



Your Fingal...

FINGAL DEVELOPMENT PLAN 2011-2017

WRITTEN STATEMENT



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Fingal County Council



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FINGAL DEVELOPMENT PLAN 2011-2017

WRITTEN STATEMENT

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CONTENTS

INTRODUCTION	i
STRATEGIC OVERVIEW	1
1.1 CURRENT CONTEXT	3
1.2 MAIN AIMS OF THE DEVELOPMENT PLAN	8
1.3 STRATEGIC POLICY	8
1.4 STRATEGIC VISION	10
1.5 CORE STRATEGY	10
1.6 FINGAL'S SETTLEMENT STRATEGY	29
ENTERPRISE AND EMPLOYMENT	61
2.1 BACKGROUND	63
2.2 APPROACH TO ENTERPRISE AND EMPLOYMENT	65
2.3 EMPLOYMENT SECTORS	70
2.4 LAND USE AND ZONING	73
2.5 RURAL ENTERPRISE/THE RURAL ECONOMY	75
2.6 QUARRYING AND AGGREGATE EXTRACTION	75
2.7 REGENERATION	76
2.8 TOURISM	77
2.9 RETAILING	77
2.10 DUBLIN AIRPORT	79
2.11 PORTS, MARINAS AND JETTIES	84
2.12 FISHERIES, AQUACULTURE AND MARICULTURE	85
2.13 MAJOR ACCIDENTS DIRECTIVE	86
GREEN INFRASTRUCTURE	89
3.1 BACKGROUND	91
3.2 GREEN INFRASTRUCTURE – A STRATEGY FOR FINGAL	92
3.3 GREEN INFRASTRUCTURE OBJECTIVES FOR LOCAL AREA PLANS AND DEVELOPMENT PROPOSALS	98
PHYSICAL INFRASTRUCTURE	103
4.1 TRANSPORTATION	105
4.2 WATER SERVICES	131
4.3 ENERGY	149
4.4 INFORMATION AND COMMUNICATION TECHNOLOGIES (ICT)	155
4.5 WASTE MANAGEMENT	158
4.6 AIR, LIGHT AND NOISE	163

NATURAL HERITAGE**167**

5.1	BACKGROUND	169
5.2	BIODIVERSITY	170
5.3	GEOLOGY	181
5.4	LANDSCAPE	182
5.5	THE COAST	193

ARCHAEOLOGY AND ARCHITECTURAL HERITAGE**203**

6.1	BACKGROUND	205
6.2	ARCHAEOLOGY	206
6.3	ARCHITECTURAL HERITAGE	211
6.4	AWARENESS AND ACCESS	223

URBAN FINGAL**225**

7.1	BACKGROUND	227
7.2	URBAN DESIGN	229
7.3	URBAN CENTRES	237
7.4	RESIDENTIAL DEVELOPMENT	244
7.5	OPEN SPACE	254
7.6	COMMUNITY INFRASTRUCTURE	265

RURAL FINGAL**277**

8.1	BACKGROUND	279
8.2	RURAL VALUE	284
8.3	RURAL LIVING	287
8.4	RURAL ENTERPRISE	312

LAND USE ZONING**325**

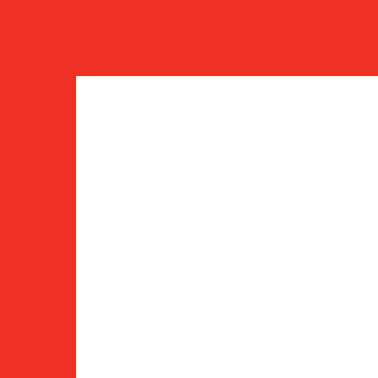
9.1	LAND USE ZONING OBJECTIVES	327
9.2	LOCAL AREA PLANS	327
9.3	TRANSITIONAL ZONAL AREAS	328
9.4	NON-CONFORMING USES	328
9.5	ANCILLARY USES	329
9.6	ZONING OBJECTIVES, VISION AND USE CLASSES	330

INDEX**373**



APPENDICES (SEPARATE DOCUMENT)

APPENDIX 1: HOUSING STRATEGY	3
APPENDIX 2: RETAIL STRATEGY	51
APPENDIX 3: RECORD OF PROTECTED STRUCTURES	93
APPENDIX 4: DESIGN GUIDELINES FOR BUSINESS PARKS AND INDUSTRIAL AREAS	135
APPENDIX 5: INTERIM SITING AND DESIGN GUIDANCE FOR RURAL HOUSING	145
APPENDIX 6: MAP BASED LOCAL OBJECTIVES	151



GLOSSARY

A

AA	Appropriate Assessment (see also HDA and NIS)
ACA	Architectural Conservation Area

B

BRE	Building Research Establishment (UK)
BS	British Standards

D

DAA	Dublin Airport Authority
DCENR*	Department of Communication, Energy and Natural Resources
DoEHLG*	Department of the Environment, Heritage and Local Government
DTO ¹	Dublin Transportation Office

E

EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ERBD	Eastern River Basin District

F

FEMFRAMS	Fingal East Meath Flood Risk Assessment and Management Study
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G

GDA	Greater Dublin Area
GDSDS	Greater Dublin Strategic Drainage Study
GFA	Gross Floor Area
GI	Green Infrastructure
GSI	Geological Survey of Ireland

H

HDA	Habitats Directive Assessment (see also AA and NIS)
HLC	Historic Landscape Characterisation
HSA	Health and Safety Authority
HSE	Health Service Executive

L

LAP	Local Area Plan
LCA	Landscape Character Assessment
LIFFEY CFRAMS	Liffey Catchment Flood Risk Assessment and Management Study

N

NBP	National Biodiversity Plan
NHA	Natural Heritage Area
NIS	Natura Impact Statement (see also AA and HDA)
NPWS	National Parks and Wildlife Services
NRA	National Roads Authority
NSS	National Spatial Strategy

* Government departments will be subject to name change following the new Government in March 2011.

¹DTO subsumed into NTA (National Transport Authority).

O

OECD Organisation for Economic Co-operation and Development
OPW Office of Public Works

P

PE Population Equivalent
pNHA proposed Natural Heritage Areas

Q

QBC Quality Bus Corridor

R

RAPID Revitalising Areas by Planning Investment and Development
RAS Rental Accommodation Scheme
REPS Rural Environment Protection Scheme
R&D Research and Development
RFF Refuge for Fauna
RMP Record of Monuments and Places
RPG Regional Planning Guidelines
RPS Record of Protected Structures

S

SAAO Special Amenity Area Order
SAC Special Areas of Conservation
SEA Strategic Environmental Assessment
S.I. Statutory Instrument
SNR Statutory Nature Reserve
SPA Special Protection Area
SQ M Square Metres
SUDS Sustainable Urban Drainage System
SWRR Swords Western Ring Road

W

WFD Water Framework Directive
WFDRPA Water Framework Directive Register of Protected Areas
WMU Water Management Unit
WTP Water Treatment Plant
WWD Waste Water Discharge
WWT Waste Water Treatment
WWTP Waste Water Treatment Plant

INTRODUCTION





INTRODUCTION

THE FINGAL DEVELOPMENT PLAN

The Fingal Development Plan 2011-2017 sets out Fingal County Council's policies and objectives for the development of the County over the Plan period. The Plan seeks to secure the development and improvement in a sustainable manner of the economic, environmental, cultural and social assets of the County.

The administrative area of Fingal covers 450 square kilometres (173 square miles) and stretches from the River Liffey and the Dublin City boundary in the south to the Meath boundary north of Balbriggan, and from the coast in the east to the Meath and Kildare boundaries in the west. The population of Fingal at the last Census (2006) was 239,992, representing nearly 5.7% of the total population of the state and making Fingal the fourth most populous county in the country. Census 2006 indicated that Fingal was the fastest growing county in the state with the youngest population of any county and the highest rate of labour force participation.

The County has a diverse and interesting character including both urban and rural areas, the coast, river valleys and upland areas. The main urban areas include Swords, Blanchardstown, Balbriggan, Skerries, Lusk, Rush, Donabate, Malahide, Portmarnock, Baldoyle, Sutton and Howth. The remainder of the County is rural in character and includes the villages of the Naul, Garristown, Oldtown, Ballyboghil, Rowlestown, Rivermeade/Toberburr, Coolquay, Balscaddan, Hollystown, Kinsealy, Balrothery and Loughshinny.

LEGISLATIVE BACKGROUND TO THE FINGAL DEVELOPMENT PLAN 2011-2017

The Planning and Development Acts 2000-2010 set 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 with the social, community and cultural requirements of the area and its population. Other non-mandatory objectives are also referred to in the Planning and Development Acts. The Planning and Development (Amendment) Act 2010 places an obligation on the planning authority, for the first time, to prepare a 'core strategy' consistent, as far as practicable, with national and regional development objectives set out in the National Spatial Strategy and Regional Planning Guidelines.

In accordance with Article 13A of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 of 2004), Fingal County Council carried out a Strategic Environmental Assessment (SEA) which informed the Plan. The SEA of the Development Plan is available as a separate document.

The EU Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora, better known as 'The Habitats Directive', provides legal protection for habitats and species

of European importance, through the establishment and conservation of an EU-wide network of sites known as Natura 2000. These are candidate Special Areas of Conservation (cSAC) designated under the Habitats Directive and Special Protection Areas (SPAs) designated under the Conservation of Wild Birds Directive (79/409/EEC). Article 6(3) establishes the requirement for Appropriate Assessment (AA) of plans and projects likely to affect Natura 2000 sites. An Appropriate Assessment was carried out in relation to the Fingal Development Plan 2011-2017 and is available as a separate document.

PREPARATION OF THE FINGAL DEVELOPMENT PLAN 2011-2017

The prescribed process gives a 99 week period in which to make the development plan. The Planning and Development (Amendment) Act 2010 provides for an additional period of time in the event that an SEA or Appropriate Assessment is required for any material amendment. The Act provides for three periods of public consultation. The preliminary consultation period ran from 1st of May 2009 to 26th of June 2009. A total of 553 submissions were received during the pre-draft consultation period. The views of 108 people who attended the 4 public consultation evenings held around the County and 38 representatives who attended the 3 stakeholder meetings also contributed to the preparation of the Manager's Report.

The Draft Plan consultation stage ran from 2nd of April to the 14th of June 2010. 1,058 submissions were received during this consultation period, 225 web based submissions and 833 manual submissions. Having considered the Draft Plan and Manager's Report and having made amendments the Council resolved to amend the Draft Plan in accordance with Section 12(6) of the Planning and Development Act 2000.

Having resolved to amend the Draft Plan a further public display period ran from 17th of December 2010 to the 24th of January 2011 to give people an opportunity to comment on the proposed amendments. 275 no. submissions were received during this consultation period. The Members considered the Manager's Report on the submissions at a meeting on 22nd and 23rd March. The Plan was made at this meeting and came into effect 4 weeks from the day it was made, the 20th April 2011.

FORM AND CONTENTS OF THE FINGAL DEVELOPMENT PLAN

The Fingal Development Plan 2011 – 2017 has been prepared in accordance with the requirements of the Planning and Development Acts 2000 – 2010. This Plan replaces the Fingal Development Plan 2005 – 2011. The Development Plan consists of a Written Statement and Maps. The Written Statement is set out as follows:

- **Introduction**
- **Chapter 1;** Strategic Overview, sets the context for the more detailed policies and objectives of the Development Plan, and includes the Strategic Aims and Policies which emerged from the Preliminary Consultation Process, the Core Strategy which demonstrates the compliance of the Plan with the National Spatial Strategy and Regional Planning Guidelines, and the strategic objectives for the principal development areas in the County



- **Chapter 2;** Enterprise and Employment, sets out the Council's objectives for the development of Enterprise and Employment and for the economic regeneration of the County
- **Chapter 3;** Green Infrastructure, identifies the County's green resources and includes objectives for the networking and enhancement of green resources throughout the County
- **Chapter 4;** Physical Infrastructure, contains the Council's objectives in relation to transportation, water services, surface water and flood risk management, energy, Information and Communications Technology (ICT), waste management, and air, light and noise pollution
- **Chapter 5;** Natural Heritage, sets out the Council's proposals with regard to biodiversity, geology, landscape and the coast
- **Chapter 6;** Archeological and Architectural Heritage, contains the Council's objectives for the protection and enhancement of the County's archeological and architectural heritage
- **Chapter 7;** Urban Fingal, sets out provisions in relation to urban design, urban centres, residential development, open space and community infrastructure
- **Chapter 8;** Rural Fingal, includes the Council's proposals for rural resources, greenbelts, rural villages, rural clusters, housing in the countryside and rural enterprise
- **Chapter 9;** Land Use Zoning, provides details of the different Land Use Zoning objectives applied to the various areas of the County
- The **Appendices;** Include the Council's Housing Strategy and Retail Strategy, the Record of Protected Structures, Design Guidelines for Business Parks and Industrial Areas, Interim Siting and Design Guidance for Rural Housing, and Map Based Local Objectives

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

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

CROSS CUTTING THEMES

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

SUSTAINABLE DEVELOPMENT

The concept of sustainable development can be defined as 'development that meets the needs of today without compromising the ability of future generations to meet their own needs'. An important element of the sustainable development thread in the Fingal Development Plan 2011–2017 is the Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA). As detailed above these assessments are required under European legislation and provide a high level of protection of the environment. The Development Plan has adopted the principle of sustainable development by promoting and encouraging the integration of economic, environmental, social and cultural issues into local policies and programmes.

Among the initiatives identified in the 2002 Government review *Making Ireland's Development Sustainable*, the following are addressed in the Plan:

- Working to break the link between economic growth and damage to the environment
- Implementing the National Spatial Strategy addressing among other things issues relating to settlement patterns
- Implementing the revised National Anti-Poverty Strategy
- Implementing the National Climate Change Strategy
- Implementing the National Biodiversity and National Heritage Plans
- Pressing ahead with the river basin approach to water quality including through investment in waste water infrastructure and additional controls where necessary
- Implementing approaches to waste management set out in *Changing our Ways and Preventing and Recycling Waste: Delivering Change and Waste Management; Taking Stock and Moving Forward*

CLIMATE CHANGE

The prevention of severe climate change through global cuts in greenhouse gas emissions is the central focus of the EU's climate change policy. The *National Climate Change Strategy 2007-2012* sets out how Ireland will meet its commitments to reduce greenhouse gas emissions in accordance with the Kyoto Protocol. Greenhouse gas CO₂ has the most significant effect on climate change. CO₂ mainly comes from fossil fuel use in the residential, services, manufacturing and transport sectors. Climate change consequences such as rising sea levels, coastal erosion, flooding and drought are very pertinent to Fingal, having regard to its coastal location and numerous rivers. The overall settlement strategy in the Development Plan, which features consolidation of our existing urban centres and integration of land-use and transportation, particularly public transportation, will assist Ireland in meeting its international commitments. In addition, the Development Plan contains provisions dealing with climate change mitigation and adaptation in areas such as flood risk management, transportation, surface water, waste management, water services, urban design, energy, natural heritage and green infrastructure.

SOCIAL INCLUSION

Social inclusion is the process where a series of positive actions are taken to achieve equality of access to goods and services, to assist all individuals to participate in their community and society, to encourage the contribution of all persons to social and cultural life and to be aware of, and to challenge, all forms of discrimination. The ultimate aim of social inclusion is enabling participation in the mainstream of society for all those who desire it. All processes of consultation, policy-making and practice must not just include, but be driven by, the views and needs of excluded groups.

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

Target populations for the profile were identified, which include:

- Children and young people
- Single parent families
- Unemployed people
- Travellers

- New ethnic communities
- People with disabilities
- Older adults

In addition, specific parts of the County are disadvantaged, particularly the RAPID area in Blanchardstown, and Balbriggan. While the RAPID programme has allowed for a more coordinated approach to disadvantage in the Blanchardstown RAPID area, it is important that a similar process of a targeted and coordinated response is developed within the Balbriggan area and smaller, more localised areas of disadvantage.

The Development Plan has been proofed to ensure it has a strong social inclusion focus, with particular regard to the identified target populations and the disadvantaged areas of the County.

HIGH QUALITY DESIGN

Good design adds quality to the places in which people live, work and enjoy themselves. Ensuring high quality design adds value to towns, villages and the countryside and improves peoples' quality of life. Good urban design is essential in achieving attractive, high quality places in which people will want to live, work and relax. It can be achieved by the way streets and spaces are arranged and how the mass, scale and position of buildings within the landscape are planned. The result should be places that are easy to walk around, feel safe, have high quality buildings with attractive spaces between buildings, and a clear sense of place in which people can take pride. The Council has also since its foundation in 1994 demonstrated its commitment to quality architecture both in the promotion of the best of contemporary architecture and in the conservation of the County's architectural heritage. The recent publication of the Government's *Policy on Architecture 2009-2015* gives emphasis to the importance of good architecture in the creation of quality places. High quality design is promoted by providing for its integration throughout the Plan.



