users, hours of operation, seasons of operation and an undertaking to protect the natural environment in the form of an environmental risk assessment with appropriate amelioration measures in the areas of flora, fauna, hydrology, geology and soils.

Objective GB024

To require that recreational pursuits requiring special natural features shall, where possible, take advantage of sustainable transport alternatives through provision of pathways, cycleways and links to the public transport system.

Objective GB025

To ensure recreational pursuits requiring special natural features not be permitted where associated increases in traffic volume would exceed the capacity of the surrounding road network and require changes to the road network to an extent which would adversely affect the character of the area.

WATER BASED SPORTS

Participation in water-based sports has increased steadily in recent years with newer activities, such as the use of personal water craft (jet-skis), adding to the demand. Water environments are often sensitive visually and ecologically because of the presence of important habitats, flora and fauna.

Policy GBP12

To support the development of water based leisure activities provided such development is consistent with the amenity and informal recreational value of the water body.

Objective GB026

To require that in the consideration of planning applications for water based leisure activities the primary function of the water body will be paramount e.g. maintenance of water supply from reservoir or river.

Objective GB027

To require that planning applications for water based leisure activities will be accompanied by an undertaking guaranteeing the consistency of water quality and hydrology.

Objective GB028

To require any associated buildings, jetties and hard standing to be kept to a minimum and to be sited as unobtrusively as possible, making best use of topography and existing buildings for this purpose.

Objective GB029

To encourage planning applications for water based leisure activities, where possible, to take advantage of sustainable transport alternatives through provision of pathways, cycleways and links to the public transport system.

Objective GB030

To ensure that developments for water based leisure activities are not permitted where associated increases in traffic volume would exceed the capacity of the surrounding road network and require changes to the road network to an extent which would adversely affect the character of the area.

ECOTOURISM

As environmental awareness and shifts toward sustainable development are becoming more evident there is an increasing trend toward ecotourism. Ecotourism usually involves the managed visitation of areas or phenomena of natural significance.

Policy GBP13

To facilitate the development of ecotourism enterprises where they clearly demonstrate a negligible level of impact on the target attraction

Objective GB031

To request a Visitor Management Plan to accompany ecotourism planning applications. This plan shall include mapped and explanatory details on planned visitor movements and the mechanisms in place to ensure that planned movement matches actual movement around the target area. The plan shall also include a Code of Conduct for visitors and operators to abide by in the target area.

SUPPORTING INFRASTRUCTURE

Accommodation

Tourist and Visitor Accommodation means premises that provide temporary accommodation, for travellers and tourists who have their principal place of residence elsewhere. Tourist and Visitor accommodation includes backpacker accommodation, hotels, guesthouses, bed and breakfast establishments, holiday caravan parks, etc. The Council is keen to see the provision of tourist and visitor accommodation for all price ranges and a variety of lifestyles. However, the Council will ensure that the design, operation and impact of tourist and visitor accommodation does not unreasonably affect the amenity of the surrounding area. As a general principle, new purpose-built hotel and self-catering development will not normally be allowed in the open countryside in order to avoid a proliferation of new buildings and the consequent erosion of the existing character of the area.

Policy GBP14

To encourage the provision of all levels and types of accommodation where they are consistent with the land use zoning objectives and settlement strategy for the County.

Objective GB031

To encourage provision of the full range of recognised accommodation, including hostels, camping and caravan sites, bed and breakfasts, guesthouses and hotels, at suitable locations consistent with the zoning objectives and settlement strategy of the Development Plan.

Objective GB032

To impose seasonal occupancy and/or holiday conditions in the case of self-catering accommodation, to avoid their use as permanent residences.

Hotels

There is a shortfall of hotel bed spaces in Fingal as compared with most other parts of Dublin. The situation has further deteriorated with the closure of key hotels in the Fingal centres such as Howth. The Council wishes to encourage and retain hotel development in suitable parts of the County, in order to accommodate more visitors locally and to attract visitors in greater numbers if possible. Further hotel development should help to capitalise on the benefits, such as increased spending and job creation, that additional visitors could bring to the County,

and contribute both directly and indirectly to local economic growth and enhancement of Fingal's external profile. In general, sites close to the urban centres and main transport nodes may be particularly appropriate, whilst other employment and residential areas will also often be suitable.

Policy GBP15

To encourage and retain hotel development in suitable parts of the County.

Objective GB033

In the preparation of Local Area Plans to designate specific key locations throughout the County especially in Urban Centres for the development of hotel use.

Signage

It is often suggested that the area needs more effective signage to guide visitors to local attractions. However, this should not mean more signs in rural areas as it is considered that a proliferation of signage detracts from rural character and in the long term would be part of a suburbanisation of the area's rural environment. While the Council acknowledges the need for advertising, it is also aware of its responsibility to protect the visual amenity in town and countryside and for the elimination of traffic hazards. The Council will allow the erection of standardised fingerpost signs by licence on the roadside margins in accordance with the memorandum *Criteria for the Provision of Tourist Attraction and Accommodation Signs, 1988*. However, it will also use its statutory powers to have existing unauthorised structures and signs removed. Apart from exempted developments, the erection of advertising signs and structures shall be subject to strict control.

Policy GBP16

To reinforce County signage through enforcement action against illegal signage and provision of directional signage and information signage along designated pedestrian routes.

9.3 THE COAST

The single most significant natural resource in Fingal County is the coast. It is an area of high landscape quality, natural heritage and amenity value. The coastline varies from the elevated peninsula of Howth to the low lying estuaries and is characterised by a series of shallow bays between headlands with a variety of inlets, harbours and fine beaches. The coast is an important economic resource, in particular, for the fishing, aquaculture, leisure and tourism industries.

The coast is home to a variety of important habitats and species. This is reflected in the number of designated sites of national and international importance all along the coast. This includes Baldoyle Bay, Malahide/Broadmeadow Estuary and Rogerstown Estuary which are, among other things, sites of international importance for wintering ducks, geese and wading birds. The coast is also an area of high landscape quality and significant portions of the coastline are visually sensitive as evidenced by the many protected views and prospects.

The coast is increasingly important for a range of recreational activities (e.g. sailing) and for its amenities (e.g. beaches). Public access needs to be provided to the coast, such as walking and cycling routes. As the population of the region increases, the demands made on the coastline, its habitats and waters will grow. It is important that the coastal zone is managed and developed in a way which protects and enhances its natural heritage and landscape. In this context, the development of Integrated Coastal Zone Management initiatives is important.

The coast is also a dynamic environment which is constantly changing. In particular, the impacts of predicted sea-level rise due to climate change need to be considered. The predicted increase in the frequency of storm surges and high tides will increase the extent, severity and recurrence of coastal flooding, leading to increased coastal erosion. Development in coastal areas must recognise the need for coastal protection and the role that coastal habitats such as saltmarshes and sand-dunes play in this. Retaining and enhancing these elements provides a sustainable and cost-effective alternative to the provision of hard coastal defences.

Policy GBP17

The principle of Coastal Zone Management is supported by the Council and it is recognised that the Coastal Zone is a vital asset with limited capacity to absorb development. Therefore, certain baseline objectives will apply in the Coastal Zone.

Policy GBP18

To protect and enhance the natural heritage and landscape character of the coast.

Policy GBP19

To ensure that there is appropriate public access to the coast including the provision of coastal walkways and cycleways.

Policy GBP20

To work to protect beaches and coastal areas from motor vehicles in the interest of public safety, quality of amenity and environmental integrity.

Policy GBP21

To ensure that the County's natural coastal defences, such as beaches, sand dunes, salt marshes, and estuary lands are not compromised by inappropriate works or development

Policy GBP22

To ensure that coastal wetlands and floodplains, such as mudflats, salt marshes and wet grasslands are protected and enhanced.

Objective GB034

To protect the sensitive nature of the Coastal Zone, new development for which a coastal location is required must be accommodated within existing developed Coastal Zone areas.

Objective GB035

To ensure that permitted development in the Coastal Zone should not detract from the visual amenity of an area and should display the highest standards of design, siting and pollution control.

Objective GB036

To refuse developments that pose a significant or potential threat to the Coastal Zone.

Objective GB037

To plan and develop the Fingal Coastal Way from north of Balbriggan to Howth including, where necessary, land acquisition.

Objective GB038

To require that in the case of new tourism/leisure developments, dedicated public access arrangements to the coastline, suitably landscaped and lit are provided, unless it can be demonstrated that this is impractical or damaging to nature conservation.

Objective GB039

To protect and, where necessary, rehabilitate sand-dune systems in the County.

Objective GB040

To assess all coastal defence plans and projects for their environmental impact.

COASTAL ZONE MANAGEMENT

Sustainable development in coastal areas is best achieved through a process of Coastal Zone Management (CZM). The Coastal Zone extends seaward and landward of the coastline and its limits are determined by the geographical extent of natural coastal processes and human activities associated with the coast. CZM involves the management of human activities and natural processes at work in coastal areas and aims to promote a partnership approach to planning and management in the coastal zone involving all stakeholders.

Coastal Zone Management is supported at European level and a Recommendation issued by the Council of Ministers and the European Parliament requires all member states, including Ireland, to undertake a national stocktaking exercise and to develop national strategies for the implementation of CZM by 2006.

Policy GBP23

To co-operate with the Coastal Zone Management Division of the Department of Communications, Marine and Natural Resources, as required, in the preparation of the national stocking exercise and in the preparation and implementation of a national CZM strategy.

Policy GBP24

To support the development of Integrated Coastal Zone Management initiatives in Fingal in partnership with the local community, environmental groups, user organisations and statutory authorities.

Objective GB041

To pilot the Integrated Coastal Zone Management approach in one of the major estuaries.

HARBOURS/PORTS

The sea fishing industry out of Fingal has scaled down over recent years resulting in the dereliction or general disuse of some harbours in the County. The Council recognises that harbours and ports present suitable opportunities for regeneration and rejuvenation given their coastal location, unique design and attractive appearance. Proposals must take account of the status of harbours as protected structures or as part of Architectural Conservation Areas (ACA), as appropriate.

Policy GBP25

To encourage the extension of the use of harbours and ports in Fingal to include elements of active and passive leisure, tourism and service enterprises to create vibrant, attractive social and focal points for existing coastal settlements.

Objective GB042

To ensure that the primary function of a harbour or port will take precedence over other uses. Where a proposed development will demonstrably interfere with the 'working' nature of a port or harbour, it shall not be permitted.

Objective GB043

To require that service enterprises be of a scale and nature in keeping with the harbour or port e.g. local craft shops, restaurants.

MARINAS, JETTIES AND OTHER MARITIME LEISURE DEVELOPMENTS

There is a growing demand for marinas and jetties for the purposes of recreation. The Council recognises that these installations and the activities associated with them require a coastal location. However they can be sources of maritime degradation unless strictly controlled both in design and environmental terms.

Also growing in popularity are sports such as scuba diving, jet-skiing, kayaking, surfing and windsurfing. In common with marinas and jetties, the infrastructure associated with the operation of such activities can conflict with the sensitive nature of the Coastal Zone. In addition, motorised forms of water sports, such as jet-skiing and power boating, raise particular concerns in terms of interference with the enjoyment of coastal amenities by other members of the public and damage to the natural heritage.

Policy GBP26

To encourage the development of marinas, jetties and facilities for other maritime leisure developments where the siting of such installations and their supporting infrastructure will not detract from the visual amenity and environmental quality and stability of an area, or public access to beaches.

Objective GB044

To control motorised forms of water sports in the interests of amenity and conservation.

Objective GB045

To ensure that marinas, jetties and other maritime leisure developments will not be permitted where associated increases in traffic volume would exceed the capacity of the surrounding road network and require changes to the road network to an extent which would adversely affect the character of the area.

Objective GB046

To ensure that marinas, jetties and other maritime leisure developments shall, where possible, take advantage of sustainable transport alternatives through provision of pathways, cycleways and links to the public transport system.

Objective GB047

To ensure that marinas, jetties and other maritime leisure developments, which are designed to host major competitions, demonstrate the capacity to handle the additional car parking and traffic that would be generated by such events.

Objective GB048

To reserve the right to impose conditions relating to hours of operation and noise levels in respect of marinas, jetties and other maritime leisure developments.

BEACHES AND BATHING

Beaches and their associated bathing waters provide a unique natural resource that offers a high value leisure environment.

Policy GBP27

To protect the visual and amenity value of beaches and appreciate the environmentally sensitive nature of these areas. In this regard, the Council shall continue the maintenance and upkeep of beaches and their associated facilities such as toilets and outdoor furniture.

Policy GBP28

To support, where possible, actions required for EU designation of 'Blue Flag' beaches.

FISHERIES/AQUACULTURE/MARICULTURE

The fishing industry in Fingal is concentrated along the coast out of Howth, Skerries, Balbriggan and Loughshinney. There is at present no significant diversification of this industry into mariculture or aquaculture.

Policy GBP29

To support the continuation and, where possible, expansion of marine fishing where it is consistent with the sustainable development and land use zoning objectives of the area.

Policy GBP30

To encourage aquaculture and mariculture enterprises where they are consistent with the sustainable development and land use zoning objectives of the area.

Objective GB049

To co-operate with all agencies and bodies involved in the promotion and development of mariculture/aquaculture.

Objective GB050

To facilitate the development of on-shore primary and secondary processing units, provided such developments are located in existing developed areas and consistent with the relevant zoning objective.

/ Part X

Local Area Policies and Objectives /

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10.1 BALBRIGGAN AREA

BALBRIGGAN

Balbriggan is identified as a Large Growth Town in the *Regional Planning Guidelines for the Greater Dublin Area*. Its development will facilitate the promotion of economic activity in north Fingal and on the north/south economic corridor and will support the airport and the Dublin Metropolitan Area to the south.

Development Strategy

The primary development strategy for the town is consolidation and regeneration of the town centre as the commercial, retailing and social core and the improvement of the physical character and environment of the town consistent with its established character.

It is proposed to develop safe, coherent and attractive residential environments linked to the town centre and to promote the growth of sustainable local employment in industry and service sectors.

Development Objectives

Objective BALBRIGGAN 1

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

Objective BALBRIGGAN 2

To produce a Masterplan for the major town centre of Balbriggan.

Objective BALBRIGGAN 3

To prepare an Urban Design Framework Plan for key sites within the town centre and for the Major Centre (MC) zoned lands at Naul Road.

Objective BALBRIGGAN 4

To implement the Balbriggan Integrated Framework Plan.

Objective BALBRIGGAN 5

To ensure the physical and visual integration of the town centre with the newly developing residential areas.

Objective BALBRIGGAN 6

To implement the proposals contained in the Integrated Area Plan for the centre of the town as approved by the Department of the Environment, Heritage and Local Government.

Objective BALBRIGGAN 7

To secure a safe and convenient road, pedestrian and cycle system and street network to minimise traffic hazard and to accommodate the growth of the town, in accordance with the Balbriggan Integrated Framework Plan.

Objective BALBRIGGAN 8

To review the alignment and route of the 'C' road between the Naul Road and Flemington Road in Balbriggan, in conjunction with plans for the development of the proposed marine port at Bremore.

Objective BALBRIGGAN 9

To promote and facilitate an enhanced rail station and rail service.

Objective BALBRIGGAN 10

That the DART rail service be extended to Balbriggan.

Objective BALBRIGGAN 11

To promote and facilitate the operation of two local interconnecting bus services connecting the residential area to the town centre, commuter rail and bus services and the industrial areas at Stephenstown.

Objective BALBRIGGAN 12

To promote and facilitate the establishment and development of a third level educational facility in Balbriggan.

Objective BALBRIGGAN 13

To promote and encourage local tourism.

Objective BALBRIGGAN 14

To facilitate the provision of a local history museum at the former Mill Building, Gallen's Mill.

Objective BALBRIGGAN 15

To prepare and implement a regeneration plan for the harbour area.

Objective BALBRIGGAN 16

To preserve and improve access to the harbour, beaches and seashore.

Objective BALBRIGGAN 17

To incorporate the Bath House and Martello Tower at North Beach as part of a heritage area in conjunction with Bremore Castle.

Objective BALBRIGGAN 18

To develop a new playground at an accessible location in the town, if possible in the north-west area of the town.

Objective BALBRIGGAN 19

To facilitate the provision of a park and ride facility adjacent to a railway station at a location to be determined at lands in the vicinity of the proposed marine port at Bremore.

RUSH

Rush has traditionally been a market gardening town, characterised by mixed land uses on relatively small plot sizes. Currently it has a population of about 8,000 persons and is developing as a residential community. Each of the villages of Rush and Lusk has a distinctive and unique physical character and history. Their separate identities should be maintained and promoted by ensuring that these two villages do not merge into one settlement.

Development Strategy

The development strategy for Rush is the consolidation of the town and its existing urban form, the preservation of its distinct character, retention of its market gardening tradition, the development of its commercial/retail service function, the retention and enhancement of amenities and the integration of undeveloped zoned lands within well-defined town boundaries. The distinct physical separation of Rush and Lusk shall be maintained.