CHAPTER 1

STRATEGIC OVERVIEW



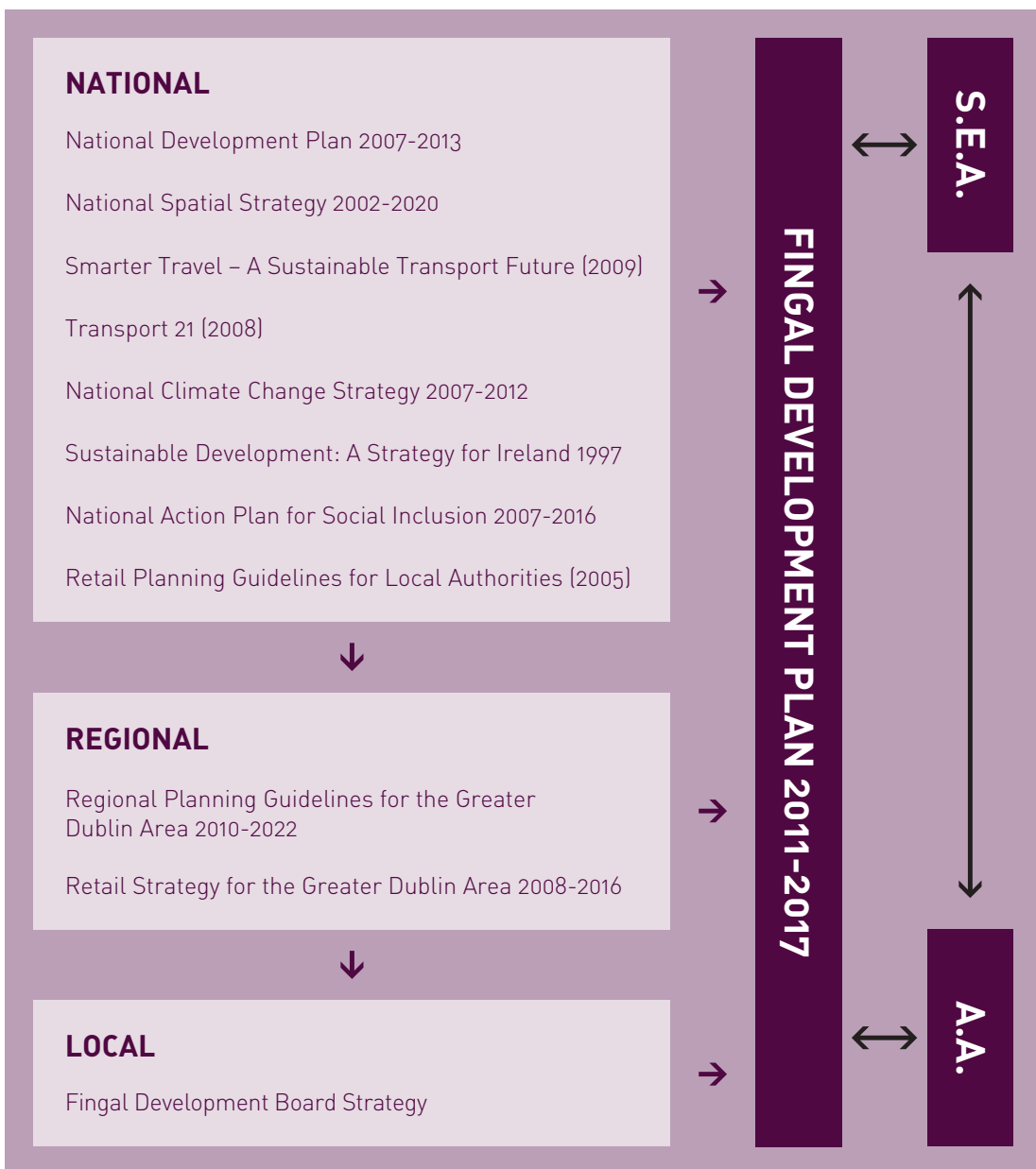
SECTIONS

1.1	CURRENT CONTEXT	3
1.2	MAIN AIMS OF THE DEVELOPMENT PLAN	8
1.3	STRATEGIC POLICY	8
1.4	STRATEGIC VISION	10
1.5	CORE STRATEGY	10
1.6	FINGAL'S SETTLEMENT STRATEGY	29

1.1 CURRENT CONTEXT

NATIONAL, REGIONAL AND LOCAL CONTEXT

In preparing the Development Plan, regard has been taken of national, regional and local documents outlined below and other documents referred to throughout the Plan. The Plan's overall aims and strategic direction, including a settlement strategy of consolidated development, maximising efficient use of land, and integrating land-use and transportation, was conceived from consideration of these documents.



POPULATION OVERVIEW

Census 2006 indicated that the population of Fingal in April 2006 was 239,992 persons. This was an increase of 22.2% from the 2002 population of 196,413 persons. This rate of increase was the fastest of any county in Ireland and was almost three times the rate of national growth. The increase resulted in Fingal constituting 5.7% of the national population while in 2002 it was just over 5.0%. Population growth has been significantly affected by immigration.

In 2006 Fingal represented 20.8% of the population in the Dublin Region and 14.4% of the Greater Dublin Area's (GDA) population. It is estimated that by 2010 Fingal's population will be approximately 250,000 persons. Census 2011 will provide further insight into population changes.

In 2006, Fingal's demographic profile differed from the State average as is demonstrated by Figure 1.0. Fingal had a high percentage of children in the 0-4 age cohort, a high percentage of adults in the 25-39 age cohorts and a lower percentage of adults in the 60+ age cohort than the State average. This indicated a high proportion of young families in the County. From a total of 44,273 families in Fingal, 51.6% have all of their children less than 15 years of age. This compared to 46% for the State, 46.9% for Leinster and 42.7% for South Dublin and Dublin City respectively.

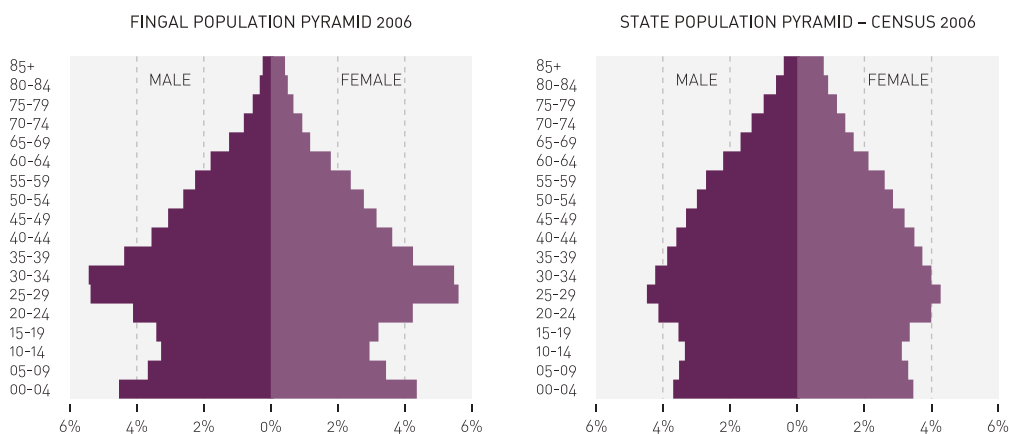


FIGURE 1: DEMOGRAPHIC PROFILES FOR FINGAL AND IRELAND

ECONOMIC OVERVIEW

There are significant challenges ahead in planning for economic growth. There is a need for development plan policies to respond to the challenges of a changing economy. This will involve planning policies which actively promote the supply of office, retail, recreational and other floorspace in sufficient quantities and at optimal locations to meet the demands of a new economy. Global competitiveness is one of the key challenges for Fingal. Urban areas must compete to retain and attract mobile factors of production, namely labour and capital.

KEY ECONOMIC CHALLENGES

- Fingal is still relatively new (established in 1994) and lacks the strong identity of other more established counties. This has an impact for marketing the County to investors and visitors
- Extensive development in recent years has placed considerable pressures on infrastructure, service delivery and the environment. A key challenge is to promote future development without having negative impacts on existing communities, and the natural and built environment
- High levels of inward and outward commuting results in increased congestion
- Notwithstanding high levels of economic growth in the County, a number of areas still experience considerable deprivation
- A mismatch exists between the skill levels of Fingal residents and the employment opportunities within the County
- Growth within Fingal is not evenly distributed across the sectors. In 2006 (source Census 2006, Volume 7) the largest sectors of employment were Wholesale/Retail (14%), Real Estate, Renting and Business Activities (13%) Manufacturing Industries (10%), Transport, Storage and Communications (9%) and Construction (8%)

Alongside considerable challenges, Fingal is also endowed with major strengths and opportunities.

KEY ECONOMIC STRENGTHS AND OPPORTUNITIES

- Fingal is the fourth most populous and fastest growing county in the State
- Fingal has the youngest population of any county, (average age 32.2 years, compared to the state average of 38.3 years) (Census 2006)
- Fingal had the highest rate of labour force participation in the state (69.9 % compared to State average 62.5%) (Census 2006)
- Fingal has a high proportion (39%) of its population in socio-economic groups A, B and C which correlates to employment at the higher professional, employer and managerial levels. This figure is significantly higher than the state average of 32% (Census 2006)
- The presence of Blanchardstown Institute of Technology and Fingal's proximity to Dublin City University confers significant advantages to the County
- Fingal has advanced industrial infrastructure catering for a range of investment levels
- The presence of a number of major blue chip employers in Fingal assist in raising the County's profile
- The presence of Dublin Airport, the M50, the Port Tunnel and the M1 Corridor and Metro North Economic Corridor give Fingal access to national and international markets and make Fingal an attractive location for Foreign Direct Investment (FDI) and indigenous industry to locate
- Dublin Airport provides significant opportunities in the context of providing employment and in improving the overall attractiveness of the County as a business location, and in generating tourism
- Fingal's proximity to Dublin City gives it good access to domestic markets and allows it to tap into the competitiveness of the city
- Adequate availability of employment zoned land at appropriate locations
- Fingal's high quality natural and built environment is a key factor in attracting investment into Fingal and making it a desirable place for people to live. The presence of the coast and large area of agricultural land gives Fingal a competitive edge in attracting investment from the green sector
- Opportunities exist to develop Fingal's tourism potential. This potential can be enhanced through collaboration with stakeholders in the Greater Dublin Area
- Fingal's demographics, education profile and the presence of the coast make the County an attractive base for developing the Environmental Goods and Services Sector (EGS)

ENVIRONMENTAL OVERVIEW

Fingal has a rich variety of environmental and heritage resources. These include the coast, countryside, rivers, amenity lands, and rich archaeological and architectural heritage found throughout the County. The coast is an area of high landscape quality and sensitivity as well as being an important recreational resource. It is also the County's most important biodiversity resource and is home to a rich variety of wildlife including internationally important numbers of birds and a variety of other plants and animals. In particular there are Natura 2000 sites all along the coast which the Council must protect pursuant to the requirements of the Habitats and Birds Directives. The countryside, as well as being important for agriculture and horticulture, is important for its varied and high-quality landscape and wildlife resources which are an increasingly important amenity for the County's growing population. The countryside also provides a setting for the County's towns and villages with their distinctive and rich historic heritage. The County is traversed by a number of large rivers including the Liffey, Tolka, Ward, Broadmeadow, and Delvin which are important fisheries and wildlife resources as well as being important for the ongoing provision of water services and for the management of flood risk. The achievement of "good-status" for all waters in line with the aims of the Water Framework Directive is a key environmental goal and requirement. Parks and open-spaces are also important resources for people and provide for active and passive recreation and for the conservation of important heritage assets including the historic parkland demesnes of Malahide Castle, Ardgillan Castle and Newbridge House. The County also has an obligation to respond now to the future challenges of climate change through growth and development which will reduce the need for energy use, support sustainable modes of transport and reduce the County's carbon footprint.

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

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

Taken together environmental and heritage resources in the County can be described as the County's "green infrastructure", a vital resource for the future, which plays a key role in sustaining environmental quality, in providing recreational and health benefits for people, in attracting economic investment and jobs and in making Fingal a better place to live.

FULFILLING THE REQUIREMENTS OF THE HABITATS DIRECTIVE

The Habitats and Birds Directives provide for the protection and sustainable management of the network of nature conservation areas known as Natura 2000. Natura 2000 was established under the 1992 Habitats Directive and aims to assure the long-term survival of Europe's most valuable and threatened wildlife. It is comprised of Special Areas of Conservation (SAC) designated under the Habitats Directive and Special Protection Areas (SPAs) designated under the 1979 Birds Directive. The establishment of Natura 2000 is a key element in the European Union's response to the ongoing decline in biodiversity worldwide and it fulfils an obligation under the UN Convention on Biological Diversity.

The Habitats Directive places strict legal obligations on Member States to ensure the protection, conservation and management of the habitats and species of interest in all Natura 2000 sites. In particular Article 6 of the Directive obliges Member States to undertake an "appropriate assessment" for any plan or project which may have a significant effect on any Natura 2000 site. The outcomes of such Appropriate Assessments fundamentally affect the decisions that may lawfully be made by competent national authorities (including planning authorities and An Bord Pleanála) in relation to the approval of plans or projects.

The Department of the Environment, Heritage and Local Government has issued guidance for planning authorities in relation to Appropriate Assessment (*Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities*). This underlines the need for planning authorities to ensure that their decisions in the exercise of their functions comply fully with the obligations of the Habitats Directive. This applies to all plans including the County Development Plan, Local Area Plans, Variations to the Development Plan, Masterplans, Urban Design Frameworks and Strategies. It also applies to planning applications and to public development which is subject to the consent processes detailed in Part X or XI of the Planning and Development Acts 2000-2010. This includes any projects arising from the implementation of the County Development Plan or from the implementation of any of the other types of plans detailed above.

Plans and projects must be screened for Appropriate Assessment and full Appropriate Assessment must be carried out unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 site. Furthermore, unless an Appropriate Assessment concludes definitively that a plan or project will not negatively affect the ecological integrity of Natura 2000 sites, approval for the plan or project cannot lawfully be given, other than in the exceptional circumstances provided for in Article 6(4) of the Habitats Directive.

It is therefore important to establish at the earliest stage in plan making or project planning whether Appropriate Assessment is required (through screening) and the likely implications of Appropriate Assessment for the plan or project in question. Further detailed information in relation to Appropriate Assessment is provided in Chapter 5 Natural Heritage.

Objective AA1

Ensure that all plans and projects in the County which could, either individually or in-combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening.

1.2 MAIN AIMS OF THE DEVELOPMENT PLAN

The Fingal Development Plan 2011-2017 aims to:

1. Plan for and support the sustainable development of Fingal as an integrated network of vibrant socially and economically successful settlements, strategic green belts and open countryside, supporting and contributing to the economic development of the County and of the Dublin City Region.
2. 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 infrastructure and community facilities
3. Incorporate sustainable development, climate change, social inclusion and high quality design as fundamental values underpinning every aspect of the Development Plan.
4. Promote an appropriate balance of development across the County, by developing a hierarchy of high quality, vibrant urban centres and clearly delineated areas of growth.
5. Ensure an adequate supply of zoned lands to meet forecasted and anticipated economic and social needs, while avoiding an over supply which would lead to fragmented development, dissipated infrastructural provision and urban sprawl.
6. Foster the development of socially and economically balanced sustainable communities.
7. Facilitate the achievement of objectives contained in the Fingal Development Board Strategy.
8. Continue to influence regional and national planning and development policies in the interest of the County.
9. Co-operate with the Dublin and Mid-East Regional Authorities, local authorities and other agencies in meeting the needs and development requirements of the County and the Greater Dublin Area in accordance with the National Spatial Strategy and the Regional Planning Guidelines for the Greater Dublin Area.

1.3 STRATEGIC POLICY

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

1. Promote sustainable development by providing for the integration of economic, environmental, social and cultural issues into development plan policies and objectives, utilizing to that end the Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) processes.
2. Minimise the County's contribution to climate change, and adapt to the effects of climate change, with particular reference to the areas of land use, energy, transport, water resources, flooding, waste management and biodiversity.



3. Contribute to the creation of a more socially inclusive society by providing for appropriate community infrastructure and improving access to information and resources.
4. Add quality to the places where Fingal's people live, work and recreate by integrating high quality design into every aspect of the Plan.
5. Promote and facilitate the long-term consolidation and growth of the County town of Swords in accordance with the Swords Strategic Vision 2035.
6. Consolidate the growth of the major centres of Blanchardstown and Balbriggan largely within their previously identified limits by encouraging infill rather than greenfield development and by intensification at appropriately identified locations.
7. Consolidate the development and protect the unique identities of the settlements of Howth, Sutton, Baldoyle, Portmarnock, Malahide, Donabate, Lusk, Rush and Skerries.
8. Develop an enhanced identity and link with Fingal for the broader communities of Santry, Meakstown/Charlestown and Lanesborough and define them beyond a South Fingal Fringe settlement.
9. Safeguard the current and future operational, safety, and technical requirements of Dublin Airport and provide for its ongoing development within a sustainable development framework.
10. Promote enterprise and employment throughout the County, including the Metro North Economic Corridor and Blanchardstown, and work with the other Dublin Local Authorities to promote the Dublin City Region as an engine of economic recovery and growth for the Region and the country.
11. Protect, maintain and enhance the natural and built heritage of the County.
12. Provide viable options for the retention of the rural community by the promotion of a controlled growth of the rural villages and clusters balanced with careful restriction of residential development in the countryside.
13. Strengthen and consolidate greenbelts around key settlements.
14. Seek the development of a high quality public transport system throughout and adjoining the County, including the development of Metro North and Metro West, improvements to the railway infrastructure and the facilitation of QBC's, together with enhanced facilities for walking and cycling and a roads infrastructure geared to the needs of the County.
15. Secure the timely provision of the water supply and drainage infrastructure necessary to facilitate the sustainable development of the County.
16. Secure the timely provision of other infrastructure essential to the sustainable development of the County, in particular in the areas of waste disposal, energy supply, renewable energy generation and ICT.
17. Ensure the timely provision of schools, recreational facilities, roads, waste water treatment facilities and emergency services, commensurate with the number of housing units proposed for construction on lands zoned for residential development.
18. Avoid building on areas liable to flooding or which would be liable to exacerbate flooding.

19. Facilitate the sustainable development of a new deep water port in the general vicinity of Bremore, together with associated landside activities within existing urban development areas. Safeguard the natural and archaeological heritage of the Bremore area, through a Local Area Plan which would prioritise transport infrastructure, minimise any negative impact of landside activities on nearby existing urban communities, and maximise the economic benefits to such communities, in the event of a new deep water port being developed in the general vicinity.

1.4 STRATEGIC VISION

Fingal will offer a quality environment for all who live and work in or visit the County including:

1. Consolidated urban areas providing a vibrant and attractive environment for living and working, facilitating efficient movement by sustainable modes of transport, and contributing to the overall vitality and prosperity of the Dublin City Region.
2. Vibrant and attractive rural villages and countryside which supports agriculture, horticulture, recreation and tourism.
3. A network of enhanced natural resources of clean water, biodiversity, nature conservation areas, landscape, coastline, greenbelts, parks and open spaces, and agricultural land.
4. An effective physical and community infrastructure supporting living, economic recovery, enterprise and social integration.
5. A quality built environment integrating the conservation of Fingal's built heritage with best practice modern architecture and urban design.
6. Reduced greenhouse gas emissions and reduced use of non-renewable resources.

1.5 CORE STRATEGY

INTRODUCTION

The Core Strategy sets out how the Settlement Strategy, the Housing Strategy and the Retail Strategy objectives within the Development Plan are consistent, in as far as practicable, with the development objectives of the *National Spatial Strategy 2002-2020* (NSS), the *Regional Planning Guidelines* (RPG) and the *NTA Transport Strategy* (which in any event is required to be consistent with the RPG). The development objectives of the *Regional Planning Guidelines 2010-2022* inform the Core Strategy and the Development Plan objectives. By setting out the Development Plan's objectives and demonstrating their consistency with national and regional level policy, the Core Strategy provides a policy framework for the County at a local level. In that the integration of public transport and land use is an integral part of the Core Strategy, regard has also been had to *Transport 21* and the policy documents *Platform for Change* (which will be superseded by the *NTA Transport Strategy 2011- 2030*)



and Smarter Travel. For completeness, and having regard to the integral part transportation, economic development and environmental protection play in the drafting of the RPG, a synopsis of Fingal's strategic policy as it relates to these topics is included in the Core Strategy.