The South Shore

The South Shore area of Rush consists mainly of small land holdings with a mixture of market gardening and individual house sites. A more focussed zoning regime will be introduced, with the eastern part of the area being zoned either 'RS' (Residential) or 'RB' (Rural Agribusiness) and the western part being zoned 'RU' (Rural and Agriculture). This will allow for residential infill and densification on appropriate lands in the eastern part of the area, the protection of existing horticultural and agri-business uses, and the accommodation of some local rural housing need in the western part of the area.

Development Objectives

Objective RUSH 1

To facilitate the development of Rush as a vibrant village community and to retain its market gardening tradition.

Objective RUSH 2

To encourage the promotion of tourism in Rush, facilitate the development of local tourist amenity facilities and specifically to facilitate the development of hotel facilities in Rush, to service the expanding local population and provide accommodation facilities for tourists.

Objective RUSH 3

To prepare an Urban Centre Strategy for Rush.

Objective RUSH 4

To encourage the integration of the village centre and the undeveloped zoned lands to the north of the village.

Objective RUSH 5

To facilitate the development of the harbour area for fishing and amenity uses.

Objective RUSH 6

To encourage and facilitate the development of local tourist amenity facilities.

Objective RUSH 7

The approved Rush Traffic Management Plan to be implemented with enhanced off-street parking for Main Street.

Objective RUSH 8

To promote and facilitate the operation of a local shuttle bus service to the rail station.

Objective RUSH 9

To promote the development of high quality bus transport links between Rush and Dublin City Centre.

Objective RUSH 10

To preserve and improve the coastal amenities of Rush including the creation of a coastal walkway from Rogerstown Estuary to Rush Harbour as part of the Fingal Coastal Way.

Objective RUSH 11

To create a walkway and cycleway alongside the existing railway line across Rogerstown Estuary in consultation with Iarnród Éireann.

Objective RUSH 12

To provide a public walkway from the South Shore through to the harbour and upgrade the walkway from Rogerstown to Balleally.

Objective RUSH 13

To seek the provision of a pedestrian walkway over the railway adjacent to the existing bridge at the Rush/Lusk Railway station.

SKERRIES

Skerries is one of Fingal's major coastal villages. It is an attractive, compact and architecturally intact village with significant tourist potential, yet limited scope for future expansion. It is essential that any redevelopment serves to capitalise on the village's potential, while ensuring that its intrinsic character is maintained and enhanced.

Development Strategy

The Development Strategy for Skerries is the consolidation of the town, the preservation and enhancement of the distinct character and existing urban form, the development of its commercial/retail service function, the retention and enhancement of existing amenities and the promotion of its role as a local tourist centre.

Development Objectives

Objective SKERRIES 1

To promote the development of Skerries as a vibrant local service, social and cultural centre and as a tourist and holiday resort.

Objective SKERRIES 2

To prepare an Urban Centre Strategy for Skerries.

Objective SKERRIES 3

To promote the growth of suitable commercial activity in the town and to facilitate the fishing industry at the harbour.

Objective SKERRIES 4

To carry out a study to improve the amenity of the harbour and peninsula area.

Objective SKERRIES 5

To encourage mixed use development, and to ensure that a residential component is included in redevelopment within the designated town centre zone (SC).

Objective SKERRIES 6

To promote and facilitate the operation of a local bus service to the rail station.

Objective SKERRIES 7

To implement the Skerries Traffic Management Plan as adopted by the Council.

Objective SKERRIES 8

To actively promote the development of high quality bus transport links between Skerries and Dublin City Centre.

Objective SKERRIES 9

To promote the development of marine sports and recreational facilities in Skerries, subject to community consultation, the identification of suitable locations and the feasibility of developing such facilities in keeping with the character of the built and natural environment and coastal amenities of the town of Skerries.

BALROTHERY

Balrothery village is located south of Balbriggan to the east of the Northern Motorway. It is separated from the southern development boundary of Balbriggan by a small greenbelt and an existing golf course. The village has undergone significant residential development over the past few years.

Development Strategy

The development strategy for Balrothery is to consolidate the existing and developing urban form, to protect and enhance amenities, to ensure the integration of the undeveloped zoned lands with the existing village, in accordance with the adopted Local Area Plan, and to maintain the village's separation from Balbriggan.

Development Objectives

Objective BALROTHERY 1

To preserve the village's distinct rural character.

Objective BALROTHERY 2

To maintain the physical and visual separation of Balrothery from Balbriggan.

Objective BALROTHERY 3

To facilitate and encourage improved village facilities both commercial and community, to meet the needs of the existing and expanding village community.

Objective BALROTHERY 4

To ensure the integration with the existing village of the undeveloped zoned lands to the south of the village, in accordance with the adopted Local Area Plan.

LOUGHSHINNEY

Loughshinney is a small rural village developed around Loughshinney Harbour. It is an elongated settlement, straddling both sides of the Rush-Skerries Regional Road. The harbour area and village core is surrounded by high amenity lands. The remainder of this elongated settlement is surrounded by designated sensitive landscape. The development of the village must be balanced with the protection of its sensitive landscape setting.

Development Strategy

The development strategy for Loughshinney is the consolidation and strengthening of the village core, ensuring a high quality of urban design, ensuring coherent development of the settlement and the retention and enhancement of amenities.

Development Objectives**Objective LOUGHSHINNEY 1**

To improve the physical character and environment of the village.

Objective LOUGHSHINNEY 2

To protect the sensitive landscape setting of the village.

Objective LOUGHSHINNEY 3

To enhance the amenities of the harbour area.

10.2 CASTLEKNOCK/MULHUDDART AREA**BLANCHARDSTOWN**

Blanchardstown is a Major Town Centre within the Dublin Metropolitan Area and will continue to be developed as the largest urban settlement in the County and as a social, cultural and local tourism centre. It is composed of two elements – Blanchardstown Town Centre and Blanchardstown Village. The urban connectivity and design links between the two separate, but related areas, are poor and require a strategic response to ensure the development of Blanchardstown in its role as an important service, employment, retail and leisure centre in the Dublin 15 area.

BLANCHARDSTOWN TOWN CENTRE

In the early 70's Dublin County Council provided for the development of three town centres to the west of Dublin, including Blanchardstown Town Centre. Blanchardstown Town Centre is one of the key retail locations in not only the County and the GDA but also the country. The Blanchardstown Centre was opened in 1996 and has evolved to become the commercial, civic, recreational and transportation hub of the area including such facilities as the Draíocht Theatre, Fingal County Council library and local offices. These components lack cohesion, linkage and urban density and there is a dominance of surface car parking. The consequence is that unlike a town centre, trips between each shopping area are normally made by car. There needs to be a greater intensification of the use of land and property to overcome these issues.

BLANCHARDSTOWN VILLAGE

Blanchardstown Village is an important centre within the Blanchardstown area for the provision of public, retail, employment and financial services, and recreational activities. It is located at a strategic position between the

Town Centre and transport routes from the city and motorway. Blanchardstown Village Centre has, over the years been overshadowed by Blanchardstown Shopping Centre, which has eroded and displaced any major potential in the village.

Development Strategy

The Development Strategy is to promote the planned and sustainable development of Blanchardstown by the promotion and facilitation of development in Blanchardstown as an important service, employment, retail and leisure centre in the Dublin 15 area, by:

- / Providing for a much-expanded civic, cultural, retail, commercial and employment base at a level appropriate for a vibrant town
- / The urban strengthening and integration of Blanchardstown Village and Town Centre
- / The utilisation of the Town Centre's central location to become a public transport hub for the region and address the congestion problems associated with the dominance of the private car
- / The enhancement and strengthening of Blanchardstown Village Core, through the redevelopment of frontage development and amalgamation of sites along Main Street
- / The facilitation of the long term viability and attraction of Blanchardstown Town Centre by it becoming a mixed-use destination for the public
- / The promotion of non-retail employment uses, recreational venues and opportunities need to be increased in the Town Centre, allied to the introduction of residential development
- / The relocation of retail warehousing to a more suitable location within the region could also change the dynamic of the centre to a higher order use destination.

Development Objectives

Objective BLANCHARDSTOWN 1

To prepare a Masterplan for the future development of the Town Centre and Blanchardstown Village.

Objective BLANCHARDSTOWN 2

To prepare a traffic model for the Blanchardstown area.

Objective BLANCHARDSTOWN 3

To provide weather-proofed and secure cycle parking facilities as a central design feature in order to encourage cycling as a viable transport means to the Town Centre.

Objective BLANCHARDSTOWN 4

To implement an integrated parking management system for the Town Centre including segregation of customer and employee parking.

Objective BLANCHARDSTOWN 5

To integrate new residential and non-retail employment development into the future development of the Town Centre.

Objective BLANCHARDSTOWN 6

To encourage the relocation of retail warehousing uses out of the Town Centre.

Objective BLANCHARDSTOWN 7

To improve the Blanchardstown Village streetscape and environment through appropriate high quality infill development.

Objective BLANCHARDSTOWN 8

To protect and preserve the floodplain of the Tolka as an important element in the drainage infrastructure of the area.

Objective BLANCHARDSTOWN 9

To upgrade the visual environment of Blanchardstown Village by:

- / the removal of unauthorised signs
- / the replacement of overhead cables and wires by underground services
- / the rationalisation of public car parking
- / the introduction of appropriate landscaping, and paving.

Objective BLANCHARDSTOWN 10

To prepare an audit of the unauthorised signage within the village and prepare and implement a scheme to manage and to reduce this signage in conjunction with design guidelines for shopfronts.

CASTLEKNOCK VILLAGE

Castleknock Village is a compact recreational and shopping location with an important heritage character. Future opportunities for expansion in the village are however limited.

Development Strategy

The development strategy for Castleknock Village is to consolidate the role of the village as an attractive gateway village to Fingal with an important heritage character and the promotion of a high quality of design. Sensitive infill development will be encouraged in the backland area, to the rear of the Ashleigh and Castleknock shopping centres, as the core development areas of the village.

Development Objectives

Objective CASTLEKNOCK 1

To prepare an Urban Centre Strategy for Castleknock Village.

Objective CASTLEKNOCK 2

To improve the physical and environmental character of Castleknock through sensitive infill development that enhances village facilities and amenities.

Objective CASTLEKNOCK 3

To promote and facilitate the integration for pedestrian movement of backland sites to the rear of the Ashleigh and Castleknock shopping centres.

Objective CASTLEKNOCK 4

To restrict excessive commercial signage within the village.

MULHUDDART VILLAGE

Mulhuddart Village is the focus for local shopping and services for the adjacent residential areas north and south of the Tolka River. A large number of vehicles pass through the village at peak hours and this traffic volume needs to be managed in tandem with on-street car parking.

Development Strategy

The development strategy for Mulhuddart Village is to enhance and improve the village character and streetscape and to facilitate the development of an appropriate mix of uses ensuring coherent development.

Development Objectives

Objective MULHUDDART 1

To provide for mixed use village scale development, which enhances local services, community facilities and accommodation.

Objective MULHUDDART 2

To require high quality design in all new development within the village.

Objective MULHUDDART 3

To develop and implement traffic management and car parking proposals for Mulhuddart Village in order to reduce traffic hazard.

Objective MULHUDDART 4

To facilitate the provision of a community health centre and primary health care services in a location accessible to the residents of Mulhuddart

CLONSILLA VILLAGE

Clonsilla Village is strategically positioned between the existing Clonsilla and proposed Porterstown train stations on the Dublin-Maynooth line and is also adjacent to the district road infrastructure. There are important pockets of undeveloped lands that can provide opportunities for consolidation of the existing dispersed linear character of the village. In particular, the Royal Canal is an unused amenity that can be incorporated into new development to provide an attractive feature to the village. Considerable undeveloped backland sites may be utilised to provide important employment uses to generate reverse commuting on the adjacent rail infrastructure.

Development Strategy

The development strategy for Clonsilla is to create an identifiable village core, which will provide a suitable location for appropriate mixed-use retail/office/residential/service development.

Development Objectives

Objective CLONSILLA 1

To prepare an Urban Centre Strategy for Clonsilla.

Objective CLONSILLA 2

To require that new development in the village is designed to maximise the Royal Canal as a local heritage resource and public amenity.

Objective CLONSILLA 3

To develop key undeveloped sites within the village for mixed use and employment, which exploit the advantage of public transport infrastructure in Clonsilla.

Objective CLONSILLA 4

To develop the Royal Canal as a local amenity and central village feature.

Objective CLONSILLA 5

To secure lands adjacent to the Royal Canal for public access and public open space.

Objective CLONSILLA 6

To create a network of pedestrian and cycle routes between Clonsilla Village and the adjacent Clonsilla and Porterstown Train Stations.

ROSELAWN

Roselawn shopping centre was built in the early 70's. Located adjacent to Castleknock train station, it is anchored by a supermarket with a variety of local shops, and is adjoined by a Health Board site.

Development Objective

Objective ROSELAWN 1

To encourage the upgrading of Roselawn Shopping centre and Health Board office in particular with two/three-storey development where appropriate, to provide more dense mixed-use development allowing for a greater range and level of local facilities and more efficient land use.

TYRRELSTOWN

Tyrrelstown is the strategic expanding neighbourhood centre in the developing area of northwest Blanchardstown. It provides the focus for retail, educational, community and recreational facilities to service the adjacent residential and commercial development.

Development Objective

Objective TYRRELSTOWN 1

To facilitate and encourage the enhancement of retail, educational, community and recreational facilities in the expanding neighbourhood centre, in order to ensure that the needs of the existing and expanding populations are locally met.

ONGAR VILLAGE

Ongar village is strategically positioned to provide the role of expanding village centre for the rapidly growing districts of Littlepace, Castaheaney and Hansfield in West Blanchardstown. The centre is integrated with residential development and positioned to maximise pedestrian and cycle access from the surrounding areas.

Development Objectives

Objective ONGAR 1

To facilitate the development of Ongar village in a manner that will strengthen and promote the provision and range of facilities especially the promotion of retail convenience shopping and community services to support adjoining existing and future populations.

Objective ONGAR 2

To retain the existing tree-lined boundary of the Ongar Estate along its eastern boundary with the length of Hansfield Road as an important visual element.

CORDUFF

Development Strategy

Corduff Shopping Centre represents an opportunity to amalgamate the existing low-density, dispersed buildings into a more comprehensive mixed-use development. Corduff requires a radical approach to remodel the centre, significantly enhance retail representation and the function and value of the centre to local people, redress the poor quality and threatening environment of the public realm and address the issues of crime and security. The introduction of a residential element is integral to providing for enhanced security and improved design in the local environment. The redeveloped centre should create a focus for the local community and its services while also providing an identifiable reference point for the area.

Development Objective

Objective CORDUFF 1

To encourage the upgrading of Corduff Shopping Centre to include a residential element which is integral to providing for enhanced security and improved design in the local environment.

10.3 HOWTH/MALAHIDE AREA

MALAHIDE

Malahide is a coastal town with a high quality built and natural environment. It benefits from excellent public transport accessibility and large-scale amenities. The town has been designated as a moderate growth town in the metropolitan area and needs to evolve in a sensitive way to fulfil this function. It is envisaged that Malahide will develop as a self-

sustaining centre through the provision of a range of facilities to support the existing and new populations. In order for this to be achieved, it is vital that the urban role of Malahide be strengthened and development consolidated within the town. The long-term development area for Malahide is based on the existing development area.

Development Strategy

The development strategy is to promote the planned and sustainable consolidation of the existing urban form and retention of amenities. The need to upgrade and support the development of the core as a town centre will be balanced with the need to conserve its appearance as an attractive, historical village settlement and to retain the existing amenities of the area.

Development Objectives

Objective MALAHIDE 1

To facilitate and encourage the provision of a broader base of retail and commercial development in Malahide in order to enhance its importance as a main centre in the County.

Objective MALAHIDE 2

To preserve the special character and identity of the town by securing its physical separation from Swords and Portmarnock by greenbelts.

Objective MALAHIDE 3

To develop the town as an important centre providing services both for the residential population and for tourists.

Objective MALAHIDE 4

To develop a car parking strategy for the town including both underground and surface parking.

Objective MALAHIDE 5

To prepare an urban centre strategy for the core of Malahide, to include urban design guidelines.

Objective MALAHIDE 6

To conserve and improve the pedestrian permeability of the town core through urban design initiatives.

Objective MALAHIDE 7

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

Objective MALAHIDE 8

To retain the impressive tree-lined approach from the city as an important visual element in the town.

Objective MALAHIDE 9

To encourage the continuing development of the Castle and Demesne as a resource of major tourist and amenity importance.

Objective MALAHIDE 10

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

Objective MALAHIDE 11

To develop satellite Neighbourhood Centres in new residential areas.