STATUTORY CONTEXT & BACKGROUND

In July 2010, the Government enacted the Planning & Development (Amendment) Act 2010, with Section 7 of the Act commenced in October 2010, which for the first time required Planning Authorities to include within their Development Plans a 'Core Strategy'.

The Draft Fingal Development Plan 2011-2017 and various material amendments were made in consultation with relevant statutory authorities, including the Department of Environment, Heritage and Local Government (DoEHLG) and having regard to the provisions of the Planning and Development (Amendment) Bill 2009. The Draft Plan contained a 'Core Strategy' consistent with the provisions of the Bill. At the time the members resolved to put the Draft Plan and material amendments on public display the Act had not been made and no guidance notes existed in respect of Core Strategies.

The Act requires a Core Strategy to include details setting out the settlement hierarchy, population/housing targets for all towns, villages and the open countryside and transport linkages. The Development Plan is required to set out existing zoning for residential and mixed uses, indicating the area in hectares and the proposed number of housing units and the new areas zoned as a result of the development plan process, including how these accord with national policy that development shall take place on a phased basis. Details showing how objectives relating to retail development have had regard to relevant guidelines under section 28 are also to be included. This information is also required to be represented by a diagrammatic map or other such visualisations.

Guidance Notes on Core Strategies were issued by the DoEHLG in November 2010. These Guidance Notes recommend the inclusion of such information as would assist in demonstrating compliance with the RPG.

CONSISTENCY WITH THE NATIONAL SPATIAL STRATEGY

The *National Spatial Strategy (NSS) 2002-2020* sets out a planning framework for the future sustainable development of Ireland. It aims to achieve a better balance of social, economic and physical development and population growth across Ireland, supported by more effective planning. By planning for people to be able to live and work within the same area, the spatial strategy aims to sustain a better quality of life for people, a strong, competitive economic position and an environment of the highest quality.

The NSS favours the physical consolidation of the Metropolitan Area as an essential requirement for a competitive Dublin. It seeks to sustain Dublin's role as the engine of the economy while strengthening the drawing power of other areas, bringing people, employment and services closer together to create a better quality of life – less congestion, less long distance commuting, more regard to the quality of the environment and increased access to services like health, education and leisure.

The NSS is implemented at regional level through the RPG and at county level through Development Plans. It is also implemented through other plans and programmes at national and regional level such as the *Climate Change Strategy*, the *National Development Plan*, *Smarter Travel* and *Transport 21*. It is important, therefore, that the Fingal Development Plan reflects national and regional policy particularly through appropriate integration of land use and transport planning.

CONSISTENCY WITH THE REGIONAL PLANNING GUIDELINES FOR THE GREATER DUBLIN AREA 2010-2022

The *Regional Planning Guidelines* (RPG) work to implement the strategic planning framework set out in the NSS and promote a settlement, retail and economic hierarchy and strategy.

REGIONAL PLANNING GUIDELINES SETTLEMENT STRATEGY AND FINGAL

The Regional Planning Guidelines settlement strategy for the Greater Dublin Area (GDA) supports the delivery of the settlement hierarchy through the continuation of the policy for Metropolitan and Hinterland areas within the GDA. New housing is focused within the existing footprint of the Metropolitan Area with expansion of the footprint only as part of an integrated plan where there are strong linkages with existing or planned high quality public transport investment; designation of multi-modal transport corridors providing enhanced public transport linkages serving key towns; and investment in developing the designated towns in the Hinterland area through phased, well designed and integrated expansions to the town.

SETTLEMENT HIERARCHY

See also Section 1.6, Fingal's Settlement Strategy

The Regional Planning Guidelines set out an urban hierarchy for the Greater Dublin Area. The type of town/settlement associated with each urban tier of the hierarchy is described below with the relevant Fingal towns identified where applicable.

GATEWAY AND HUBS

The NSS designates Gateways and Hubs throughout the country. The Metropolitan Area of Fingal, as defined originally by the 2004-2016 RPG, forms part of the Dublin Gateway. For Fingal, this includes the towns and areas of Blanchardstown, Swords, Donabate, Malahide, Portmarnock, Sutton, Baldoyle and Fingal's South Fringe. The Gateway is not treated as one homogenous entity in the 2010-2022 RPG. Instead, a settlement hierarchy reflects the different approaches taken for towns within the Metropolitan Area and within the Hinterland Area. Dublin City Centre and immediate suburbs are designated as the Gateway Core. There are no designated hub towns in Fingal.

METROPOLITAN CONSOLIDATION TOWNS

Swords and Blanchardstown are both identified within this second tier (Metropolitan Consolidation Towns) of the GDA Settlement Hierarchy. These towns are identified as strong active urban places within the Metropolitan Area with strong transport links. These towns should be developed at a relatively large scale as part of the consolidation of the Metropolitan Area and to ensure that they support key public transport corridors connecting them to the City, to each other and to Large Growth



Towns in the Hinterland. They are important locations for services, retail and economic activity. Long term growth could see them expanding up to 100,000 population in a planned and phased manner.

LARGE GROWTH TOWNS

Two levels of Large Growth Towns are indicated in the RPG. Large Growth Towns can capitalise on their high quality connections to Dublin city centre but also support and service a wider local economy. Balbriggan is identified as within the second level – Large Growth Towns II. These towns are smaller in scale than the level above but are strong active towns, economically vibrant with high quality transport links. A population range of 15-30,000 persons is envisaged for level II Large Growth Towns. Growth in these towns should be in line with their scale with new facilities and services provided as the town expands.

MODERATE SUSTAINABLE GROWTH TOWNS

Within the Metropolitan Area, Moderate Sustainable Growth Towns are seen as being strong edge of Metropolitan Area district service centres with high quality linkages and increased densities at nodes on public transport corridors. Donabate falls within this category of town within the Metropolitan Area. These Metropolitan towns will continue to have a strong role as commuter locations and growth should be strongly related to the capacity of high quality public transport connections and the capacity of social infrastructure.

In the Hinterland Area, these towns are generally 10km from large towns, on public transport corridors and serving the rural hinterland as market towns. Lusk and Rush fall within this latter category. The RPG identify as critical that Moderate Sustainable Growth Towns in the Hinterland develop in a self sufficient manner in the longer term and that continued basis for growth is that they do not become dormitory towns. These towns should provide a full range of local services to meet local needs at district level and for the surrounding rural areas, but not attract long distance travel patterns. Growth in population should happen in tandem with the ability of the community to support such growth. Housing growth levels should be sustainable and clearly linked to levels of natural increase or economic expansion within the town.

Skerries is also located within the Hinterland Area. However, despite its existing population in excess of Fingal's other Moderate Growth Towns it was not included as such within the RPG. In that its population exceeds that of a 'small town' as defined by the RPG and as it is included as a Level 3 Retail Centre (in the RPG, along with Malahide, Balbriggan and Charlestown) it is not considered practicable to include it as a small town in the Fingal Settlement Hierarchy. A category has therefore been included in Fingal's settlement strategy of 'Moderate Sustainable Growth Towns & Other Towns' which includes Skerries.

SMALL TOWNS

These towns are largely within the Hinterland Area and yield a population of 1,500-5000. Levels of growth should respond to local demand and be managed in line with the ability of local services to cater for such growth. Growth should be in line with small towns as set out in the *Guidelines for Sustainable Residential Development in Urban Areas*.

Portrane, while within the Metropolitan Area is considered to be a small town for the purposes of the settlement strategy.

RURAL AREAS

The rural areas of Fingal are considered to be areas under strong urban influence and the Development Plan reflects this by having a strong rural settlement strategy. Housing in the rural areas will be directed to rural villages in the first instance. However, there is recognition of the

demand for housing in the open countryside and this will be favourably considered for those with a clearly demonstrated rural generated need.

TABLE CS01: FINGAL'S SETTLEMENT HIERARCHY UNDER THE RPG

Fingal's Settlement Hierarchy	Locations	Existing Populations (2010)	RPG Anticipated Population Range (Longterm)
Metropolitan Consolidation Towns	Swords Blanchardstown	39,979 87,908	Up to 100,000
Consolidation areas within the Gateway include:	Baldoyle/Sutton Clonsilla Howth Malahide Mulhuddart Portmarnock South Fringe including: Santry/Ballymun Meakstown Balgriffin	13,389 - 8,154 15,888 - 8,953 5,480 5,947 656	n/a
Large Growth Towns II	<i>Hinterland Area</i> Balbriggan	19,594	15,000 to 30,000
Moderate Sustainable Growth Towns & Other Towns	<i>Metropolitan Area</i> Donabate <i>Hinterland Area</i> Lusk Rush Skerries	6,187 6,226 7,428 9,418	Linked to levels of natural increase or economic expansion.
Small Towns	<i>Metropolitan Area</i> Portrane <i>Hinterland Area</i> Balrothery Loughshinney	1,195 1,604 467	1500 to 5000
Villages	<i>Hinterland</i> Ballyboghil Balscadden Garristown The Naul Oldtown <i>Metropolitan</i> Kinsaley Coolquay Hollystown Rolestown Rivermeade/ Toberburr		Less than 1500

RPG POPULATION/HOUSING TARGETS

As part of the planning framework, the Regional Planning Guidelines (RPG) allocate housing and population targets for the individual counties within the GDA based on national and regional population targets set by the NSS.

Under the NSS targets, the Dublin Metropolitan Area for 2016 has a population target of 1,373,900 and for 2022 of 1,488,700. The housing distribution for the Metropolitan Area for target year 2016 from a baseline year of 2006 is set out in the RPG as shown in Table CS02.

TABLE CS02: RPG HOUSING DISTRIBUTION IN THE METROPOLITAN AREA

Total Metropolitan Population 2016	Metropolitan Population to be Accommodated in Each Region	Metropolitan Population Allocated to Each Council	Proportion of Total Housing Allocated to be Directed to the Metropolitan Area 2006-2016.
GDA: Minimum of 1,373,900 Provided for by RPGs: 1,424,877	Dublin: 1,287,914	Dublin City: 563,512	42,421 (100%)
		Dun Laoghaire Rathdown: 206,322	19,284 (94%)
		Fingal: 236,157	24,426 (85%)
		South Dublin: 281,923	27,610 (99%)
	Mid East: 136,963	Kildare: 67,012	8,718 (35%)
		Meath: 13,738	2,032 (11%)
		Wicklow: 56,213	8,090 (42%)

Source: Regional Planning Guidelines 2010-2022 p85.

FINGAL'S TARGETS, LAND SUPPLY AND HOUSING STRATEGY

TARGETS

The RPG housing allocation for Fingal in 2016 is 118,646 units, rising to 142,144 units in 2022 providing for a total provision of 32,653 units between 2006 and 2017. Based on DoEHLG completion figures, an estimated 12,663 units were built in Fingal between the period of the Census in 2006 and 1st January 2011 giving an estimated housing stock of 102,572 units in the County in January 2011. Given the target of 118,646 units by 2016 there is a remaining requirement for 16,074 units between January 2011 and the end of 2016 inclusive. This equates to an annual average production of 2,679 units up to

the end of 2016. For the years 2017-2022 inclusive, the RPG have targeted an annual average production of 3,916 units. Therefore, the target for Fingal for the years 2011 to 2017 is 19,990 units (16,074 + 3,916). The *Development Plan Guidelines* (2007) indicate that to ensure continuity of supply of zoned residential land, planning authorities should ensure that at the time of adoption of the Plan, enough land should be zoned to meet residential needs for the next nine years i.e. 2011-2020. This would equate to a need to be able to accommodate a further 11,748 units.

As outlined in Table CS03 the residential land supply in this Plan must be capable of accommodating a total of 31,738 units to ensure security of supply.

Fingal's RPG Target Units 2016	Requirement per Annum 2017-2022	Estimated Existing Units January 2011	Target 2011-2017	Further Requirement 2017-2020	Total Target 2011-2020
118,646	3,916 average	102,572	19,990	11,748	31,738

In addition to allocating targets to each county, the RPG have allocated percentages of the overall population which should be located within the Dublin Metropolitan Area. For Fingal, 85% of our target housing stock is to be located within the Metropolitan Area. Given the total requirement for the County of 19,990 units up to 2017, the target split is approximately 16,992 new units within the Metropolitan Area and 2,998 new units within the Hinterland. From Census 2006, it is estimated that 81% of Fingal's population was in the Metropolitan Area in 2006. The target of 85% may not be achieved within the lifetime of the Plan and there is acknowledgement by the DoEHLG/RPG that this may take a longer time period, up to 2022.

Having regard to the total target for 2020, and the target to provide for 85% of housing within the Metropolitan Area, Fingal require sufficient lands to accommodate 26,977 housing units in the Metropolitan Area and 4,761 (15%) units within the Hinterland Area. Core Strategy Guidance Notes require implementation of RPG targets where practicable and acknowledge that market choice is a relevant consideration in population distribution. Given existing housing patterns and market demands within Fingal, it should be noted that achieving the 85%:15% housing allocation split between the Metropolitan and Hinterland Areas for the Plan period up to 2017 may prove difficult. A figure of 6,067 units as an absolute maximum within the Hinterland should, however, be set and Fingal should endeavour over this and the next plan period to strive to achieve the 85:15 split. To this end, as is outlined in Table CS06, Fingal's new zoning over the plan period has been focused in the Metropolitan Area achieving an 86:15 split. The Council estimates that of the total number of units deliverable over this Plan period, approximately 82% are located in the Metropolitan Area. This accords with the objectives of the RPG to focus growth and consolidation in the Metropolitan Area.

LAND SUPPLY UNDER THE 2005-2011 FINGAL DEVELOPMENT PLAN

In 2010 the County had approximately 1,300 hectares of land zoned for residential development in the urban areas on which development had not commenced or on which development had commenced but

had not yet been completed/occupied. In total, this land was estimated to provide for at least 45,521 additional housing units. As of June 2010, of these 45,521 units, 16,971¹ were granted permission but not yet built and there was potential on existing zoned greenfield lands for the remaining 28,550 units.

Further potential for residential development through smaller urban infill sites, as well as potential for further housing in rural villages, through the village zonings, and limited further potential in rural clusters and rural one off houses was not factored into the figures in Table CS04. These sources of further residential development are considered to be of a modest nature in the context of land capacity within Fingal.

TABLE CS04: POTENTIAL OF EXISTING URBAN ZONED RESIDENTIAL/MIXED USE LAND UNDER 2005-2011 DEVELOPMENT PLAN (ASSUMING NO CONSTRAINTS)

Total RPG Housing Units – Fingal Target 2020	Estimated Existing Built January 2011	Target Units 2011-2017	Target Units 2011-2020	Potential on Existing Urban Zoned Land (June 2010)
134,310	102,572	19,990	31,738	45,521

The figures outlined in Table CS04 indicate that there is adequate land zoned to meet the requirements for housing into the future. However, not all of this land is fully serviced. Of the 1300 hectares zoned for development, approximately 617ha have been identified by the Council as serviced in mid 2010. The remaining lands are dependent on the delivery of key infrastructure, most notably waste water treatment, before they become available for residential development. The key constraints are in Swords (Swords WWTP), Donabate, Portrane, Lusk, Rush (Portrane WWTP, construction commenced; local networks) and areas of Balbriggan and Malahide (local drainage networks). Blanchardstown and the South Fringe are dependent on Ringsend WWTP which is currently operating close to capacity. A condition of the waste water discharge licence from the EPA is that the plant at Ringsend is upgraded by December 2015. This will have implications for the release of lands served by Ringsend (in particular Blanchardstown, South Fringe, Howth, Baldoyle/Sutton, and Portmarnock). In addition, further lands are constrained by road network deficiencies, whereby development is dependent on significant improvements to the road network at local and county level.

DISTRIBUTION OF LANDS ZONED FOR HOUSING

The distribution, quantum and potential of land zoned in the 2005-2011 Plan, as of mid 2010, is set out in Table CS05, assuming no infrastructural constraints.

However, many of the infrastructural constraints identified above will remain an impediment to development during the life of this Development Plan, significantly impacting on the potential capacity of existing zoned lands and *de facto* will bring about a phased delivery of residential and mixed use development.

¹Of the 16,971 units, 13,117 have permission but are not started; 2,069 are up to roof level; 696 are pre-roof and a further 1,089 are at various stages on smaller multi unit and single house infill sites.

TABLE CS05: HISTORIC HOUSING LAND CAPACITY 2005-2011 DEVELOPMENT PLAN

Area	Mixed Use (ha)	Residential (ha)	Total Zoned (ha)	Zoned Lands not Built Out (ha) (i.e. greenfield or unfinished development)	Potential New Units (based on established densities)
	A	B	C=A+B	D	E
METROPOLITAN AREA					
Swords	62.9	579.7	642.8	171	6359
Blanchardstown	125.0	1331.3	1456.9	409	14,511
South Fringe	23.8	91.5	115.4	70	3099
Malahide	17.3	365.3	382.6	94	1378
Portmarnock	8.8	188.7	197.6	46	1554
Howth	11.3	306.0	317.4	15	472
Baldoyle/Sutton	9.3	212.1	221.5	35	2213
Donabate & Portrane	23.0	265.5	288.5	160	5525
Villages			187.3		939
Total Metropolitan				1000	36,050
HINTERLAND AREA					
Balbriggan (incl. Balrothery)	60.4	343.2	403.6	148	4703
Skerries	24.8	141.8	166.7	44	1526
Rush	30.4	198.4	228.9	66	2141
Lusk	30.4	100.2	130.6	42	1265
Loughshinny	0.14	18	18.1	2	39
Villages			169.5		653
Total Hinterland				302	10,327
Total Fingal*					46,377

* The total number of units does not include permissions on smaller infill sites in urban areas of which there were 736 or permissions for rural 'one-offs' of which there were 79 in 2010.

PROPOSED NEW ZONING – FINGAL DEVELOPMENT PLAN 2011-2017

The emphasis of this Plan is to consolidate the existing zoned lands and to maximise the efficient use of the existing and proposed infrastructure. In this way the Council can ensure an integrated land use and transport strategy in line with national policy. It will also ensure that the commitment to other infrastructure at national and local level such as water services and social infrastructure is fully utilised and maximum returns are achieved. The development of larger areas of residential or mixed use lands will only take place subject to the necessary infrastructure being available and to this end will be subject to a Local Area Plan (LAP). It is through the LAP process that, within the



towns and villages, the detailed phasing and distribution of housing will be determined in line with the population and housing targets established at a strategic level.

Having regard to the above and to the availability of existing zoned land, only a very limited quantum of land is proposed to be newly zoned. In many instances, the zoning is a rationalisation of existing zoned land by a zoning which is considered to make better use of the potential of the lands in question.

In this Plan a new Community Infrastructure zoning has been introduced. This new zoning generally replaces a mixed use or residential zoning. Theoretically this reduces the potential for residential units within those areas but in reality the proposed zoning is reflecting existing community uses and there is no change to the potential for residential development.

In Blanchardstown, there has been a redistribution of zonings in the Mulhuddart/Tyrrelstown area with lands being changed from residential to employment and from residential to open space south of the existing Tyrrelstown development. Rural lands have been zoned to residential to the north of Tyrrelstown. Ultimately there has been no net increase in the potential for residential units in Blanchardstown. All major land banks, including those zoned during this Plan process, are subject to LAPs most of which have yet to be prepared. These LAPs will include phasing of development and measures to ensure that the delivery of development does not exceed the infrastructural capacity to serve such development. Having regard to the long-term infrastructural constraints that exist in this area, significant phasing of development will be required. This issue will be elaborated upon through LAPs. The planning authority is therefore satisfied that the distribution and release of development lands for residential purposes will be in line with the figures outlined in the Core Strategy – see Table CS08.

In Swords and Santry/Ballymun employment lands have been rezoned to Metro Economic Corridor (ME) which will allow for mixed employment and residential use. The release of these lands is subject to the preparation of LAPs and the delivery of Metro North, which, in line with the Railway Procurement Agency's current programme, will be post 2017. A small area of RA lands have been zoned at Rathingle.

Having regard to the DoEHLG *Guidance Notes on Core Strategies* issued in November 2010, the DoEHLG suggest that *'any excess (of lands or housing capacity) will not normally include lands identified for the strategic long term development as part of Strategic Development Zones or major regeneration sites within key areas...'*. ME zoned lands, being dependent on Metro North, would be such lands. The housing capacity allocated to Hansfield SDZ should equally be excluded from any excess, as per the DoEHLG guidance notes.

Within the Hinterland, in Balbriggan and Lusk, small areas have been zoned to provide for low density housing allowing for a better mix of housing type within these areas by providing for executive style housing, a house type which has generally not been provided for in more recent development in these towns and will also allow the potential for passive surveillance to open space areas.

In the centre of Rush, lands have been rezoned from RB – rural business – to mixed-use town centre and residential zonings. This reflects the need to consolidate development within the town centre and to provide the potential for larger sites which would meet the needs of this consolidation. In turn, new rural business zoning has been accommodated to the west of the town. It is estimated that approximately 360 new residential units could be accommodated within the new zonings. In Skerries no new lands were zoned but a change in the Local Objective on existing zoned lands at Holmpatrick allow for an increase in density from 4 houses to 24 houses.

In Portrane, lands have been zoned to Rural with objectives providing for limited housing to certain densities and for those living in the area. The rationale for this rezoning is to allow for those living in the

area to qualify for housing under policy set out in the rural settlement strategy. Similarly, in the South Shore of Rush, new objectives provide for limited housing to certain densities for those living within a defined area of the South Shore. Limited housing is possible in these areas, and having regard to the fact that the housing is generated from within the locality it would inevitably provide for a phased release. While the lands can accommodate housing, this housing is not intended to be of a speculative nature and excludes multi-unit developments. New housing in this area will be rural generated housing from within the RU community. Therefore, these figures have not been included in the Tables CS06 and CS08.

TABLE CS06: PROPOSED NEW RESIDENTIAL AND MIXED USE ZONING 2011-2017

Local Area	New Residential RS & RA (ha)	New Mixed Use (ha)		Total New (ha)	Net Potential New Units*
		ME	MC/TC/LC/RV		
	A	B	C	D=A+B+C	
METROPOLITAN AREA					
Swords	5.8	103	2.7	111.5	3313
Blanchardstown	38 (-38) ²		6	6	0
South Fringe	15.5	57.9		73.4	461
Howth/Sutton	0.8			0.8	10
Kinsealy (RV)	0.36		6.3	6.66	109
Total Metropolitan	22.5	160.9	15	198.36	3893 (85% of total)
HINTERLAND AREA					
Balbriggan	16.6		1	17.6	193
Balrothery	3.9			3.9	19
Lusk	4.54			4.54	68
Rush	4.0		10.8	14.8	362
Skerries	0		0	0	20
Rural Villages			3.65	3.65	8
Total Hinterland	29.04		16.35	44.49	670 (15% of total)
Total				242.85	4563

* 'Net units' considers the potential for new units net of potential of previous zoning categories or with other relevant considerations.

Having regard to the existing residential zoning carried over from the 2005-2011 Development Plan (c.1300ha) minimal new zonings have been proposed. The proposed new zoning in the 2011-2017 Plan results in a total of c.1,550 ha of zoned undeveloped lands in the County providing for a potential of approximately 51,000 units. As is evident from Table CS06 above, the proposed new zonings have focused on the Metropolitan Area and in particular the ME zoning in the County Town of Swords and the South Fringe area (incl. Ballymun/Santry), both areas proposed to be served by Metro North. The ME zoning accounts for a large percentage of the potential increase as it provides for residential use on lands previously zoned for employment use. Within

²The quantum of new zoning of residential land in Blanchardstown (38ha) was matched by lands rezoned from residential to other non-residential uses.



the Blanchardstown area there is a redistribution of residential zoned lands, which in any event will be subject to a LAP and appropriate phased delivery. The proposed new zonings have endeavoured to direct new development into the Metropolitan Area. In line with RPG policy, the split is 85% to the Metropolitan Area and 15% to the Hinterland focusing on the designated towns of Balbriggan and Rush.

As is evident from the table CS06 above, and table CS07 below, the increase in zoned land adopted during the 2011-2017 Plan has been limited and has minimal effect on the capacity of zoned lands available for residential development. The potential excess of zoned lands for residential use is largely historic, as is outlined below.

TABLE CS07: IDENTIFICATION OF TOTAL ZONING AND POTENTIAL UNITS BY DEVELOPMENT PLAN

Area	2005- 2011 Plan Potential Additional Units	2011- 2017 Plan Potential Additional Units	% Increase in Zoned Lands for Residential Purposes	Potential Units (existing and potential)
	A	B		C=A+B
METROPOLITAN AREA				
Swords	6359	3313	ME Zoned Lands	9672
Blanchardstown	14,511	0	0	14,551
Donabate & Portrane	5525		0	5525
Malahide	1378		0	1378
Portmarnock	1554		0	1554
Howth	472		0	472
Baldoyle/Sutton	2213	10	0.5%	2223
South Fringe	3099	461	ME Zoned Lands	3560
Villages	939	109	11.6%	1048
Total Metropolitan	36,050	3893		39,943
HINTERLAND AREA				
Balbriggan	4480	193	4%	4673
Balrothery	223	19	8.5%	242
Skerries	1526	20	0	1546
Rush	2141	362	17%	2503
Lusk	1265	68	5.3%	1333
Villages (incl. Loughshinny)	653	8	1.2%	661
Total Hinterland	10,288	670		10,958
Total Fingal*	46,338	4,563		50,901

* The total number of units does not include permissions on smaller infill sites in urban areas of which there were 736 in 2010 or permissions for rural 'one-offs' of which there were 79 in 2010.

SERVICED/AVAILABLE LAND SUPPLY

TABLE CS08: ESTIMATED CAPACITY OF ZONED LANDS IN THE COUNTY DELIVERABLE OVER THE PLAN PERIOD

Area	Potential Capacity of Zoned Lands (no. of units)	Potential Number of Units Constrained	Potential Number of Units in SDZ/ Strategic Regeneration Sites	Comment	Estimated Number of Units deliverable up to 2017
	A	B	C		D=A-(B+C)
METROPOLITAN AREA					
Swords	9672		4010	ME/RA LAPs – development linked to delivery of Metro North	5662
Blanchardstown	14,511		2904	SDZ	8107
		3500		LAPs to reflect Infrastructural constraints	
Donabate & Portrane	5525	2374		Existing phasing programme as per LAP	3151
Malahide	1378	Unknown		Local waste water capacity constraint to be resolved by 2013	1378
Portmarnock	1554	Unknown*			1554
Howth	472	Unknown*			472
Baldoyle/Sutton	2223	Unknown*			2223
South Fringe	3560		1359*	ME/RA LAPs – development linked to delivery of Metro North	1601
		600*		Infrastructural constraints to be reflected in LAP phasing	
Villages	1048	524		RV LAPs to include phasing	524
Total Metropolitan	39,943				24,672 (82%)



TABLE CS08 Contd.					
	A	B	C		D=A-(B+C)
HINTERLAND AREA					
Balbriggan (inc. Balrothery)	4915	2573		Phasing proposed through LAP and planning permissions reflecting infrastructural deficit in area	2323
Skerries	1546	737		as above	809
Rush	2503	1721		as above	782
Lusk	1,333	320		as above	1,013
Villages (inc. Loughshinny)	661	330		RV LAPs to include phasing	331
Total Hinterland	10,958				5,258 (18%)
Total Fingal	50,901				29,930

Notes/Assumptions:

Potential Capacity (Units) = New Units on existing zoned lands + 2011-2017 zoned lands. SDZ lands not normally included in housing excess (as per DoEHLG Guidance Notes on Core Strategies). Lands identified as being required for strategic/long-term brownfield regeneration, eg ME lands, not normally included in housing excess (as per DoEHLG Guidance Notes on Core Strategies).

* Lands served by The Ringsend Waste Water Treatment Plant may experience some capacity constraints, as yet undetermined, pending augmentation of the Treatment Plant in 2015.

Fingal's strategic land bank as outlined in Table CS07 provides for approximately 51,000 additional units. The location and capacity to deliver housing throughout the County during this Plan period is outlined in Table CS08. While the Council has in excess of the zoned lands required to meet the population or housing targets allocated in the 2010-2022 RPG, as a result of existing long term infrastructural constraints, already reflected within existing LAPs, and to be reflected in future LAPs as appropriate, the release of these lands within the life of the Development Plan will not exceed that envisaged in the RPG.

In total, over the life of the Plan, 30,012 housing units split 82%:18% between the Metropolitan and Hinterland Areas, can be accommodated on zoned lands within Fingal. This excludes a potential 4010 units in Estuary, Seatown and Fosterstown (see Table CS08) which may be accommodated on ME zoned lands in tandem with the delivery of Metro North post 2017. The 4010 units would be accommodated on RS or ME zoned lands subject to an LAP, and have been linked to the delivery of Metro North where LAPs have been completed. The inclusion of these potential units would bring the housing capacity to 34,022 units. However, as these units can not be delivered prior to Metro North and in any event can not be served by the current Waste Water Treatment System in Swords, the planning authority is satisfied that their exclusion is appropriate and in line with DoEHLG guidance notes in respect of drafting a Core Strategy.

HOUSING STRATEGY

The Housing Strategy has outlined, insofar as is possible, the need for housing over the period of the Plan and the targets required by the RPG. As identified above, there is more than enough land zoned

FIGURE 2: CORE STRATEGY



to cater for the targets. The Strategy has identified a strong demand for social housing over the lifetime of the Plan and will require that between 7.5-15% of land in all developments be reserved for those in need of social or affordable housing in all areas of the County. Delivery of Part V requirements will use the full range of options available and planning applications will be individually assessed based on the development of strong, vibrant, mixed tenure communities. Other housing options will also be used by the Council including the use of the Rental Accommodation Scheme (RAS). The Strategy identifies a very limited demand for affordable housing and the supply of affordable housing will be reduced in the early years of the Plan, subject to review. The Housing Strategy is incorporated into the Development Plan as Appendix 1.

Objective HS01

Implement the Housing Strategy and ensure that between 7.5-15% of land in all developments is reserved for those in need of social or affordable housing in all areas of the County in accordance with the provisions of the Planning and Development Acts 2000-2010.

Objective HS02

Ensure sufficient amounts of residential lands are available to accommodate the housing needs of Fingal.

RETAIL STRATEGY

Fingal's Retail Strategy is contained within Appendix 2 and Objectives outlined in Section 2.9 of the Development Plan. In summary, Fingal's Core Strategy as it relates to retail is consistent with the RPG as is outlined in the tables below.

TABLE CS09: FINGAL'S RETAIL HIERARCHY

Fingal Retail Hierarchy	Locations
Level 2 Centre	Swords, Blanchardstown
Level 3 Centre	Balbriggan, Malahide, Skerries, Charlestown
Level 4 Centre	Donabate, Lusk, Rush, Baldoyle, Clonsilla Village, Howth, Mulhuddart Village, Portmarnock, Sutton, Blanchardstown, Balrothery and Neighbourhood/Local Centres within the larger urban settlement centres.
Level 5 Centres include:	Loughshinney, Ballyboghil, Balcadden, Coolquay, Garristown, Hollystown, Kinsealy, The Naul, Oldtown, Rivermeade/Toberburr, Rolestown and smaller groupings of shops within villages/towns

The Planning and Development (Amendment) Act 2010 requires that the Core Strategy provides relevant information to show that in setting out objectives regarding retail development, the planning authority has had regard to the Guidelines under section 28 of the Planning and Development Acts 2000-2010. Table CS10 indicates the relevant section of Fingal's Retail Strategy which has had regard to the relevant Retail Planning Guidelines in place at the time of the making of the Plan.

TABLE CS10: COMPLIANCE WITH RETAIL PLANNING GUIDELINES AND RETAIL STRATEGY FOR THE GREATER DUBLIN AREA

Retail Planning Guidelines	Retail Strategy GDA	Fingal Retail Strategy
Confirmation of retail hierarchy		✓ see section 4
Definition of retail core		✓ see section 10
Additional floorspace requirement		✓ see section 6
Strategic guidance on location & scale of retail development		✓ see sections 3, 4 and 6
Policies/actions for town centre improvement		✓ see sections 8.4 and 8.10
Assessment criteria for retail development		✓ see section 12
	Adequate & suitable provision for needs of growing & changing population/provision for healthy competition & consumer choice	✓ see sections 4 and 6
	Suitable locations for retail development, integrated within existing growth areas & public transport	✓ see section 3
	Avoidance of overprovision of retail development	✓ see sections 4 and 6

Objective RS01

Ensure that retail development within the County is informed by and implements Fingal's Retail Strategy.



TRANSPORT STRATEGIC POLICY

The Council's policies in respect of Transportation are outlined in Section 4.1 of the Development Plan. The Core Strategy reflects key transportation planning policy and is reflected diagrammatically at a strategic level in Figure 2, Core Strategy.

ECONOMIC STRATEGIC POLICY

The Council's policies in respect of Enterprise and Employment are outlined in Section 2 of the Development Plan. Broadly, the location of employment activities is associated with the key settlement centres within the County, the Metro North Economic Corridor and the Dublin-Belfast Economic Corridor and is consistent with the RPG strategy.

ENVIRONMENTAL CONSIDERATIONS

Under the Habitats and Birds Directive and the Strategic Environmental Assessment Directive, both an Appropriate Assessment and a Strategic Environmental Assessment were carried out for the entire Development Plan, including the written statement, maps and objectives. The Plan had regard to both assessments with resultant changes being made to the Plan throughout the Plan process. In addition, the Plan has had regard to other relevant environmental legislation. Legislation is outlined in the relevant chapters of the Plan and includes, but is not exclusive to, the Water Framework Directive, Floods Directive, Shellfish Directive, Waste Water Treatment Directive, the Wildlife Acts, National Monuments Acts and Waste Management Acts. It is considered that the development objectives in the Plan are consistent, in as far as practicable, with the conservation and protection of the environment.

ZONING CAPACITY ALONG PUBLIC TRANSPORT CORRIDORS

In developing a settlement hierarchy for the County, the availability of sustainable public transport (existing and planned) has been a significant factor. The County has a number of public transport corridors which include those along the Maynooth rail line and the proposed spur from it to Dunboyne, the Dublin-Belfast rail line and the Howth spur, and the proposed Metro North and Metro West lines (see Figure 2). In many instances there is existing residential development along these lines which has occurred over many years within well established settlements. In others, such as the Metro routes and the spur to Dunboyne from the Maynooth line, there is further capacity on the lands in the vicinity. This has been reflected in the Plan by either residential or mixed use zoning and by an SDZ at Hansfield. In the case of Metro North the potential for higher densities of residential development is catered for in existing residential zoning and in the new ME (Metro Economic Corridor) zoning. The Metro West route takes in the largely built up area within Blanchardstown with additional residential capacity in Kellystown and Blanchardstown Town Centre. Table CS11 indicates the zoning and residential capacity along the key corridors within the existing urban settlements in the Metropolitan Area.



TABLE CS11: LOCATION OF RESIDENTIAL CAPACITY ALONG RAIL LINES ON ZONED LANDS IN METROPOLITAN AREA (APPROX. 1KM CATCHMENT IS EMPLOYED)

Rail/ Metro Line	Location	Capacity (units)			Estimated Population (at 2.58 pph)
		Granted (not built)	Potential New	Total Units	
Maynooth	BLANCHARDSTOWN				
	Kellystown LAP		1500	1500	3870
	Clonsilla	324	475	799	2060
	Diswellstown	195		195	503
	Porterstown	114	106	220	568
	Phoenix Park	1817		1817	4688
	Total	2450	2081	4531	11,689
Dunboyne Spur	BLANCHARDSTOWN				
	Hansfield SDZ	1070	1834	2904	7492
	Barnhill LAP		1400	1400	3612
	Total	1070	3234	4304	11,104
Dublin-Belfast	Baldoyle LAP & other	1639	472	2111	5446
	Portmarnock LAP & other	684	477	1161	2995
	Donabate LAP	343	5030	5373	13,862
	Total	2666	5979	8645	22,303
Metro North	SWORDS				
	Estuary ME		1360	1360	3509
	Seatown ME		1700	1700	4386
	Barrysparks MC & HT		1500	1500	3870
	Fosterstown area		1470	1470	3793
	Santry/Ballymun		1409	1409	3635
	Total		7439	7439	19,193
Metro West	BLANCHARDSTOWN				
	Kellystown LAP		1500	1500	3870
	Blanchardstown Town Centre		800	800	2064
	Clonsilla	324	475	799	2060
	Porterstown	114	106	220	568
	Abbotstown	296		296	764
	Total	734	2881	3615	9,326
Total*			26,018	67,117	

* This does not include duplicate figures (i.e. Kellystown, Clonsilla, Porterstown).