PORTMARNOCK

Portmarnock is a distinct linear coastal suburban town within the Dublin metropolitan area. As a centre, it lacks urban structure especially with regard to urban design cohesiveness, permeability and identity. The urban structure and identity of Portmarnock needs to be strengthened and consolidated through definition of the street frontage and upgrading of the streetscape.

Development Strategy

The development strategy envisaged for Portmarnock is consolidation, definition and enhancement of the existing urban form and retention of amenities. The long-term development area for Portmarnock is based on the existing development area (with the exception of the lands adjacent to the railway station). It is intended to encourage more intensive commercial development, to integrate lands at South Portmarnock adjacent to the rail line, and to rejuvenate the existing village core.

Development Objectives

Objective PORTMARNOCK 1

To develop the town as a centre providing services for both the residential population and for tourists, particularly in relation to golf tourism.

Objective PORTMARNOCK 2

To prepare an Urban Centre Strategy including design guidelines for Portmarnock's urban centre, which shall aim to improve the commercial streetscape, define the village centre and promote the more intensive commercial development of this area.

Objective PORTMARNOCK 3

To preserve the identity of the town by securing its physical separation from Malahide by greenbelts.

Objective PORTMARNOCK 4

To improve the physical character and environment of the area so that it can act as a service, social, recreational and tourist centre.

Objective PORTMARNOCK 5

To carry out an environmental improvement scheme in the village.

Objective PORTMARNOCK 6

To promote an enhanced rail station and improved rail service, together with the provision of a local feeder bus service.

HOWTH

Howth is a distinctive settlement located within a unique natural and built environment. It fulfils a predominately leisure role for visitors with restaurants, cafes, bars and some niche shopping such as arts and crafts.

Development Strategy

It is envisaged that Howth village will develop in a manner that will protect the character of the town, strengthen and promote the provision and range of facilities, especially the retention and promotion of retail convenience shopping and community services to support the existing populations and tourists. Future development shall be strictly related to the indicated use zones including the infilling of existing developed areas rather than further extension of these areas. Development shall be encouraged which utilises the recreational and educational potential of the area and other nearby natural environments of high quality. The strategy for Howth Peninsula is to ensure the conservation and preservation of the areas of outstanding natural beauty and the sustainable tourist and recreational use of natural assets. The main basis for this strategy will be the Howth Special Amenity Area Order.

Development Objectives

Objective HOWTH 1

To prepare an Urban Centre Strategy for the village core to include detailed urban design guidelines and actions for the harbour (extending to Claremont Strand) and village area and which will have regard for the special historic and architectural character of the area.

Objective HOWTH 2

To encourage the retention and development of ground floor commercial uses within the core of the village. New development in the core of Howth shall ensure the provision of commercial/retail uses on the ground floor. Such uses should be of a convenience and comparison retail mix with emphasis on the latter. Office provision should also be encouraged to ensure a vibrant village core with both indigenous day and evening populations.

Objective HOWTH 3

To implement the Howth Special Amenity Area Order, the associated management plan and objectives for the buffer zone.

Objective HOWTH 4

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

Objective HOWTH 5

To provide traffic calming in Howth Village taking account of its environment as a residential, tourist and local shopping area, and in particular the protection of the residential amenity of Main Street from the effects of motor traffic.

Objective HOWTH 6

To restrict the number of advertising structures in Howth peninsula and village.

Objective HOWTH 7

To reduce the number of masts on the West Mountain to the minimum necessary.

BALDOYLE

Baldoyle is a suburb within the metropolitan area, which has a well-established identity and community, and a range of urban services such as schools, retail facilities, medical and community facilities, to meet the needs of the existing and expanding populations. 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. It is envisaged that extensive new residential and open space development will take place within the lands covered by the Portmarnock/Baldoyle Action Area Plan, together with the provision of a new rail station and a mixed use centre.

Development Strategy

It is anticipated that the role of the existing centre will be improved, strengthened and consolidated while promoting the provision of a range of facilities to support the existing and new populations and implementing sustainable transport practices.

Development Objectives

Objective BALDOYLE 1

To secure the implementation of the Portmarnock/Baldoyle Action Area Plan, including the provision of a major public park and a new rail station.

Objective BALDOYLE 2

To ensure the viability of the visual break between Baldoyle and Portmarnock urban areas by locating outdoor sport and recreation opportunities within the intervening area.

Objective BALDOYLE 3

To ensure that an adequate number of starter homes are provided on land zoned for residential use in the Baldoyle area.

Objective BALDOYLE 4

To formulate and implement a strategy for densification and an environmental improvement scheme for Baldoyle Industrial Estate.

Objective BALDOYLE 5

To prepare an Urban Centre Strategy for Baldoyle.

Objective BALDOYLE 6

To create a walkway and cycleway along the estuary to Portmarnock.

Objective BALDOYLE 7

Within the 250/270 acres of open space to provide for:

- (a) a millennium park of at least 100 acres with 22 acres 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.

SUTTON

Sutton Cross is the gateway to the Howth peninsula. Sutton is an established suburb within the metropolitan area with a clear identity and community, and a range of urban services such as schools, retail facilities and community facilities. It supports local services for the immediate populations of Howth, Sutton, Baldoyle and Bayside.

Development Strategy

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

Development Objectives**Objective SUTTON 1**

To improve and consolidate the village of Sutton.

Objective SUTTON 2

To retain and protect local services.

BAYSIDE

Bayside is a mature housing development which is experiencing loss and general degradation of its urban fabric.

Development Strategy

The strategy for this area is to retain and improve the urban fabric of the centre and to retain the range of community, recreational and retail facilities at a scale to cater for the existing residential development.

Development Objectives**Objective BAYSIDE 1**

To encourage and facilitate the provision of a dedicated crèche and/or Montessori facility at Bayside Shopping Centre.

Objective BAYSIDE 2

To prepare a study for the upgrading of the Bayside Shopping Centre which shall integrate with the existing residential character and scale of the area and not include underground car parking for shops, services and church and that the area south of the church, traditionally used as surface car park for shoppers and worshippers will be continued in that use as part of those plans.

Objective BAYSIDE 3

To undertake a study of the use of open spaces in the Bayside area and make recommendations for amenity uses for youth activity.

BALGRIFFIN

Balgriffin is located on the urban fringe between the City and the County. It is a small dispersed settlement with an abundance of recorded monuments. The village ‘core’ consists of a public house, the old Balgriffin community hall and the long established housing area at Balgriffin Cottages.

Development Objective

Objective BALGRIFFIN 1

To prepare an Urban Design Framework Plan for Balgriffin to ensure it retains its identity and provides an ‘entrance’ to Fingal from the south.

10.4 SWORDS AREA

SWORDS

Swords is the administrative capital of Fingal County Council. It is a key development area within the designated Metropolitan area in the RPG. The town has direct links to the national road network, is located on the Dublin/Belfast economic corridor which is a key national transport corridor in the NSS and is located immediately adjacent to Dublin Airport which is the Gateway to the Country.

Development Strategy

The Development Strategy is to promote the planned and sustainable development of the County Town by:

- / Consolidating existing and future development within well-defined town boundaries separated from the agricultural hinterland by designated greenbelt areas
- / Providing for a much-expanded civic, cultural, retail, commercial and employment base at a level appropriate for a vibrant major County town
- / Developing high quality public transport links to Dublin City, Dublin Airport and the Greater Dublin area
- / Promoting the development of high quality living and working environments.

This Development Strategy is contingent on the Metro coming to Dublin Airport and Swords.

Development Objectives

Objective SWORDS 1

To encourage a range and quality of retail, commercial, civic, cultural, leisure and other services commensurate with the role of Swords Town Centre as a Major Centre.

Objective SWORDS 2

To promote the development of Swords as a multi-modal transport hub.

Objective SWORDS 3

To actively promote the early development of the Metro linking the town of Swords with Dublin Airport and Dublin City Centre.

Objective SWORDS 4

To develop an Integrated Traffic Management Strategy for the town.

Objective SWORDS 5

To maintain the operational capacity of Swords By-Pass.

Objective SWORDS 6

To promote the early development of a local bus service within the town linking residential areas to each other and to the industrial/employment areas and the town centre.

Objective SWORDS 7

To retain the Main Street as the core of the town centre, protect and enhance its character and ensure that any future new commercial and retail development reinforces the role of the main street as the core area of the town centre, by increasing the existing level of retail use, prohibiting the expansion of non-retail or inactive street frontages [including financial institutions, betting offices and public houses] and strictly limiting the development of fast food outlets.

Objective SWORDS 8

To prepare a Masterplan for the Town Centre.