1.6 FINGAL'S SETTLEMENT STRATEGY

Fingal's settlement strategy is based on the consolidation of existing towns and villages in line with national and regional policy. Swords and Blanchardstown are the key towns for population growth and economic and retail activity. Swords town and suburbs has a population of just over 40,000 and the long term vision is for it to grow with the arrival of Metro to a town of 100,000. This growth will take place over a number of development plans and while this Plan does not propose to zone further residential land in Swords (other than through the mixed use ME zoning) it will take cognisance of the *Swords Strategic Vision 2035*. The larger Blanchardstown area has a population approaching 100,000 and further zoning of residential lands is not necessitated in this Plan.

Balbriggan is the key growth town in the north of the County and growth can continue based on existing zoned lands.

The role and function and the corresponding development objectives for the towns within the settlement strategy are set out in the following paragraphs. The order that they appear is structured according to their designation in the RPG and is indicated below.

METROPOLITAN AREA	HINTERLAND AREA
Metropolitan Consolidation Towns	Large Growth Town - Level II
Swords Blanchardstown	Balbriggan
Consolidation Areas Within Gateway	Moderate Sustainable Growth Towns & Other Towns
Baldoyle Castleknock Village Clonsilla Village Hoth Mulhuddart Village Portmarnock Sutton South Fingal Fringe	Lusk Rush Skerries
Moderate Sustainable Growth Towns	Other Hinterland Towns/Villages
Donabate Malahide	Balrothery Loughshinny
Small Town	Rural Villages (All)
Portrane	Ballyboghil Rolestown Balscadden Coolquay Garristown Hollystown Kinsealy Naul Oldtown Rivermeade/Toberburr

METROPOLITAN AREA

METROPOLITAN CONSOLIDATION TOWNS

SWORDS

Swords, the administrative capital of the County, is identified as a Metropolitan Consolidation Town in the *Regional Planning Guidelines 2010-2022* and a Level 2 'Major Town Centre/County Town' in the *Retail Strategy for the Greater Dublin Area*. The town has direct links to the national road network (M1 and M50) and is located on the Dublin/Belfast economic corridor which is a key national transport corridor in the NSS. Swords is located adjacent to the key gateway of Dublin Airport, an important gateway to the country. It lies at the confluence of the Ward and Broadmeadow Rivers at the head of the Malahide or Broadmeadow Estuary which is both a Special Protection Area (SPA) and a Special Area of Conservation (SAC). Metro North will connect Swords to Dublin City via Dublin Airport. In the long term, it is envisaged that Swords will grow significantly, up to a population of 100,000. A long-term development strategy for Swords *Your Swords An Emerging City Strategic Vision 2035* was published by the Council in 2008 in which the vision is:



'To develop Swords as an 'Emerging Green City'; to promote and facilitate the sustainable development of Swords as a vibrant consolidated major town with a thriving economy, an integrated public transport network, an attractive and highly accessible built environment, with the highest standards of housing, employment, services, recreational amenities and community facilities'.

The Council will carry out a full Strategic Environmental Assessment (SEA) and Habitats Directive Appropriate Assessment (AA) of the Swords Vision during the lifetime of the Development Plan.

DEVELOPMENT STRATEGY

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

- Consolidate existing and future development within well-defined town boundaries separated from the agricultural hinterland by designated greenbelt areas
- Provide for a much-expanded employment, retail, commercial, civic and cultural base
- Develop high quality public transport links to Dublin City, Dublin Airport and the Greater Dublin area, with a particular emphasis on Metro North
- Target and facilitate the development of high tech and advanced manufacturing and other high intensity employment generating uses and service providing uses, in particular developments which include the provision of a hospital, 3rd/4th level educational facilities and major integrated sports facility
- Promote the development of high quality living and working environments
- Develop Swords, in the long term, in accordance with the *Your Swords An Emerging City Strategic Vision 2035*. This Strategic Vision is contingent on Metro North coming to Swords

Objective SWORDS 1

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

Objective SWORDS 2

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

Objective SWORDS 3

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

Objective SWORDS 4

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

Objective SWORDS 5

Maintain the operational capacity of Swords Bypass, the R132.

Objective SWORDS 6

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

Objective SWORDS 7

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

Objective SWORDS 8

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

Objective SWORDS 9

Protect and conserve the historic core of Swords including the Zone of Archaeological Potential in the centre of the town.

Objective SWORDS 10

Provide for a comprehensive network of pedestrian and cycle ways, linking housing to commercial areas, to the town centre and to the Metro stops and linking the three water bodies (the Ward River

Valley, the Broadmeadow River Valley and the Estuary) to each other subject to Habitat's Directive Screening for Appropriate Assessment and full Appropriate Assessment if required.

Objective SWORDS 11

Develop a Regional Park (of circa 65 ha) immediately west of Oldtown, and adjoining and ultimately extending into the Broadmeadow River Valley Linear Park, to serve Swords and its hinterland, and to comprise active recreational and passive activities, commensurate with the Council's vision for the emerging city of Swords.

Objective SWORDS 12

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

Objective SWORDS 13

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

Objective SWORDS 14

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

Objective SWORDS 15

Promote and enhance the identity of the town centre through the identification of a Civic Quarter (at the junction of Main Street/North Street) and Cultural Quarter (located along Dublin Street, linked into the Pavilions Development Area and Ward River Valley Park). These two key activity nodes/focal public spaces will build on the existing character areas within the Town Centre and link existing retail/commercial areas.

BLANCHARDSTOWN

Blanchardstown is the largest commercial and residential centre within the Metropolitan Area of Fingal, and will continue to be promoted as a key urban settlement within the County providing retail, social, cultural, leisure and administrative services. Its centre is composed of Blanchardstown Town Centre and Blanchardstown Village, both of which serve a significant catchment. Connections and design links between the two centres are poor. It will require the strategic response which is proposed in the *Blanchardstown Urban Structure Plan 2007*, the *Blanchardstown Town Centre Development Framework/Masterplan April 2009* and the *Blanchardstown Village Urban Design Framework Plan March 2010*, to ensure the comprehensive development of Blanchardstown in its role as an important service, employment, retail, and leisure centre, and the integration of the two centres. Blanchardstown is designated as a Metropolitan Consolidation Town under the Regional Planning Guidelines 2010-2022, and a Level 2 'Major Town Centre' in the Retail Strategy for the Greater Dublin Area.



BLANCHARDSTOWN TOWN CENTRE

Blanchardstown Town Centre is now one of the key retail locations within Fingal and the Greater Dublin Area. *Blanchardstown Town Centre Development Framework/Masterplan* details the policy measures to underpin the actions required to build the centre's sustainability, including cohesion, linkages to the wider Blanchardstown area, and urban density.



BLANCHARDSTOWN VILLAGE

Blanchardstown Village is an attractive commercial centre with limited potential for expansion. In recent years, the village has been overshadowed by the development of the neighbouring Blanchardstown Town Centre.

DEVELOPMENT STRATEGY

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

- The provision of civic, cultural, retail, commercial, and employment activity within Blanchardstown at a level appropriate for a Metropolitan Consolidation Town
- The promotion of the long term viability of the Town Centre through encouraging the development of a mix of uses within the Town Centre
- The pedestrian, cycle and vehicular integration of Blanchardstown Village with the Town Centre
- The location of a public transportation hub adjacent to the Town Centre with the goal of reducing reliance on the private car
- The enhancement of Blanchardstown Village through implementation of the *Blanchardstown Village Urban Design Framework Plan*
- The consolidation of the Town Centre as a major centre in Fingal through the promotion of non-retail uses and residential development

Objective BLANCHARDSTOWN 1

Implement the Masterplan for Blanchardstown Town Centre and the *Blanchardstown Village Urban Design Framework Plan*.

Objective BLANCHARDSTOWN 2

Prepare a traffic management model for the Blanchardstown area.

Objective BLANCHARDSTOWN 3

Provide for weather-proofed and secure cycle parking facilities as a central design feature in order to encourage cycling to and from the Town Centre.

Objective BLANCHARDSTOWN 4

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

Objective BLANCHARDSTOWN 5

Support the delivery of Metro West linking Blanchardstown to Tallaght in South Dublin and to the Metro North line at Dardistown.

Objective BLANCHARDSTOWN 6

Integrate new residential and non-retail employment development into future development of the Town Centre.

Objective BLANCHARDSTOWN 7

Encourage the long term relocation of retail warehousing out of the Town Centre.

Objective BLANCHARDSTOWN 8

Improve the Blanchardstown Village streetscape and environment through appropriate high quality infill development.

Objective BLANCHARDSTOWN 9

Protect and preserve the flood plain of the Tolka River as an important element in the drainage infrastructure and the green infrastructure of the area.

Objective BLANCHARDSTOWN 10

Upgrade the Blanchardstown streetscape by implementation of the *Blanchardstown Village Urban Design Framework Plan*.

Objective BLANCHARDSTOWN 11

Retain the historic streetscape of Blanchardstown Village by ensuring the conservation of traditional, one-storey cottages.

Objective BLANCHARDSTOWN 12

Encourage and facilitate high quality employment in the Blanchardstown area.



Objective BLANCHARDSTOWN 13

Provide for a civic square in Blanchardstown Village in any future Urban or Master Plan for the area.

Objective BLANCHARDSTOWN 14

Provide community horse and pony facilities such as stables and related facilities for recreational use for the local community.

MODERATE SUSTAINABLE GROWTH TOWNS**DONABATE**

Donabate is identified as a Moderate Sustainable Growth Town within the Metropolitan Area in the *Regional Planning Guidelines for the Greater Dublin Area 2010-2022*. The Donabate Peninsula enjoys many natural areas including the Rogerstown and Malahide Estuaries which form part of the Natura 2000 network. In addition, both The Square and Newbridge Demesne are designated ACAs. While Donabate has experienced substantial housing development in recent years, there remain extensive areas of undeveloped residential zoned lands (circa 144 hectares).

DEVELOPMENT STRATEGY

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

Objective DONABATE 1

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

Objective DONABATE 2

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

Objective DONABATE 3

Develop a continuous network of signed pathways around Donabate Peninsula and linking the Peninsula to Malahide and Rush via the Rogerstown and Malahide Estuaries whilst ensuring the protection of designated sites through HDA Screening.

Objective DONABATE 4

Provide for a comprehensive network of pedestrian and cycle ways linking residential areas to one another, to the town centre and the railway station subject to an HDA Screening.

Objective DONABATE 5

Promote the development of a shuttle bus service linking Donabate and Portrane to the Metro terminus at Belinstown and to mainline commuter bus services in Swords.

Objective DONABATE 6

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

Objective DONABATE 7

Provide a library in the town.

MALAHIDE

Malahide is a coastal town with a high quality built and natural environment and a special relationship with Malahide Castle and Demesne. There are four Architectural Conservation Areas (ACAs) in the town. Malahide Estuary is a Special Area of Conservation (SAC) and a Special Protection Area (SPA) and future development must protect this Natura 2000 site. Malahide benefits from excellent public transport accessibility and large-scale amenities. 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.



DEVELOPMENT STRATEGY

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, historic village settlement and to retain the existing amenities of the area.

Objective MALAHIDE 1

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

Objective MALAHIDE 2

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

Objective MALAHIDE 3

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

Objective MALAHIDE 4

Develop the town as an important centre providing services both for the residential population and for tourists.

Objective MALAHIDE 5

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 6

Prepare an Urban Centre Strategy for the core of Malahide, to include urban design guidelines.

Objective MALAHIDE 7

Conserve and improve the pedestrian permeability of the town core through urban design initiatives.

Objective MALAHIDE 8

Develop a car parking strategy for the town including both underground and surface parking.

Objective MALAHIDE 9

Recognise the national importance of Malahide Castle demesne and improve the quality of the visitor experience.

Objective MALAHIDE 10

Investigate the appropriate location of a new primary school in Malahide, taking particular account of the demographics in the western part of Malahide, in agreement with the Department of Education and Skills.

CONSOLIDATION AREAS WITHIN GATEWAY**BALDOYLE**

Baldoyle is a suburb within the Metropolitan Area, which has a well-established identity and community. It has a range of urban services such as schools, retail facilities, medical and community facilities to meet the needs of the existing and expanding populations. Baldoyle core is designated as an ACA and Baldoyle Estuary is designated as a Special Area of Conservation (SAC) and a Special Protection Area (SPA). Unlike other established settlements in the area it also provides a significant, dedicated employment base in the form of the Baldoyle Industrial Estate and lands around the rail line.

**DEVELOPMENT STRATEGY**

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

Objective BALDOYLE 1

Ensure the viability of the visual break on lands between Baldoyle and Portmarnock urban areas by locating appropriate outdoor sport and recreation opportunities which respect the character, sensitivity and natural heritage designations of the existing landscape subject to Appropriate Assessment Screening and full Appropriate Assessment if required.

Objective BALDOYLE 2

Prepare an Urban Centre Strategy for Baldoyle.

CASTLEKNOCK VILLAGE

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

DEVELOPMENT STRATEGY

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

**Objective CASTLEKNOCK 1**

Implement the Urban Centre Strategy for Castleknock.

Objective CASTLEKNOCK 2

Improve the physical and environmental character of Castleknock through sensitive infill development that enhances village facilities and amenities.

Objective CASTLEKNOCK 3

Promote and facilitate pedestrian movement to and from back-land sites to the rear of the Ashleigh and Castleknock shopping centres.

Objective CASTLEKNOCK 4

Restrict excessive signage within the village in line with the Urban Centre Strategy.

CLONSILLA VILLAGE

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

DEVELOPMENT STRATEGY

Enhance the village character while encouraging suitable retail, commercial and residential uses, in accordance with the Urban Centre Strategy for Clonsilla.

Objective CLONSILLA 1

Implement the Urban Centre Strategy for Clonsilla.

Objective CLONSILLA 2

Require that new development in the village includes an appropriate buffer zone along the Royal Canal and optimise the Royal Canal as a local heritage resource and public amenity, while protecting its character and biodiversity as a waterway.

Objective CLONSILLA 3

Develop key sites within the village for mixed use and employment which maximise the potential of the local public transport infrastructure.

Objective CLONSILLA 4

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

Objective CLONSILLA 5

Create a network of pedestrian and cycle routes between Clonsilla and the adjacent railway stations.

Objective CLONSILLA 6

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

Objective CLONSILLA 7

Examine the potential for an Architectural Conservation Area designation concentrated around St. Mary's Church of Ireland and Clonsilla Railway Station.

Objective CLONSILLA 8

Facilitate the upgrading of the Maynooth railway line and associated level crossings within Clonsilla and the wider Blanchardstown area.

HOWTH

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



DEVELOPMENT STRATEGY

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

Objective HOWTH 1

Implement the Urban Centre Strategy for the village core including the detailed urban design guidelines and actions for the harbour and village area, and respect the special historic and architectural character of the area.

Objective HOWTH 2

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

Objective HOWTH 3

Implement the Howth Special Amenity Area Order, the associated management plan and objectives for the buffer zone and subject these documents to Habitats Directive Assessment within 12 months of adoption of the Development Plan.

Objective HOWTH 4

Provide traffic calming in Howth Village taking account of its environment as a residential, tourist and local shopping area, and, in particular, the need to protect the residential amenity of Main Street from the effects of vehicular traffic.

MULHUDDART VILLAGE

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

DEVELOPMENT STRATEGY

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

Objective MULHUDDART 1

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

Objective MULHUDDART 2

Require high quality design in all new development within the village.

Objective MULHUDDART 3

Develop and implement traffic management and car parking proposals for Mulhuddart village to reduce potential traffic hazards.

Objective MULHUDDART 4

Facilitate the provision of a community health centre and primary health care services in a location accessible for the residents of Mulhuddart.

PORTMARNOCK

Portmarnock is a distinct linear coastal suburban town within the Metropolitan Area which developed in the 20th century. It is located just north of Baldoyle Estuary which is designated as a Special Area of Conservation (SAC) and a Special Protection Area (SPA). 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

Consolidate, define and enhance the existing urban form and retain amenities in line with the Urban Centre Strategy for Portmarnock (2009). The long-term development area for Portmarnock is based on the existing development area. It is intended to encourage more intensive commercial development, to provide good linkages to lands at south Portmarnock adjacent to the rail line, and to rejuvenate the existing village core.



Objective PORTMARNOCK 1
Develop Portmarnock as a centre providing services for both the residential population and for tourists.
Objective PORTMARNOCK 2
Implement the <i>Portmarnock Urban Centre Strategy</i> including the design guidelines for Portmarnock’s urban centre.
Objective PORTMARNOCK 3
Preserve the identity of the town by securing its physical separation from Malahide by Greenbelts.
Objective PORTMARNOCK 4
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
Carry out an environmental improvement scheme in the village.
Objective PORTMARNOCK 6
Protect and manage the flood plain of the Sluice River to the south of Portmarnock and ensure that its integrity as a natural habitat is maintained.

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. Sutton is also located near to a number of Natura 2000 sites. There are ACAs at Strand Road and Martello Terrace.

DEVELOPMENT STRATEGY

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

Objective SUTTON 1

Improve and consolidate the village of Sutton.

Objective SUTTON 2

Retain and protect local services.

Objective SUTTON 3

Enhance traffic management in Sutton village and the immediate environs.

SOUTH FINGAL FRINGE

South Fingal Fringe is an umbrella term for Charlestown, Meakstown, Ballymun, Santry, Clonshaugh, Belcamp, Balgriffin and lands between the Airport and M50. This area is included in the three electoral areas of Swords, Castleknock/Mulhuddart and Howth/Malahide.

The lands are nationally important given their location south of Dublin Airport and their proximity to the M50 and M1. At a county and local level the lands are important as they act as a gateway to Fingal. For the majority of citizens and visitors, this area provides the first impression of the County, and it also acts as a transition area between the City and the County. As such there is a need for the co-ordination of land uses and environmental improvements in this area.

A fundamental consideration for future development in the area is safeguarding the current and future operational, safety, technical and development requirements of Dublin Airport. The land between Dublin Airport 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, and a link from Tallaght to Dardistown. The coming on line of Metro North and Metro West will in time open up the potential of these lands from a development and accessibility perspective and the area will become central in facilitating a significant public transport interchange.

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 timing of the development of the South Fringe/M50 lands in conjunction with key public transport proposals and provision of new roads serving the airport is vitally important.

MEAKSTOWN/LANESBOROUGH/CHARLESTOWN

The developing communities of Meakstown, Lanesborough and Charlestown form an important residential settlement south of the M50 in the southwest corner of Fingal, adjacent to Dublin City. The area is well served by retail facilities but is reliant on the City Council area for schools and community facilities.

SANTRY

Santry is an established residential community on the border of Dublin City with close ties to the city, adjoining the excellent amenities of Santry Woods and Morton Stadium. This community is isolated from other Fingal suburbs as a result of the industrial nature of the area and the existence of Dublin Airport.

DEVELOPMENT STRATEGY

The Council's vision for the South Fingal Fringe, including Dublin Airport, includes:

- A gateway to Fingal, Dublin and Ireland. South Fingal is a focus of national transport infrastructure, with the Airport as its key, the M50 and M1 as two of the nation's most important road links and the coming on line of Metro North, and Metro West in time
- A hub of the regional economy with the dynamic presence of the Airport, but also astride the M1 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 Fringe has a strong regional spatial and green space role for the populations of the urban areas which bound it to the north and south
- Support the existing and developing population in the area by the timely delivery of enhanced community and recreational amenities accessible to all
- Improve the identity of the Santry community as part of Fingal by promoting amenities in the area while improving the R132 approach from the airport

Objective SOUTH FINGAL FRINGE 1

Promote the image and identity of the County by the improvement of environmental quality along the M50/N32 road network.

Objective SOUTH FINGAL FRINGE 2

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

Objective SOUTH FINGAL FRINGE 3

Ensure planning applications for industrial development including extensions are accompanied by design statements, which demonstrate high quality landscaping and architectural treatment appropriate to their gateway location.

Objective SOUTH FINGAL FRINGE 4

Realise the optimal use of lands around the airport.

Objective SOUTH FINGAL FRINGE 5

Promote recreational and leisure activities within this area for the benefit of the community at large.

Objective SOUTH FINGAL FRINGE 6

Produce a Land Use-Transportation Study for the M50-South Fringe Lands in conjunction with Dublin City Council and all relevant transport bodies.

Objective MEAKSTOWN, LANESBOROUGH, CHARLESTOWN 1

Develop an enhanced identity within Fingal beyond being a fringe settlement.

Objective MEAKSTOWN, LANESBOROUGH, CHARLESTOWN 2

Improve and deliver enhanced community and recreation amenities to the area with particular emphasis on a community centre.

Objective SANTRY 1

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

Objective SANTRY 2

Promote Santry Woods as a Fingal amenity.

Objective SANTRY 3

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

SMALL TOWNS**PORTRANE**

Portrane is a unique settlement located on the north eastern area of the Donabate Peninsula and thus enjoys many natural amenities. It is composed of three distinct areas: Portrane Village, The Burrow and St. Ita's Hospital. Due to the importance of the built and natural heritage, any development of this area will

have to demonstrate its sustainability and ensure the protection of the Natura 2000 sites including Rogerstown Estuary located nearby. There are also two ACAs in Portrane, St Ita's complex and Grey's Square. The policies for Portrane will be in line with those identified for small towns in the Regional Planning Guidelines.



ST. ITA'S HOSPITAL

The existing institutional complex is very extensive and accommodates a large number of protected structures and attractive buildings in an extensive demesne type landscape. Building elements within the complex are landmark structures, which are visible over long distances from the coastline particularly to the south. There are exceptional coastal views from this slightly elevated site. It is an exceptional site which, in the event of it no longer being required by the Health Service Executive, could be reused to provide for future housing (conversion of existing structures), 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.

DEVELOPMENT STRATEGY

Protect and retain the distinctive village character of Portrane and protect and enhance existing natural amenities and built heritage. Strengthen the urban form of the village and improve local service facilities. Ensure The Burrow is protected from inappropriate development.

Objective PORTRANE 1

Provide recreational facilities for the expanding population on the peninsula subject to HDA Screening.

Objective PORTRANE 2

Prepare a development and design brief for the undeveloped residential zoned land to the south of Portrane village and ensure that future development will provide for the protection of the visual amenities and special character of this area which is located within an ACA at St. Ita's hospital and adjoining another ACA at Gray Square.

Objective PORTRANE 3

Promote the development of a shuttle bus service linking Donabate and Portrane to the Metro terminus at Belinstown and to mainline commuter bus services in Swords.

Objective PORTRANE 4

Ensure the sensitive coastal estuarine area of the Burrow is adequately protected and that any proposed development is subject to an HDA screening.

Objective PORTRANE 5

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 6

Provide for pedestrian and cycle routes between Portrane and Donabate.

HINTERLAND AREA

LARGE GROWTH TOWN – LEVEL II

BALBRIGGAN

Balbriggan is designated as a 'Primary Development Centre' in the NSS and as a Large Growth Town Level II in the Regional Planning Guidelines 2010-2022. It has developed as a major residential town in the north of the County with a young and expanding population which has more than doubled over the past 20 years. The current population is estimated at c.19,500. Major infrastructural projects by Public Private Partnership involving major upgrades to the water supply, foul drainage and roads infrastructure have been approved for the town and its environs.

The Town Urban Renewal Scheme 1999 is now virtually complete and the Urban Improvement Scheme for the streetscape of the Town Centre will bring significant environmental, economic and social benefits to the town. In addition, the Balbriggan Public Realm Plan sponsored by the Heritage Council, and underpinned by a strong public participation framework, seeks to focus on strengthening the social, economic and environmental capital of the town and to foster a pivotal role for the town centre area in developing sustainable communities. These initiatives, together with the infrastructural and environmental improvements, will provide the impetus for further development and investment in Balbriggan.

The availability of zoned lands for high technology and general industrial development, together with the significant infrastructural and environmental improvements and easy access to major transport corridors, existing ports, rail and air networks, offer considerable potential to the town. To encourage further employment opportunities, lands adjacent to the M1 Motorway are zoned to

general employment to provide for future industrial and employment uses. The Council considers that these lands are appropriate for ancillary port-related activities in relation to the possible development of a new port.

Balbriggan has considerable tourism potential in terms of its natural and built heritage and amenities, particularly its coastal location with its attractive sandy beach and harbour. Balbriggan Historic Town Core is an ACA as is 14-18 Hampton Street. Traditionally a fishing and industrial town, it presents opportunities to become an attractive seaside tourism destination with easy access by public transport.



DEVELOPMENT STRATEGY

Consolidate and regenerate the town in line with its designation as a Large Growth Town II and a secondary economic growth town in the Regional Planning Guidelines. Development will focus on the town becoming a commercial, industrial, retailing and social centre providing for the needs of its developing community and promoting the growth of sustainable local employment in the industry, service and tourism sectors.

Objective BALBRIGGAN 1

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

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

Objective BALBRIGGAN 3

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.

Objective BALBRIGGAN 4

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

Objective BALBRIGGAN 5

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

Objective BALBRIGGAN 6

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

Objective BALBRIGGAN 7

Promote and facilitate local tourism opportunities in consultation with local community and business groups having regard to the Protected Structure status of the harbour.

Objective BALBRIGGAN 8

Prepare a regeneration plan for the harbour area in consultation with local fishermen, businesses and community groups. The harbour is a protected structure.

Objective BALBRIGGAN 9

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

Objective BALBRIGGAN 10

Facilitate the implementation of the Urban Design Framework Plan for the town centre.

Objective BALBRIGGAN 11

Facilitate the implementation of an agreed Masterplan for the 'TC' zoned lands at Naul Road.

Objective BALBRIGGAN 12

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

Objective BALBRIGGAN 13

Promote and facilitate the development of an ecological corridor along the Matt Stream.

MODERATE SUSTAINABLE GROWTH TOWNS & OTHER TOWNS**LUSK**

Lusk is identified as a Moderate Sustainable Growth Town under the Regional Planning Guidelines 2010-2022. Over the last decade, Lusk has grown from a village to a small town. Lusk is an historic



settlement with notable built heritage and a distinctive character, which is set by the medieval street pattern in the town core and a number of protected structures. The 19th century former Church of Ireland with its early Christian round tower and medieval tower (c.1500 AD) and surrounding graveyard is located in the centre of the town. This complex is the dominant feature in the centre. The long history of continuous settlement, from prehistoric times, in the town and surrounding area has resulted in a wealth of archaeology, traditional vernacular buildings and a distinct medieval street pattern around the town core which is a designated ACA. Rogerstown Estuary located to the south of the town is a Natura 2000 site which must be protected into the future.



DEVELOPMENT STRATEGY

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

Objective LUSK 1

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

Have regard to the special physical and social character of the core area particularly in the vicinity of St. MacCullin's Church and Main Street, and promote a conservation-led approach to the consolidation and redevelopment of the town core.

Objective LUSK 3

Implement the adopted Lusk Local Area Plan.

Objective LUSK 4

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

Objective LUSK 5

Develop and implement comprehensive and effective measures for traffic management and traffic calming, having regard to the medieval street pattern, and carry out a study in that regard.

Objective LUSK 6

Ensure the appropriate scale of retail provision in Lusk, commensurate to its designation as a Moderate Sustainable Growth Town, by the requirement for retail impact assessments for developments in excess of 1000 sq m net.

RUSH

Rush has a distinctive and unique physical character and history. It is identified as a Moderate Sustainable Growth Town in the Regional Planning Guidelines 2010-2022. Rush is a linear town focused on its long Main Street with a significant tradition of market gardening in and around the town. In recent times, the trend is towards the relocation of these horticultural operations to the rural area, west of the town and the development of new residential communities. Currently, it has a population of c. 8,000 persons. Its seaside location with two sandy beaches, two harbours, its proximity to Drumanagh Promontory Fort and coastal walk affords significant tourism potential. The town is located adjacent to Rogerstown Estuary which is designated as a Special Area of Conservation (SAC) and a Special Protection Area (SPA) as part of the Natura 2000 network. Future development in Rush must protect the Estuary.

*DEVELOPMENT STRATEGY*

Expand the town centre as a commercial, retail, employment and services centre serving the expanding community in line with the town's designation as a Moderate Sustainable Growth Town. The strategy includes opportunities for local rural business and general industry employment. In this regard, lands are zoned for the development of market gardening/rural business and more general employment/business development to the west of the town where accessibility will be at an optimum.

Proposed new road systems together with existing roads form part of the strategy for the sustainable development of the town. The strategy supports the preservation of its distinct character, retention of its market gardening tradition, the protection and enhancement of amenities and promotion of the town as a local tourist destination. Retail provision in Rush should be self sustaining in line with the role of Rush as a Moderate Sustainable Growth Town in the RPG. To avoid the creation of unsustainable commuting patterns, retail development should be at a level to serve the needs of the existing settlement and its rural hinterland but not attract inward commuting from adjacent towns. The consolidation of Rush and the distinct physical separation of Rush and Lusk as separate towns is a fundamental principle of the development strategy.

THE SOUTH SHORE

The South Shore area of Rush consists mainly of small landholdings with a mixture of market gardening and single and cluster housing. The pattern of development is essentially residential, with some significant vacant sites and some retained horticultural activities. Recognising the established mix of horticulture and residential land use within this area, and the availability of water services infrastructure, the settlement strategy for housing in the open countryside will be more flexible within the area demarcated on the Development Plan maps. This area is located to the south and east of the R128 from the junction with Spout Road, immediately to the west of Rush. The settlement strategy for this area is set out in Rural Fingal, Chapter 8 of the Plan.

Objective RUSH 1

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

Objective RUSH 2

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

Objective RUSH 3

Facilitate the sensitive development of the historic harbour area for fishing and amenity uses.

Objective RUSH 4

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 subject to an Appropriate Assessment screening.

Objective RUSH 5

Provide for and facilitate the development of enterprise and business uses to promote local employment opportunities.

Objective RUSH 6

Promote and facilitate the implementation of an Urban Centre Strategy and Urban Design Strategy for Rush.

Objective RUSH 7

Review the Rush Traffic Management Plan, to provide for improved traffic circulation with additional enhanced off-street car-parking for Main Street.

Objective RUSH 8

Ensure the appropriate scale of retail provision in Rush, commensurate to its designation as a Moderate Sustainable Growth Town, by the requirement for retail impact assessments for developments in excess of 1000sq m net.

Objective RUSH 9

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

Objective RUSH 10

Prepare and implement the Rogerstown Estuary Management Plan, and subject the Management Plan to Habitats Directive Assessment prior to its adoption.

Objective RUSH 11

Prepare a Masterplan for the development of marina and water sports facilities at Rush Sailing Club with improved access and off street parking to serve the local community subject to an Appropriate Assessment.

Objective RUSH 12

Facilitate the development of an area for HGV parking.

SKERRIES

Skerries is one of Fingal's major coastal residential towns. It is attractive, compact and architecturally intact with significant local services and amenities, including the harbour and sailing club, sandy beaches, Red Island, the Town Park, Skerries Mills complex and refurbished windmills, restaurants and traditional pubs. The historic core has been designated an ACA. The islands off the coast are all designated as Special Protection Areas for birds. The town is an established thriving seaside destination and residential community. The attractiveness of the town and its extensive range of amenities and services support its significant tourism potential.

DEVELOPMENT STRATEGY

Consolidate the town, the preservation and enhancement of the distinct character and existing urban form, the development of its commercial/retail service function, the retention and enhancement of existing amenities and the promotion of its role as a local tourist destination.

**Objective SKERRIES 1**

Promote the development of Skerries as a vibrant local service, social and cultural centre and promote local tourism.

Objective SKERRIES 2

Prepare an Urban Centre Strategy for Skerries, reflecting the development strategy for the town, having regard to the needs of the local community and, where feasible and practical, incorporating the recommendations of the Malahide and Skerries Cycling Study prepared in March 2009.

Objective SKERRIES 3

Promote the growth of suitable commercial activity in the town.

Objective SKERRIES 4

Prepare a Masterplan for the harbour area incorporating mixed-use development including community/recreational and marina/water sports facilities with improved accessibility and enhanced off-street car-parking.

Objective SKERRIES 5

Encourage mixed use development, and ensure that a residential component is included in redevelopment within the designated town centre zone (TC).

Objective SKERRIES 6

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

Objective SKERRIES 7

Promote the development of marine sports and recreational facilities in Skerries, subject to the identification of a suitable location 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, in consultation with the local community and subject to Habitats Directive Assessment including consideration of the possibility of indirect impacts and in-combination effects on the conservation objectives of Skerries Islands SPA and Rockabill SPA.

Objective SKERRIES 8

Prepare a Recreational Strategy for Skerries Town Park incorporating recreation, mobility, green infrastructure and all aspects of heritage as they relate to the Park, in order to maximise the value of the Town Park for the whole community.

Objective SKERRIES 9

Prepare a Masterplan for the 'Ballast Pit' lands, to incorporate mixed-use development including community/recreational uses and park and ride facilities to serve the railway station.

Objective SKERRIES 10

Encourage and facilitate the provision of a swimming pool in Skerries.

OTHER HINTERLAND TOWNS/VILLAGES

BALROTHERY

Balrothery is an historic medieval village located to the south of Balbriggan. While there has been extensive residential development over the past number of years, the historic core of the village, which is a designated ACA, has been maintained and has influenced the recent pattern of development. Balrothery is an attractive residential village, separated from the southern development boundary of Balbriggan by Greenbelt, Balbriggan golf course and High Amenity lands at Hampton and Ardgillan Demesnes to the east. It is protected by Greenbelt lands to the south and west and by Bowhill Lake, a local fishing amenity, to the west.

DEVELOPMENT STRATEGY

Protect and enhance the unique physical character and environment of this historic village and consolidate and strengthen the urban form. Maintain Balrothery's separation from Balbriggan and promote the development of village services and amenities.



Objective BALROTHERY 1

Protect and enhance the unique physical character and environment of this historic village.

Objective BALROTHERY 2

Maintain the physical and visual separation of Balrothery from Balbriggan.

Objective BALROTHERY 3

Facilitate and encourage improved village facilities, both commercial and community, to meet the needs of the existing and expanding village community.

Objective BALROTHERY 4

Protect and conserve the historic core of Balrothery including the Zone of Archaeological Potential.

LOUGHSHINNY

As a small historic fishing village focused on its deep water harbour, Loughshinny is a unique settlement in Fingal. In recent times, it has developed westwards towards the Rush/Skerries Road but has retained its unique character around the harbour. The harbour area and village core is surrounded by high amenity lands including the Drumanagh Promontory Fort to the south, while

the remainder of this settlement is surrounded by agricultural lands which are designated as a highly sensitive landscape. Loughshinny is an attractive seaside village with a beach, a harbour, a circular Millennium Walk and traditional seaside vernacular buildings. It is a predominantly residential settlement with limited services.

DEVELOPMENT STRATEGY

Consolidate and strengthen the village core, providing for and facilitating mixed-use development including restaurants, cafes, art and cultural uses within the harbour area. All redevelopment within the village should protect and enhance its scenic landscape setting and ensure high quality urban design appropriate to its seaside location.

Objective LOUGHSINNY 1

Improve the physical character and environment of the village.

Objective LOUGHSINNY 2

Enhance the amenities of the historic harbour area.

Objective LOUGHSINNY 3

Protect and enhance the setting of this scenic seaside village in any redevelopment.

Objective LOUGHSINNY 4

Provide for and facilitate mixed-used development including restaurants, cafes, art and cultural uses within the harbour area.



RURAL VILLAGES

The villages of Fingal are Ballyboghil, Balscadden, Coolquay, Garristown, Hollystown, Kinsealy, Naul, Oldtown, Rivermeade/Toberburr and Rolestown. Villages are designated in the Regional Planning Guidelines as “commuter villages” or “key villages”.

Commuter villages are located close to Dublin, or on major routes to the city. The RPG indicate that future growth in commuter villages should be curtailed or safeguarded so that they do not act as a catalyst to facilitate continuing expansion of unsustainable growth patterns.

Key villages should be considered as “local service centres” providing a key local role for services for the people who live in the village, or in the surrounding countryside. The RPG indicate that future development of key villages as a key local centre for services and local enterprise should be supported, without resulting in growth beyond local need or creating unsustainable commuting patterns. Most of Fingal’s villages are considered to be key villages.