Objective SWORDS 9

To prepare an Urban Design Framework Plan for the integration of the Metro and Swords/N1 By-Pass in association with the Town Centre Masterplan.

Objective SWORDS 10

To prepare a Local Area Plan for 'MC' zoned land to the east of the Swords By-Pass for the integration of major town centre lands east of Swords By-Pass with the existing town centre, provision of a transportation hub, retail and employment uses and the Swords Masterplan.

Objective SWORDS 11

To protect and conserve the historic core of Swords including the Zone of Archaeological Potential in the centre of the town.

Objective SWORDS 12

To promote high quality commercial signage in the town centre area and initiate enforcement action where appropriate.

Objective SWORDS 13

To promote and facilitate environmental improvements in the town core area.

Objective SWORDS 14

To provide for a comprehensive network of pedestrian and cycle ways, linking housing and commercial areas to one another and to the town centre and linking the Ward River Valley, the Broadmeadow River Valley and the Estuary.

Objective SWORDS 15

To prepare a development and design strategy to improve the appearance of the N1 from the City/County boundary to the southern development boundary for Swords Town.

Objective SWORDS 16

To promote the intensification of use and upgrading of the existing neighbourhood centres at Rathingle, Brackenstown and Rathbeale, on a scale that respects and is compatible with the surrounding established residential communities.

LUSK

Lusk is a historic village with a very distinctive character. Extensive lands around the village are zoned for residential development, and there are significant opportunities for appropriate infill development within the village core.

Development Strategy

The Strategy is to consolidate the planned growth of this distinct and separate settlement and to ensure in particular that the level of retail and local services concentrated in the village core grows to serve the expanding village population. Existing and future development will be consolidated within well defined town boundaries and the distinct physical separation of Rush and Lusk will be maintained.

Development Objectives

Objective LUSK 1

To protect and conserve the special character of the historic core of Lusk including the area of archaeological potential in the centre of the town.

Objective LUSK 2

To have regard to the special physical and social character of the core area particularly in the vicinity of St. Maccullins Church and Main Street, and to promote a conservation-led approach to the consolidation and redevelopment of the village core.

Objective LUSK 3

To prepare an Urban Centre Strategy for Lusk.

Objective LUSK 4

To develop and implement a traffic management strategy for Lusk including the provision of necessary car-parking facilities.

Objective LUSK 5

To provide for a pedestrian and cycle way between Lusk and Ballealy.

Objective LUSK 6

To prepare a plan in association with the Urban Centre Strategy, for the historic core of the village including the determination of an appropriate future use of St. Maccullins Church.

Objective LUSK 7

To ensure that future development on lands adjoining St. Maccullins Church:

- / Protects and enhances the setting of the Church and Round Tower
- / Open up views of the Church and Round Tower from within the village core
- / Provides for a high degree of informal supervision of the church, round tower and graveyard
- / Provides for appropriate and suitable uses
- / Provides for a small car park facility to serve the church
- / Enhances and reinforces the street pattern and streetscape in the core.

DONABATE

Donabate Village is located on the Donabate Peninsula, which enjoys many natural amenities. It has experienced substantial housing development in recent years and extensive lands around the village are zoned for residential use.

Development Strategy

The overall strategy for Donabate is to:

- / Protect and enhance the natural amenities and heritage of the Donabate Peninsula
- / Consolidate future development within well-defined town boundaries
- / Provide a high quality living environment for the existing and future population of Donabate

- / Provide for the development of the necessary community, commercial, cultural and social facilities in tandem with residential development and
- / Promote the development of a vibrant town core.

Development Objectives

Objective DONABATE 1

To prepare an Urban Centre Strategy for Donabate.

Objective DONABATE 2

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

Objective DONABATE 3

To provide for the further development of recreational, community and educational [primary and second level] facilities.

Objective DONABATE 4

To develop a continuous network of signed pathways around Donabate Peninsula and linking the Peninsula to Malahide and Rush via the Rogerstown and Malahide estuaries. In this regard existing rights of way will be established and proposals developed and put in place to secure the pedestrian network.

Objective DONABATE 5

To provide for a comprehensive network of pedestrian and cycle ways linking housing areas to one another, to the town centre and the railway station.

Objective DONABATE 6

To promote the development of a shuttle bus service linking Donabate and Portrane to the mainline commuter services on the N1 and/or the Metro in Swords.

Objective DONABATE 7

To maintain a strong visual and physical separation between Portrane and Donabate.

PORTRANE

Portrane is a unique settlement located on the north eastern area of the Donabate Peninsula and thus enjoys many natural amenities. It is composed of three distinct areas: Portrane Village, The Burrow and St. Ita's Hospital. Due to the importance of the built and natural heritage of this area, the development of this area will be sustainable.

ST. ITA'S HOSPITAL – FUTURE ROLE IN THE DEVELOPMENT STRATEGY OF THE COUNTY

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

This site is an exceptional site which, in the event of it no longer being required by the Health Board for its needs could be reused to provide for future housing, amenity and other ancillary needs within the County.

There is a need to examine options regarding the optimal re-use and refurbishment of the complex of buildings within the demesne setting, to ensure the future sustainable use of this important and unique resource within the County.

Development Strategy

The development strategy is to protect and retain the distinctive village character of the village of Portrane and to protect and enhance existing natural amenities and built heritage, to strengthen the urban form in the centre of the village and to improve local service facilities. Development in the Burrow Area will be limited.

Development Objectives

Objective PORTRANE 1

To undertake a feasibility study of St. Ita's to determine the optimal future sustainable use of this complex, which will ensure the protection of its landscape setting and character, which is a major asset to this area and to the County of Fingal.

Objective PORTRANE 2

To provide recreational facilities for the expanding population on the peninsula.

Objective PORTRANE 3

To prepare a development and design brief for the undeveloped residential zoned land to the south of the village.

Objective PORTRANE 4

To promote the development of a shuttle bus service linking Donabate and Portrane to the mainline commuter services on the N1 and the Metro in Swords.

Objective PORTRANE 5

To ensure that development in the Burrow area protects the existing residential character and the amenities of this sensitive coastal estuarine area.

Objective PORTRANE 6

To prohibit the replacement of chalets/holiday huts by permanent dwellings, which can be resided in on an all year basis within the 'HA' zoned land at the Burrow, and encourage the removal of existing chalets and huts at the Burrow.

Objective PORTRANE 7

To provide for pedestrian and cycle routes between Portrane and Donabate.

RURAL VILLAGES

GARRISTOWN

Garristown is an attractive rural village with a distinct rural ambience, at one of the highest points in Fingal, just inside the County boundary with Co. Meath. It functions as a local centre, servicing the agricultural hinterland. It consists primarily of nineteenth and early twentieth century buildings comprising generally well-maintained, short, two-storey terraces and detached dwellings, forming a compact village settlement focused on a linear village green or mall. It has a population of circa 300.

NAUL

Naul Village is located on the Fingal and Meath County boundary. It functions as a local centre, servicing the agricultural hinterland. The Village Square and Main Street provide the focus of the built form of the village. The square contains a range of nineteenth and early twentieth century buildings, including the re-thatched Seamus Ennis Music Centre. The village has a population of circa 200.

BALLYBOGHIL

Ballyboghil village functions as a local centre, servicing the agricultural hinterland. The original village core is sparse and underdeveloped, centred on the church and school. Over recent years the village has developed an elongated linear form, extending for approximately 1.5km along the R108 regional road and comprising a mix of small housing developments situated at right angles to the main road and single 'one-off' housing. The population is circa 300.

OLDTOWN

Oldtown village functions as a local centre, servicing the agricultural hinterland. Oldtown is a very attractive rural village with a distinct village character and strong identity, with traditional buildings and street network.

The heart of the village has undergone considerable redevelopment over recent years with the addition of stone-faced terraced townhouses enhancing the streetscape. It has a population of circa 300.

ROWLESTOWN

Rowlestown village is located between the towns of Swords and Ashbourne within an agricultural hinterland. There are limited commercial and community facilities in the village. The population is circa 250 persons.

KINSALEY

Kinsaley is a dispersed settlement around a village, which lies in the heart of a greenbelt area.

Development Strategy

The development strategy for the North County Villages is:

- / The development of coherent, definitive and vibrant villages by strengthening and consolidation of the village cores
- / The protection and enhancement of the architectural and vernacular heritage of the existing villages
- / The protection and enhancement of the existing natural and built amenities of the village and the provision of a high quality living environment for the existing and future populations.