OVERVIEW

All of the villages are small settlements, with a relatively low level of commercial activity and are of less than 500 residents. Development within each of the villages is managed through Local Area Plans (LAPs).

DEVELOPMENT STRATEGY

- Designate the villages as centres where people can live and enjoy the qualities of rural life, and which address the immediate daily needs of the local population
- Protect and promote the environmental resources and social infrastructure of the villages
- Target the villages as locations where, in particular, local rural-generated and other housing need can be addressed
- Manage and consolidate the future sustainable growth of the villages
- Position the key villages as rural service centres which provide a key role for the local population without resulting in growth beyond local need, or creating unsustainable commuting patterns

BALLYBOGHIL

Ballyboghil village provides a local service function to its rural 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 housing. The village has a current population of circa 350 persons.

BALSCADDAN

Balscaddan is a village of mainly one and two storey residential development centred on a “T”-junction. It has developed in an easterly direction from the original village core, which is centred on the Church of the Assumption and graveyard. It is separated from the town of Balbriggan by the designated Greenbelt. Development within the village includes a church and a public house, both located at the western end of the village on the northern side of the main street adjacent to a large parking area. The village, which is designated as an ACA, has a current population of circa 120 persons.

COOLQUAY

Coolquay is a linear settlement located in a rural area focused on the junction of the N2 and the R130. It is in the Metropolitan Area. It includes a long established corner shop, Coolquay Lodge public

house on the R130 and a hand made chocolate enterprise. A petrol station is located along the N2. Kilcoskan National School is located further to the north of the N2 along the R130. There are a number of 'one-off' houses along the R130 between the shop and national school.

GARRISTOWN

Garristown is an attractive rural village with a distinct rural ambience, located in the north-west of the County, just inside the County boundary with Co. Meath. The village is situated at one of the highest points in the County. Garristown functions as a local centre, servicing the agricultural hinterland. It consists primarily of nineteenth and twentieth century buildings comprising generally well-maintained, short, two storey terraces and detached dwellings, forming a compact village settlement focused on a linear village green. There is a small amount of commercial development along the main street. The village, which is a designated ACA, has a current population of circa 320 persons.

HOLLYSTOWN

Hollystown is located along the Ratoath Road in a rural setting to the north of Blanchardstown, in the Metropolitan Area. There is substantial new development in the village in the form of housing estates predominantly on the northern side of the village. A petrol station with shop, a golf course and a church provide local services and amenities.

KINSEALY

Kinsealy is a small village settlement centred around the junctions of Chapel Road with the Malahide Road and Chapel Road with Kinsealy Lane and is located in the Metropolitan Area. The main focal point of the settlement is the parish church, St. Nicholas. There is a row of terraced cottages along Chapel Lane and to the eastern edge of the village are the ruins of a medieval church and graveyard, bounded by a stone rubble wall and mature trees. The Kinsealy Business Park lies to the northern edge of the village.

NAUL

Naul village is located in north Fingal, on the Meath and Fingal border. 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 and within a designated ACA. The Square contains a range of nineteenth and twentieth century buildings, including the re-thatched Seamus Ennis Cultural Centre. The village has a current population of circa 347 persons.



OLDTOWN

Oldtown provides a local service function to its rural hinterland. Oldtown is a very attractive rural village with a distinct village character and strong identity, with traditional buildings and street network reflected in the ACA designation. The heart of the village has undergone considerable redevelopment over recent years with the addition of stone faced terraced townhouses enhancing the streetscape. Major developments are the church on the eastern side of the main street with a large square/carpark located to the fore, and a single storey HSE service centre/residence on the western side of the street. Oldtown has a population of circa 300 persons.

RIVERMEADE/TOBERBURR

Rivermeade is located within the rural area of Fingal to the west of Swords and north of Dublin Airport. The settlement of Rivermeade comprises a housing estate constructed by the Council in 1970's. Access to Rivermeade is from the Toberburr Road to the west, just north of Kileek Lane. There are approximately 174 existing houses within the village boundary, all located on the southern side of the Ward River. In addition to the residential development there is a primary school, a community building, one small shop, a playground and small football pitch serving the settlement.

ROLESTOWN

Rolestown is a village located in the Metropolitan Area on the main Swords to Ashbourne road (R125) and consists mainly of one and two storey residential development. The village does not include any retail activity. Development within the village is highly dispersed. Significant structures within the village include the church and the community centre, both on the north eastern edge of the village, and the new national school which is located on the northern side of the village. Part of the village is designated as an ACA.

Objective VILLAGES 1

Develop each village in accordance with a Local Area Plan (LAP) which will provide the optimal development framework to ensure the protection and enhancement of the existing village, the strengthening and consolidation of the village core and the provision of a high quality living environment for the existing and future population of the village.

Objective VILLAGES 2

Ensure that the LAP for each village includes a chapter on design and layout appropriate to each village, an ACA assessment where designated, and objectives and policies to promote appropriate small scale enterprise and employment, tourism, recreation, leisure and cultural activities.

CHAPTER 2

ENTERPRISE AND EMPLOYMENT

AIM

Encourage and facilitate optimal levels of sustainable economic development within Fingal and promote the growth of employment opportunities by fostering competitiveness and innovation within a high quality physical environment, utilising best practice and contemporary thinking on economic development.



2.1 BACKGROUND

Fingal has many strategic advantages including the presence of Dublin Airport which, in conjunction with its access to Dublin Port and rail, road and telecommunications infrastructure, gives Fingal ready access to national and international markets. Demographically, Census 2006 indicated that Fingal was the fastest growing county in the state with the youngest population of any county and the highest rate of labour force participation.

Fingal has a strong economic base characterised by high levels of FDI (foreign direct investment) which includes IT, pharmaceuticals, biotechnology, food processing and electrical/electronics. Fingal's proximity to Dublin City gives it good access to domestic markets and allows it to tap into the competitiveness of the city. Its city edge location also endows it with an availability of development land. Fingal's high quality natural and built environment is a key factor in attracting investment into Fingal and making it a desirable place for people to live and work. The presence of the coast and significant areas of agricultural land gives Fingal a competitive edge in attracting investment from the green sector.

Given Fingal's strategic endowments it is well placed to harness emerging growth sectors of the economy, including the green technology and financial services sectors.

In addition to its many strengths, Fingal also faces some significant challenges. This Plan has been prepared at a time of economic crisis for the country. On a land use level this is translated into an increased commercial vacancy throughout the County and changes in population and the workforce through outmigration. In addition, growth within Fingal is not evenly distributed. The retail/wholesale, real estate and business activities and distribution/transportation sectors being disproportionately the largest employers.



Table EE01 provides information on the level of take up in zoned employment generating land in the County. Fingal has 56% of zoned development land available for development; this figure does not take account of vacancies or extant permissions (permissions granted but not built).

TABLE EE01: QUANTUM OF ZONED EMPLOYMENT GENERATING LAND PROVIDED IN THE PLAN

Zoning Type	Quantity Land Zoned (Ha)	Quantity Land Developed (Ha)	Quantity Land Undeveloped (Ha)	% Land Developed
WD	157	49	108	31%
GE	1155	586	569	51%
GE (LAP)	431	41	390	10%
HT	477	236	241	49%
HT (LAP)	286	58	228	20%
HI	148	40	108	27%
RB	114	45	69	39%
DA	1019	616	403	60%
FP	123	47	76	38%
FP (LAP)	52	0	52	0%
ME	68	44	24	65%
ME (LAP)	85	49	36	58%
RW	31	26	5	84%
Total	4146	1837	2309	44%

Source – Fingal County Council Planning Department 2011.

There are 21 land use zonings contained in the Fingal Development Plan 2011-2017. Nine of these zonings are considered specific 'employment generators'. A significant amount of employment in the retail sector is also provided by the Major Centre, Town Centre and Local Centre zonings.

GUIDING PRINCIPLES/APPROACH

The enhanced integration of environmental considerations into economic policies is a key objective of the Council and all enterprise and employment policies will have regard to their environmental impact. Forfás identify four 'cornerstones' upon which a competitive city is based; enterprise, connectivity, sustainability and attractiveness, and inclusiveness. These four tenets will be actively promoted as the basis for competitiveness, social inclusion and good planning in Fingal, and are further emphasised by the Green Infrastructure approach of this Plan which seeks to integrate economic and environmental goals.

STATEMENT OF POLICY

- Facilitate and support the growth of the economy of Fingal, in a sustainable manner whilst maintaining and improving environmental quality
- Work in partnership with government agencies and the private sector to promote the sustainable economic development of the County and maximise the County's employment potential
- Facilitate economic growth through the consolidation of existing industrial and commercial areas and by ensuring that adequate and suitably located serviced land is available at appropriate locations throughout the County
- Promote the regeneration and reuse of land and buildings in a manner which enhances the local economy and encourages a sequential approach to development while protecting the environment
- Promote the availability of a range of business accommodation, including units suitable for small business

APPROPRIATE ASSESSMENT

Plans and projects which might negatively impact Natura 2000 sites must be screened for Appropriate Assessment and full Appropriate Assessment must be carried out unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 site.

Objective AA1

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening.

2.2 APPROACH TO ENTERPRISE AND EMPLOYMENT

ECONOMIC DEVELOPMENT ACTION PLAN FOR THE DUBLIN CITY REGION

The *Economic Development Action Plan for the Dublin City Region* is an agreed approach to the development of the Dublin City Region by the four Dublin Local Authorities and aims to further develop the Dublin City Region as the engine of Ireland's economy through a network of thriving spatial sectoral clusters, and as a centre for creative talent and creative assets. The Plan emphasises the importance of quality of life issues and the creation of a competitive city region. The role of cities and planning and development policies are increasingly critical factors in economic development, employment growth and prosperity. Sustainable development has economic,

environmental and social aspects; there is a need for planning to be responsive to changing economic circumstances and to balance complex sets of economic, environmental or social goals. The Development Plan and management system are crucial in promoting public and private investment, economic development and employment growth.

Objective EE01

Promote the policies and actions set out in the *Economic Action Plan for the Dublin City Region*.

Objective EE02

Collaborate with the three other Dublin Local Authorities to promote the competitiveness, prosperity and sustainable development of the Dublin City Region.

SMART GROWTH

Smart Growth is an alternative approach for urban planning which calls for greater integration between the economic, environmental and social aspects of planning and development and is comparable to the broader concept of sustainable development. Key principles of smart growth include mixed land uses, public transport orientated and compact development. This approach reduces urban sprawl, preserves greenfield land and provides a range of transport options facilitating walkable neighbourhoods and the efficient management and expansion of infrastructure. This also promotes social inclusion by ensuring employment is located in proximity to where people live. The emerging Green Infrastructure Strategy has a role in delivering Smart Growth for Fingal.

Objective EE03

Promote the principles of 'smart growth' in local area plans, masterplans and other framework plans and in Development Management.

Objective EE04

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

LOCATION OF EMPLOYMENT

The provision of employment opportunities in sustainable locations is a priority for Fingal. The *Regional Planning Guidelines 2010-2022* identify Blanchardstown and Swords as Metropolitan Consolidation Towns and they will be the main growth areas within the Metropolitan Area of Fingal. Balbriggan which is identified as a Large Growth Town Level 2 in the Hinterland Area will also

function in attracting investment and growth. Isolated locations devoid of services and access to public transport should be discouraged in favour of locations well served by public transport as locations for future development, in particular for activities with a large employment content. Improved journey times and efficient distribution networks confer significant improvements for competitiveness.

Objective EE05

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.

Objective EE06

Guide developments that are major generators of travel demand to locations of high public transport accessibility within urban areas in a sequential manner.

Objective EE07

Encourage developments which are likely to generate significant levels of freight traffic to locate close to the existing County or national road network having regard to NRA policy.

Objective EE08

Facilitate increased accessibility in industrial areas by encouraging walking and cycling within them and as a means of travel to and from work.

CLUSTERING

The concept of 'clustering' is used to describe the geographic concentration of industry, or more specifically, 'geographically close groups of interconnected companies and associated institutions in a particular field, linked by common technologies and skills.' Clustering occurs in Fingal at a number of locations, including at Dublin Airport and in various industrial and business parks. Advantages of clustering include cost and economies of scale, innovation, partnership opportunities, access to raw materials and availability of a skilled workforce.

Objective EE09

Promote innovative economic sectors and encourage clustering which exploits links between interconnected companies and/or with third level educational institutions.

THE DUBLIN-BELFAST/M1 CORRIDOR

The Dublin-Belfast Corridor can be described as both a spatial and economic concept. The Corridor benefits from large market access and global connectivity. The principle development concepts for the Dublin-Belfast Corridor are consolidation and the protection of the Corridor's economic potential and integrity. Settlements along the Corridor should become centres for focused development. The economic integrity of the Corridor can be improved through the facilitation of a critical mass in a physical and economic sense within existing settlements. In practical terms the Corridor concept provides the possibility of a series of development opportunities in towns along the M1 motorway and the Dublin-Belfast rail line subject to the proper planning and sustainable development of the area, the settlement hierarchy and the provision of transport infrastructure. The protection of rail and road spines to ensure they are not compromised is important in developing the Corridor concept. It is important that the integrity of the Corridor is sustained and protected and for this reason only appropriate developments will be permitted at identified locations.

Objective EE10

Promote the continued economic development of the Dublin-Belfast/M1 Economic Corridor in accordance with the sequential principle and the principles of Smart Growth.

Objective EE11

Protect the integrity of the Dublin-Belfast Corridor from inappropriate forms of development and optimise its development potential in a sustainable manner.

METRO ECONOMIC CORRIDOR (ME)

There are two proposed Metro routes within Fingal, Metro North and Metro West. The ME zoning provides for an area of compact, high intensity/density, employment generating activity within the Metro Economic Corridor. Metro North will provide a high capacity, high frequency and first class public transport link between Dublin City, Dublin Airport and Swords. The Metro integrates with an expanded Dublin Airport where, along with an improved road network and improved public transport network, it will create a multi-modal transport hub linking Dublin City, the Airport and the strategic expansion of Swords.

The Economic Development Strategy for the Metro North Economic Corridor prepared by Indecon Economic Consultants indicated that the MNEC should facilitate an area of high density, employment generating activity focusing on key sectors including IT, financial and business services, science and technology and health and education. The report recommended that commercial and residential developments should be within a setting of exemplary public spaces, incorporating landmark architecture and sustainable districts within a green landscape setting. The MNEC will be a flagship European development model, incorporating the best principles of sustainability, urban design and contemporary architecture. The aim is to create an environment that fosters opportunity, choice and prosperity.

Metro West will link Tallaght, Clondalkin, Lucan, Blanchardstown and Ballymun and connect to the Tallaght Luas line in the southwest and the Metro North to the north of Ballymun. It will provide an integrated transportation network with significant advantages for Fingal by linking two major urban centres within the County and other centres outside the County. The Plan will protect the Metro West Corridor from inappropriate uses which could impact on the potential for future land uses along the Corridor. For both Metro North and Metro West, the corridors are physically identified by the S.49 schemes which indicate an area of approximately 1km either side of the metro route.

Objective EE12

Protect the integrity of the Metro Economic Corridors from inappropriate forms of development and optimise development potential in a sustainable and phased manner.

Objective EE13

Ensure high quality urban design incorporating exemplary public spaces, contemporary architecture and sustainable places within a green landscape setting.

DESIGN & LAYOUT OF BUSINESS PARKS & INDUSTRIAL AREAS

Business parks and industrial estates in Fingal are intended to provide high quality physical environments for business and industry, reflecting the character of the County and increasing its competitiveness. Developments at these locations should refer to the *Design Guidelines for Business Parks and Industrial Areas* (Appendix 4) of the Development Plan. The principle aims of the Guide are to achieve high quality design, visual continuity and pedestrian/cycle friendly environments whilst ensuring the functioning of business and industrial locations.



Objective EE14

Ensure that all proposed business and industrial development demonstrates regard to the *Design Guidelines for Business Parks and Industrial Areas*.

Objective EE15

Encourage better integration of industrial areas into the urban fabric of the County, resolving tensions between uses and enhancing the security and permeability of industrial areas for pedestrians and cyclists as well as business.

Objective EE16

Facilitate Local Support Facilities at identified locations providing a small range of uses to serve the needs of employees.

LOCAL SUPPORT FACILITIES

It is appropriate for small scale support facilities to be located within employment areas. These would be aimed at providing 'walk to' facilities for employees within the immediate area and would be restricted to the size necessary to serve the local employees. Uses such as restaurant, sandwich shop, childcare facilities, ATM, and corner shop/convenience outlet type facilities would be appropriate. It is important that such facilities would not threaten the viability of existing local centres.

Objective EE17

Encourage the provision of Local Support Facilities to serve the needs of the employees within major employment areas.

2.3 EMPLOYMENT SECTORS

The creation of high value, sustainable employment is key to the success of Fingal and can be stimulated through the creation of appropriate conditions conducive to growth in employment opportunities. It should also be recognised that not all jobs can be high value and there needs to be a mix of job type to match the qualifications and needs of Fingal residents.



Objective EE18

Encourage high value marketable employment in appropriate locations served by public transport.

Objective EE19

Encourage linkages between third level institutes and industry.

Objective EE20

Promote a mix of employment type to reduce the need for residents of Fingal to commute outside the County for employment.

RESEARCH AND DEVELOPMENT (R&D)

Research and Development is a high value employment sector which relies on a good supply of a well educated, skilled workforce within its geographic catchment. Consequently, factors influencing the location of R&D enterprise include quality of infrastructure and physical environment, availability of a well educated workforce, connectivity levels, and community and cultural facilities.

Objective EE21

Promote the growth of research and development in Fingal by facilitating the conditions conducive to such development including a high quality built and natural environment, public transport infrastructure and community and cultural infrastructure.

FINANCIAL SERVICES

The financial services and banking sector offers high quality employment and relies on a supply of graduates, information and a good quality built and natural environment. Fingal has a modest financial services base with the highest concentrations in Swords and Blanchardstown, primarily within business parks and industrial campuses. Opportunities exist to further develop this sector.

In order to attract and facilitate the financial services sector in Fingal certain conditions need to be created. Such conditions include access to high speed broadband, quality of road and rail transportation and quality of the physical environment. The location of a university campus within Fingal and the fostering of linkages between industry in Fingal and neighbouring universities would also significantly improve the status and attractiveness of the County as a locational base for financial services. The demographic profile of the County is also a potential draw factor in encouraging growth in the financial services sector.