Development Objective

Objective VILLAGES 1

To ensure the development of the villages in accordance with the adopted Local Area Plans. These plans aim to promote an attractive environment, protecting and enhancing the existing villages, whilst ensuring that new development is physically, visually and functionally integrated with the existing villages, and allowing for the development of a high quality living environment for the existing and future population of these villages.

/ Part XI

Strategic Assessment /

11.1 INTRODUCTION

This chapter presents the first stages of a process called Strategic Environmental Assessment which attempts to evaluate the likely consequences of the plan on the environment.

Section 10 (5) (a) of the *Planning and Development Act 2000* requires that a development plan ‘shall contain information on the likely significant effects on the environment of the implementation of the plan’. The Act also provides for the making of regulations by the Minister in relation to the manner in which this requirement may be complied with. Guidelines were issued by the Department of the Environment, Heritage and Local Government in November 2004. However, at this time the Plan was nearing completion and time did not allow for a complete redraft of the Strategic Assessment chapter.

The European Directive 2001/42/EC issued in June 2001 states that: ‘It is seen that environmental assessment is an important tool for integrating environmental considerations into the preparation and adoption of certain plans and programmes which are likely to have significant effects on the environment in the Member States, because it ensures that such effects of implementing plans and programmes are taken into account during their preparation and before their adoption.’ Article 3 (2) (a) includes plans prepared in respect of town and country planning or land use under the provisions of the directive.

A Strategic Environmental Assessment (SEA) is defined as:

‘A systematic process for evaluating the environmental consequences of proposed policy, plan or programme initiatives in order to ensure that they are fully included and appropriately addressed at the earliest stage of decision-making on par with economic and social considerations.’

It differs from an Environmental Impact Assessment in that the assessment process deals with implementation of a strategic plan rather than an individual, site-specific project. In this particular instance, the SEA process is intended to systematically highlight the likely environmental impacts (positive, neutral and negative) of the Draft County Development Plan in order to ensure that any potential adverse impacts can be minimised. The assessment focuses primarily on issues, which are considered relevant at a strategic level, rather than attempting to identify detailed impacts.

WHY CARRY OUT A STRATEGIC ASSESSMENT

Among the principal goals of the Fingal County Development Plan will be the promotion of sustainable development. The plan contains commitments on the protection and enhancement of the quality of the County’s environment and heritage. Most development policies will have either a direct or indirect impact on the environment and/or heritage and these should, where possible, be either positive or neutral. There will, however, be situations where policies have a negative or uncertain effect and it is important that these be identified during the plan process.

STRATEGIC ASSESSMENT PROCESS

The method used is guided by the requirements of the *EU Strategic Environmental Assessment Directive* (2001/42/EC), the UN Rio Conference 1992, Agenda 21, the Treaty of Amsterdam, the 2002 Johannesburg Summit, and by work carried out in this area by the Heritage Council and by a number of Local Authorities.

The major elements in this process include the following key initial steps:

- / Defining the purpose and scope of the Strategic Environmental Assessment
- / Establishing a series of environmental and sustainable development aims
- / Appraising the Main Planning Aims, Strategic Framework and Development Strategies against these environmental and sustainable development aims.

ESTABLISHMENT OF THE ENVIRONMENTAL AND SUSTAINABLE DEVELOPMENT AIMS

It is important that there be a clear understanding, at an early stage in the process, of what is to be achieved in terms of conservation, restoration and enhancement of the environment and the heritage of the County through the adoption of the County Development Plan. A set of clear aims have, therefore, been established as follows:

APPRAISAL CRITERIA SELECTED



Encourage sustainable forms of transport

- / Reduce car dependency and promote public transport and attraction of cycling/walking.



Encourage energy efficiency

- / Encourage both the conservation and the efficient use of energy through materials recovery and environmentally responsible design.



Protect the environment by minimising waste and pollution

- / Ensure good quality water supply, protect and enhance surface water quality, maintain/promote improvement of air quality, minimise greenhouse gas emissions, minimise noise pollution etc.



Minimisation of the consumption of non-renewable resources and a shift towards the use of renewable resources

- / Renewable resources – wind, solar, hydro, biomass, forest etc. Non-renewable resources – energy, land, materials, wildlife, landscapes, seascapes, archaeological monuments, etc.



Protect, manage and enhance rural and urban landscapes

- / Protect and enhance landscape character, seascapes, views and prospects, streetscapes while encouraging positive landscape change.



Protect the built and cultural heritage of the County

- / Safeguard Protected Structures and sites of archaeological value and maintain environmental quality of Architectural Conservation Areas.



Conserve and enhance biodiversity and natural heritage

- / Safeguard international/national/local and non-designation areas while increasing potential for wildlife/flora and fauna where appropriate.



Promote the involvement of the local community in decision making and encourage social inclusion

- / Promote the strengthening of and diversification of the local economy, promote local employment opportunities, promote access to education and training for all, promote the meeting of local housing needs, involve local communities in the County and promote social inclusion.

OUTCOME OF THE IMPACT ASSESSMENT PROCESS

To illustrate the outcome of the impact assessment process, a matrix approach has been adopted which matches the proposed development policies and objectives against the environmental and sustainable development aims. Symbols are used to express the judgement made in respect of each criterion, as follows:

- ✓ Likelihood of significant beneficial or positive effect(s),
- ⊕ Criterion not relevant, or likelihood of no significant or only neutral effect(s),
- ✗ Likelihood of significant adverse or negative effect(s) and/or likelihood of policy divergence with environment/heritage objectives in the Plan, or likelihood of conflict with other environment/heritage sustainability aims, and
- ? Uncertain or unpredictable effect(s) and/or some potential for policy divergence with environment/heritage objectives in the Plan, or potential for conflict with other environment/heritage sustainability aims.

ASSESSMENT OF THE MAIN PLANNING STRATEGIES

The overarching strategies and policies of the Draft Development Plan are now assessed in terms of the impacts on the Environmental and Sustainable Development Aims that were set. The results of this assessment process are outlined in the following sections.

ASSESSMENT OF MAIN AIMS

Policy reference	Policy Area								
Main Aim 1	Settlement Patterns	✓	✓	✓	✓	✓	⊕	?	✓
Main Aim 2	Well-being of Residents	✓	?	✓	?	✓	✓	✓	✓
Main Aim 3	Balanced Development	✓	✓	✓	✓	✓	?	?	✓
Main Aim 4	Zoned Lands	⊕	⊕	⊕	?	?	?	?	✓
Main Aim 5	County Development Board Strategy	✓	✓	✓	✓	✓	✓	✓	✓
Main Aim 6	Sustainable Communities	✓	✓	✓	✓	⊕	✓	⊕	✓
Main Aim 7	Regional and National Planning Policies	✓	✓	✓	✓	✓	✓	✓	✓

✓ Positive ✗ Negative ⊕ Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF STRATEGIC POLICIES

Policy reference	Policy Area								
Strategic Policy 1	Land-Use	✓	✓	✓	✓	✓	⊕	⊕	✓
Strategic Policy 2	Major Centres	✓	✓	✓	✓	✓	⊕	⊕	✓
Strategic Policy 3	Coastal Settlements	✓	✓	✓	✓	✓	⊕	✓	✓
Strategic Policy 4	Rural Areas	✓	✓	✓	✓	✓	⊕	✓	✓
Strategic Policy 5	Greenbelt	⊕	⊕	⊕	✓	✓	⊕	✓	✓
Strategic Policy 6	Natural & Built Heritage	⊕	⊕	⊕	✓	✓	✓	✓	✓
Strategic Policy 7	Transportation	✓	✓	✓	✓	?	?	?	✓
Strategic Policy 8	Airport Operation	✓	?	?	✗	?	?	?	✓
Strategic Policy 9	South Fingal Fringe	✓	?	⊕	✓	⊕	⊕	?	✓
Strategic Policy 10	Greenbelt	⊕	⊕	⊕	⊕	✓	⊕	?	✓

✓ Positive ✗ Negative ⊕ Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL STRATEGIC FRAMEWORK – GENERAL URBAN STRATEGY

Policy reference	Policy Area								
Strategy US1	Urban Centres	✓	✓	✓	✓	✓	⊕	⊕	✓
Strategy US2	Urban Centres	✓	✓	✓	✓	✓	⊕	⊕	✓
Strategy US3	Urban Centres	✓	✓	✓	✓	✓	⊕	⊕	✓
Strategy US4	Urban Centres	✓	✓	✓	✓	✓	⊕	⊕	✓
Strategy US5	Urban Centres	✓	✓	✓	✓	⊕	✓	⊕	✓
Strategy US6	Urban Centres	✓	✓	✓	✓	?	?	?	✓
Strategy US7	Urban Centres	✓	✓	✓	✓	✓	✓	?	✓
Strategy US8	Urban Centres	✓	✓	✓	?	✓	✓	?	✓
Strategy US9	Urban Centres	⊕	⊕	⊕	✓	✓	✓	✓	✓

✓ Positive ✗ Negative ⊕ Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL STRATEGIC FRAMEWORK – RURAL AREAS

Policy reference	Policy Area								
Strategy RAS1	Rural Settlements	?	⊕	?	?	?	✓	?	✓
Strategy RAS2	Rural Housing	?	⊕	?	?	?	⊕	?	✓
Strategy RAS3	Agri-business	⊕	⊕	⊕	?	?	⊕	?	✓

✓ Positive ✗ Negative ⊕ Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL STRATEGIC FRAMEWORK – COUNTY HOUSING STRATEGY

Policy reference	Policy Area								
Strategy HS1	Additional Housing	?	?	X	X	X	?	?	✓
Strategy HS2	Zoned Lands	?	?	X	X	X	?	?	✓
Strategy HS3	Social Housing	?	?	X	X	X	?	?	✓
Strategy HS4	Shared Ownership/ Affordable Housing	?	?	X	X	X	?	?	✓
Strategy HS5	Social/ Affordable Housing	?	?	X	X	X	?	?	✓
Strategy HS6	Social Housing	+	+	+	+	+	+	+	✓
Strategy HS7	Social/ Affordable Housing	+	+	+	+	+	+	+	✓

✓ Positive X Negative + Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL STRATEGIC FRAMEWORK – COUNTY RETAIL STRATEGY

Policy reference	Policy Area								
Strategy SS1	Retail Competitiveness	?	+	?	?	?	?	?	✓
Strategy SS2	Blanchardstown	✓	+	?	?	?	?	+	✓
Strategy SS3	Swords	✓	+	?	?	?	?	+	✓
Strategy SS4	Balbriggan	✓	+	?	?	?	?	+	✓
Strategy SS5	Malahide	✓	+	?	?	?	?	+	✓
Strategy SS6	Skerries	✓	+	?	?	?	?	?	✓
Strategy SS7	Neighbourhood Centres	✓	+	?	?	?	+	+	✓
Strategy SS8	Traditional Village Centres	✓	+	?	?	?	+	+	✓
Strategy SS9	Expanding Village Centres	✓	+	?	?	?	+	+	✓
Strategy SS10	Lusk and Rush	✓	+	?	?	✓	+	+	✓
Strategy SS11	Innovation	+	+	?	?	?	+	+	✓
Strategy SS12	New District/ Neighbourhood Centre	✓	+	?	?	?	+	+	✓
Strategy SS13	Retailing Warehousing	X	+	?	?	?	?	?	?
Strategy SS14	Retailing in Tourism and Leisure	+	+	?	?	?	+	+	✓
Strategy SS15	Corner Shops	✓	+	?	?	?	+	+	✓
Strategy SS16	Reuse and regeneration	✓	✓	?	✓	✓	✓	?	+
Strategy SS17	Enhancement	+	?	?	?	✓	✓	?	+

✓ Positive X Negative + Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL DEVELOPMENT STRATEGY – SUSTAINABLE DESIGN

Policy reference	Policy Area								
Strategy DS1	Sustainable Development	✓	✓	✓	✓	✓	✓	✓	✓
Strategy DS2	Urban Design	✓	✓	✓	✓	✓	✓	✓	✓
Strategy DS3	Design Quality	✓	✓	✓	✓	✓	✓	✓	✓
Strategy DS4	Architecture	✓	✓	✓	✓	✓	✓	✓	✓

✓ Positive ✗ Negative ± Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL DEVELOPMENT STRATEGY – DUBLIN AIRPORT AND THE SOUTH FINGAL FRINGE

Policy reference	Policy Area								
Strategy DAS1	Airport Operation	✓	?	?	✗	?	?	?	✓
Strategy DAS2	Designated Housing Area	✓	?	?	✗	?	?	?	✓
Strategy DAS3	Appropriate Uses around the Airport	✓	?	?	✓	±	?	?	✓
Strategy DAS4	Appropriate Uses around the Airport	✓	?	?	✓	±	?	?	✓

✓ Positive ✗ Negative ± Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL DEVELOPMENT STRATEGY – ENTERPRISE AND EMPLOYMENT

Policy reference	Policy Area								
Strategy ES1	Employment Zoned Lands	✓	?	?	✗	?	?	?	✓
Strategy ES2	ABC Policy	✓	?	✓	✗	?	?	?	✓
Strategy ES3	Dublin-Belfast Economic Corridor	?	?	?	?	?	?	?	✓

✓ Positive ✗ Negative ± Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL DEVELOPMENT STRATEGY – RESIDENTIAL DEVELOPMENT

Policy reference	Policy Area								
Strategy RS1	Infill Development	✓	?	✓	✓	✓	?	✓	✓
Strategy RS2	Housing Mix	✓	✓	?	?	?	?	?	✓
Strategy RS3	Neighbourhood Facilities	✓	?	?	?	?	±	±	✓
Strategy RS4	Residential Amenity	✓	±	±	±	✓	±	?	✓

✓ Positive ✗ Negative ± Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL DEVELOPMENT STRATEGY – OPEN SPACE AND RECREATION

Policy reference	Policy Area								
Strategy OS1	Open Space	✓	±	±	?	✓	±	✓	✓
Strategy OS2	Open Space	✓	±	±	?	✓	±	✓	✓
Strategy OS3	Regional Park	±	±	±	±	✓	✓	✓	✓

✓ Positive ✗ Negative ± Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL DEVELOPMENT STRATEGY – TRANSPORTATION

Policy reference	Policy Area								
Strategy TS1	Public Transport	✓	±	✓	✓	?	?	?	✓
Strategy TS2	Rail	✓	±	✓	✓	?	?	?	✓
Strategy TS3	Cycle/Pedestrian Paths	✓	±	✓	±	?	±	±	✓
Strategy TS4	Roads	✗	±	✗	✗	✗	?	?	✓

✓ Positive ✗ Negative ± Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL DEVELOPMENT STRATEGY – UTILITIES

Policy reference	Policy Area								
Strategy UTS1	Utilities & Communication	±	±	✓	✓	?	±	✓	✓
Strategy UTS2	Water Services	±	±	✓	✓	✓	±	✓	✓
Strategy UTS3	Waste	±	✓	✓	✓	?	±	±	✓

✓ Positive ✗ Negative ± Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL DEVELOPMENT STRATEGY – SOCIAL INCLUSION

Policy reference	Policy Area								
Strategy SIS1	Quality of Life	✓	✓	✓	✓	✓	✓	✓	✓
Strategy SIS2	County Development Board Strategy	✓	✓	✓	✓	✓	✓	✓	✓
Strategy SIS3	Sustainable Communities	✓	✓	✓	✓	±	✓	±	✓
Strategy SIS4	Public Participation	±	±	±	±	±	±	±	✓

✓ Positive ✗ Negative ± Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL DEVELOPMENT STRATEGY – COMMUNITY INFRASTRUCTURE

Policy reference	Policy Area								
Strategy CIS1	Community Infrastructure	✓	±	±	±	±	±	±	✓
Strategy CIS2	Phased Development	±	±	±	±	±	±	±	✓

✓ Positive ✗ Negative ± Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL DEVELOPMENT STRATEGY – HERITAGE

Policy reference	Policy Area								
Strategy HS1	Built & Natural Heritage	±	±	±	±	✓	✓	✓	✓
Strategy HS2	Management of Heritage	±	±	±	±	✓	✓	✓	✓
Strategy HS3	Promote Public Awareness	±	±	±	±	✓	✓	✓	✓
Strategy HS4	County Heritage Plan	±	±	±	±	✓	✓	✓	✓

✓ Positive ✗ Negative ± Neutral Effect/Criterion not relevant ? Uncertain

ASSESSMENT OF THE OVERALL DEVELOPMENT STRATEGY – GREENBELTS

Policy reference	Policy Area								
Strategy GS1	Greenbelts	±	±	±	✓	✓	✓	✓	✓
Strategy GS2	Greenbelts	±	±	±	✓	✓	✓	✓	✓

✓ Positive ✗ Negative ± Neutral Effect/Criterion not relevant ? Uncertain

CONCLUSION

The policies contained in the Development Plan in general seek to promote a future that is more environmentally sustainable and affords greater protection to the natural and built environment. Positive and negative impacts will result from the scale of building anticipated. However, the Development Plan seeks to mitigate the negative impacts.

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