Objective EE22

Promote the growth of the financial and banking sector in Fingal by facilitating the conditions conducive to such development including a high quality built and natural environment, public transport infrastructure and community and cultural infrastructure.

THE ENVIRONMENTAL GOODS AND SERVICES SECTOR (EGS)

The market for environmental goods and services (EGS) is forecast to experience strong growth in the coming years. Ireland's strong Information Communication Technology (ICT) base, and past experience in attracting foreign direct investment can be harnessed to develop a strong EGS sector. Specific opportunities in the EGS sector include renewable energies, efficient energy use and management (including eco-construction), waste management and recovery, water and wastewater treatment, and environmental consultancy services.

The development of 'green enterprise' is knowledge intensive, and research driven. Fingal's demographics and diversified landscape make the County an attractive base for such activity.

Objective EE23

Promote the growth of the Environmental Goods and Services sector in Fingal by facilitating the conditions conducive to such development including a high quality built and natural environment, public transport infrastructure and community and cultural infrastructure.

SMALL-MEDIUM SIZE ENTERPRISE (SME)

SMEs are recognised drivers of innovation and social and local integration. Fingal's city edge location in addition to its excellent connectivity provides an attractive base for SMEs. Recognised best practise approaches to stimulating SME activity include incubation units, clustering and networking. Objectives relating to clustering have been set out earlier in this chapter.

INCUBATION UNITS/WORKSHOPS/BUSINESS STARTER UNITS

The provision of appropriate infrastructure is important in creating the conditions conducive to enterprise and employment creation. Incubation units, workshops and business starter units provide small and medium businesses with a base to engage in the production, research and development and enterprise activities. Having regard to current trends and forecasts it is considered that there will be demand for smaller units c.50-80 sq m providing for greater letability and lower rents.

Objective EE24

Promote the provision of workspace units suitable for small businesses and start-up companies, in general, and with particular emphasis on their provision within large schemes.

2.4 LAND USE AND ZONING

Fingal is well provided for in terms of zoned and serviced land which has contributed to a significant growth in industrial and commercial enterprises. Fingal also has a significant amount of existing business parks/enterprise centres and industrial estates. To ensure a continued sustainable pattern of development and best use of existing and proposed facilities and infrastructure, it is important that consolidation occurs within existing industrial areas while still recognising the need for industry to have a choice of location within existing zoned lands. The need for choice has to be balanced against the wider policy objectives of reducing the number and frequency of vehicle trips and encouraging development in accessible areas served by public transport.

The importance of high employment areas being effectively served by public transport and support infrastructure and being visually attractive is key to improving the competitiveness of the County.

**Objective EE25**

Assess major development proposals on suitably zoned lands alongside the availability of transport and other support infrastructure necessary to serve such developments.

Objective EE26

Prepare Local Area Plans or Masterplans where indicated on employment lands in co-operation with relevant stakeholders.

The objectives and visions for the employment land use zonings are set out in Chapter 9. The following paragraphs include additional objectives for some of these land use zonings.

WD (WAREHOUSING AND DISTRIBUTION)

The purpose of the Warehouse and Distribution zoning is to facilitate logistics and warehousing type activity. WD zoned land is located south of the airport.

Objective EE27

Encourage large-scale distribution activities to locate within areas zoned WD.

Objective EE28

Ensure that sufficient land is reserved around site boundaries, in both individual sites and industrial parks to accommodate landscaping which will soften the visual impact and reduce the biodiversity loss of the development and improve the quality of the environment.

GE (GENERAL EMPLOYMENT)

The vision of the General Employment zoning is to *“facilitate opportunities for compatible industry and general employment uses, logistics and warehousing activity in a good quality physical environment. General Employment areas should be highly accessible, well designed, permeable and legible”*.

Objective EE29

Encourage high quality sustainable design, permeability and pedestrian/cyclist friendly environments within General Employment (GE) areas.

HT (HIGH TECHNOLOGY)

The purpose of this zoning is to facilitate opportunities for science and technology, major office and research and development based employment within high quality, highly accessible, campus style settings.

Objective EE30

Encourage the development of corporate offices and knowledge based enterprise in the County on HT zoned lands and work with Government agencies, and other sectors to achieve such development.

2.5 RURAL ENTERPRISE/THE RURAL ECONOMY

See also Section 8.4, Rural Enterprise

The rural economy is an important component of Fingal's overall economy. A significant component of Fingal's rural economy is engaged in strategic food production and processing. North Fingal provides produce for much of the Dublin region and a significant portion of the country's food supply in addition to the export market.

SMEs are a significant element of the rural economy and include food production and manufacturing. Rural based tourism which includes fishing, forestry, trekking, equine and farm based activities provides opportunities for the diversification of the rural economy. Given the importance of the rural environment it is important that its integrity is maintained and enhanced and that the activities which rely upon it do not degrade or detract from it.

Objective EE31

Protect and ensure the continuing viability of agriculture and horticulture within rural areas and sustain the rural character of the countryside as a valuable resource.

Objective EE32

Promote the diversification of the rural economy while safeguarding the environment and role of the rural area as a strategic asset.

Objective EE33

Promote rural indigenous industry while safeguarding the environment and role of the rural area as a strategic asset.

Objective EE34

Protect the economic and social benefits of licensed local country markets encouraging the trade of local agriculture and craft produce and support their role as visitor attractions.

2.6 QUARRYING AND AGGREGATE EXTRACTION

The aggregate industry provides an essential input to the construction industry. By their nature, aggregates can only be worked where they occur. There is a continuing need for new and expanded aggregate quarrying operations on land to meet regional and local requirements. There is thus a need to identify and protect aggregate resource areas to meet the likely scale of future demand while at the same time protecting the natural environment and communities from environmental impacts including noise, dust, traffic and vibration. *Guidelines for Planning Authorities on Quarries and Ancillary Activities* were published by the DoEHLG in 2004. These Guidelines recognise the contribution that extractive industries make to economic development

but they also identify the land use and environmental issues which require mitigation and management through the planning system. Proposed development which would compromise aggregate rich areas requires careful consideration to avoid compromising aggregate reserves. The potential use of environmentally friendly products should be employed where possible to reduce the need for excessive quarrying. A number of guidelines relating to quarrying have been produced by various bodies for example *'Geological Heritage Guidelines for the Extractive Industry'* (GSI) and *'Wildlife, Habitats and the Extractive Industry'* (NoticeNature). The various guidelines, not all of which are listed here, provide useful references and suggestions for potential restoration and reuse.

Objective EE35

Consider proposals for aggregate extraction only where the Council is satisfied through an environmental assessment that environmental quality and amenity will be protected and appropriate provision for the restoration of the landscape and habitat is being made.

Objective EE36

Encourage the recycling of builders' rubble to reduce the need for extraction in accordance with *Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects* (DoEHLG 2006).

2.7 REGENERATION

Physical and economic changes in the wider economy coupled with negative perceptions of certain areas of the County or perceived difficulty in assembling sites, result in pressures for development gravitating away from those areas towards greenfield or 'prime' locations.

Identifying regeneration areas is the first stage in regenerating these underperforming areas. Policy initiatives which incentivise development and encourage redevelopment and investment can be an important aspect in reversing these trends.

Identifying areas in need of regeneration and having appropriate policies to promote their redevelopment is the most practical way of securing the regeneration of obsolete or underutilised areas.

Objective EE37

Promote the regeneration and reuse of obsolete and derelict lands and buildings.

Objective EE38

Identify areas in need of regeneration and encourage their regeneration.

2.8 TOURISM

See also Section 5.5, The Coast, Tourism and Recreation, and Section 8.4, Rural Enterprise, Strategic Enterprise Opportunities

Tourism is an important sector of the economy offering potential for increased employment and economic activity. Fingal has a rich portfolio of natural and cultural assets, providing a substantial recreational and heritage resource for a large and growing population.

Fingal also has strong opportunities for business tourism because of its proximity to Dublin City and the Airport and the ready availability of hotel accommodation. Opportunities to develop niche tourism including water sports, golfing, culinary and other leisure pursuits can also be exploited within Fingal. Fingal can capitalise on its city-edge location taking advantage of positive spin-offs given its proximity to Dublin City. There will be a necessity to carry out an Appropriate Assessment screening where development would have direct or indirect impacts on a Natura site. Rural tourism is covered further in the Rural chapter.

Objective EE39

Harness the economic benefits of the tourism industry through sustainable means, including the conservation and protection of the built and natural heritage.

Objective EE40

Promote sustainable rural tourism in a manner which protects and enhances the rural environment and where it can be demonstrated that resultant development will not have a negative impact on Natura 2000 sites.

Objective EE41

Cooperate with relevant bodies to develop tourism in Fingal and the wider Dublin Region.

Objective EE42

Promote the establishment of tourist destinations in the Fingal area subject to their being of an appropriate scale, located at a sustainable location, served by public transport and would not adversely impact upon a Natura 2000 site or other sensitive habitats/species.

2.9 RETAILING

The retailing sector is an important and dynamic industry, providing significant employment and services at local and regional level. The *Retail Strategy for the Greater Dublin Area 2008-2016* provides guidance for retail planning across the GDA. In accordance with the Retail Strategy for the GDA, the Fingal Retail Strategy (see Appendix 2) provides the strategic policy framework for the spatial distribution for new retail development in Fingal. The Strategy sets out a co-ordinated, sustainable



approach to the assessment and provision of retail within the GDA so that adequate and suitable provision is made to meet the needs of the growing and changing population. The Strategy aims to sustain and improve the retail profile and competitiveness of Fingal, address retail expenditure leakage and ensure an equitable, efficient and sustainable spatial distribution of the main retail centres across the County. The Strategy confirms a retail hierarchy and provides clear guidance on where major new retail floorspace would be acceptable. The Strategy seeks to ensure that the retail needs of the County are met as fully as possible in a way which encourages the preservation and enhancement of the retail role of town centres and villages, facilitating innovation and the regeneration of derelict land. The requirement for additional floorspace is predicated on a number of factors including population growth, economic buoyancy and rising consumer demand. It is incumbent that the Development Plan recognises and reflects prevailing circumstances underpinning floorspace projections and adopts a pragmatic approach when and where changes occur.

Retail warehousing is accommodated through the Retail Warehouse (RW) zoning objective at Swords and Ballymun and through local objectives at Balbriggan and Blanchardstown.

Objective EE43

Support the future vitality and viability of existing designated centres and facilitate a competitive and healthy environment for the retailing industry into the future by ensuring that future growth in retail floorspace respects and responds to changing economic circumstances.

Objective EE44

Have regard to the *Retail Strategy for the Greater Dublin Area 2008 – 2016* in defining the retail hierarchy of the County and defining the role of retail centres.

Objective EE45

Implement the Fingal Retail Strategy.

2.10 DUBLIN AIRPORT

See also Section 4.1 Transportation, Airport and Port

Dublin Airport is of national and international importance and represents the most significant single economic entity in Fingal and the Region. The Airport is the principle gateway to Ireland and an important driver of economic development, generating employment both directly and indirectly. Fingal has a unique role in facilitating the sustainable development of the airport and its environs and safeguarding its potential as a national resource. Objectives in relation to transportation issues pertaining to the airport are contained within Chapter 4, Section 4.1 Transportation.

The Dublin Airport Local Area Plan provides the principal development management tool for the airport area and specifies the long-term disposition and mix of uses within the designated area together with infrastructural development necessary to support these uses.

Objective EE46

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

Objective EE47

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

Objective EE48

Facilitate the development of a second major east-west runway at Dublin Airport and the extension of the existing east-west runway 10/28.

Objective EE49

Facilitate the efficient and effective operation of Dublin Airport in accordance with Dublin Airport Local Area Plan and the principles of proper planning and sustainable development.

Objective EE50

Continue to participate in the Dublin Airport Stakeholders Forum which includes representatives from local authorities, airport operators, community and other stakeholders, providing a forum for discussion of environmental and other issues.

NOISE

There is a need to minimise the adverse impact of noise without placing unreasonable restrictions on development and to avoid future conflicts between the community and the operation of the airport. Two noise zones are shown in the Development Plan maps, an Outer Zone within which the Council will continue to restrict inappropriate development, and an Inner Zone within which new provisions for residential development and other noise sensitive uses will be actively resisted.

Objective EE51

Strictly control inappropriate development and require noise insulation where appropriate within the Outer Noise Zone, and actively resist new provision for residential development and other noise sensitive uses within the Inner Noise Zone, as shown on the Development Plan maps, while recognising the housing needs of established families farming in the zone.

Objective EE52

Notwithstanding Objective EE51, apply the provisions with regard to New Housing for Farming Families only, as set out in Chapter 8, within the Inner Noise Zone subject to the following restrictions:

- Under no circumstances shall any dwelling be permitted within the predicted 69 dB LAeq 16 hours noise contour
- Comprehensive noise insulation shall be required for any house permitted under this objective
- Any planning application shall be accompanied by a noise assessment report produced by a specialist in noise assessment which shall specify all proposed noise mitigation measures together with a declaration of acceptance of the applicant with regard to the result of the noise assessment report

Objective EE53

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

Objective EE54

Restrict development which would give rise to conflicts with aircraft movements on environmental or safety grounds on lands in the vicinity of the Airport and on the main flight paths serving the Airport, and in particular restrict residential development in areas likely to be affected by levels of noise inappropriate to residential use.

Objective EE55

Review the operation of the Noise Zones on an ongoing basis in light of the 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.

Objective EE56

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

SAFETY

Public safety zones were drawn up in 2003 by ERM for the Department of Environment, Heritage and Local Government and the Department of Transport but guidelines for their implementation have not yet been issued by the Minister for Environment, Heritage and Local Government. The Council will continue to follow the advice of the Irish Aviation Authority regarding the effects of proposed development on the safety of aircraft and the safe and efficient navigation thereof.

Objective EE57

Promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements.

Objective EE58

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

Objective EE59

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

Objective EE60

Have regard to the safety and environmental impacts of aircraft movements associated with Weston Aerodrome in the assessment of any relevant development proposal.

AIR AND WATER QUALITY MANAGEMENT

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

Objective EE61

Ensure that every development proposal in the environs of the Airport takes account of the current and predicted changes in air quality and local environmental conditions.

Objective EE62

Work with the Dublin Airport Authority in facilitating the publication and dissemination of information on monitored air quality and air traffic movement related to Dublin Airport.

Objective EE63

Ensure that every development proposal in the environs of the Airport takes into account the impact on water quality, water-based habitats and flooding of local streams and rivers.

DESIGN QUALITY

Dublin Airport is a National Gateway and should provide through exemplar design a visual coherence which will provide an attractive high quality environment which enriches visitor experiences.

Objective EE64

Ensure that all development within the Dublin Airport Local Area Plan area 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 EE65

Require an urban design statement with each planning application for development within the Dublin Airport Local Area Plan area, to ensure architectural coherence and quality in the Airport area; this shall demonstrate compliance with the adopted Dublin Airport Local Area Plan.

ACCESSIBILITY

It is important that accessibility to and from the Airport is protected and enhanced. Metro North will further improve transportation links between the Airport, Swords and Dublin City enhancing the role of the Airport within Fingal.

Objective EE66

Control the supply of car parking at the Airport so as to maximise as far as is practical the use of public transport by workers and passengers and to secure the efficient use of land.

Objective EE67

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

Objective EE68

Protect and enhance the transportation capacity required to provide for the surface access needs of the Airport.

Objective EE69

Maintain and protect accessibility to the Airport as a priority.

SURROUNDING LAND USES

Objective EE70

Realise the optimal use of lands around the Airport. In this regard, a study of optimal land use shall be prepared following the making of the Development Plan.

ST. MARGARET'S AND OTHER RESIDENTIAL COMMUNITIES

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

Objective EE71

Restrict housing development in order to minimise the potential for future conflict between Airport operations and the environmental conditions for residents.

Objective EE72

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

Objective EE73

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

2.11 PORTS, MARINAS AND JETTIES

See also Section 5.5, The Coast

Port services are critically important for enterprise, handling 99% of Ireland's trade or 75% percent in value terms (Forfás 2009). The principal issues effecting ports are efficiency and operational issues, specifically adequacy of internal road and rail access and the provision of deeper water facilities. Fingal benefits from excellent access to Dublin Port via the Port Tunnel. Fishing ports and harbour facilities also provide an important economic asset to Fingal. Demand is increasing for marinas and jetties which serve mainly recreational functions. The use of marinas and jetties needs to be carefully managed to prevent environmental degradation of the coastal area and to prevent conflict between recreational activities and the primary function of the harbour. Any development of ports, marinas and jetties will require Screening for Appropriate Assessment and Strategic Environmental Assessment and, depending on the size and likely impact of development will be subject to an Environmental Impact Statement.

**Objective EE74**

Require that service enterprises and ancillary development be of a scale and nature in keeping with the character of the harbour or port.

ADDITIONAL PORT

The *Dublin Port National Development Plan Study* undertaken by Indecon Economic Consultants in July 2009 examined the role of Dublin Port, including the relocation of all or part of the port to an alternative location. Large scale growth in trade has placed additional capacity pressures on Dublin Port, necessitating the requirement for an expansion of port facilities. A number of options are under consideration, including the provision of an additional port. The report recommends that nothing should be done at policy level to block either the expansion of Dublin Port or the proposed development of an additional port at this stage.

Objective EE75

Facilitate the sustainable development of a new deep water port in the general vicinity of Bremore while safeguarding the natural and archaeological heritage of the area. Ensure any port related development proposals are subject to full environmental assessment including Strategic Environmental Assessment, Environmental Impact Assessment and Habitats Directive Appropriate Assessment, as required.

Objective EE76

Facilitate associated landside activities within existing urban development areas, while safeguarding the natural and archaeological heritage of the Bremore area, prioritizing transport infrastructure, maximizing the economic benefits to nearby communities, and minimizing any negative impacts of landside activities on such communities or the environment and heritage of the area.

2.12 FISHERIES, AQUACULTURE AND MARICULTURE

See also Section 5.5, The Coast

The fishing industry in Fingal is concentrated along the coast in the towns and villages of Howth, Skerries, Rush, Loughshinny and Balbriggan. There is currently no significant diversification of this industry into mariculture or aquaculture.



Objective EE77

Support the continuation and, where possible, expansion of marine fishing, aquaculture and mariculture enterprises in co-operation with relevant agencies and facilitate the development of on shore processing units, provided such developments are sustainable and are located in or adjacent to existing developed areas and are consistent with the land use zoning and nature conservation objectives of the area and do not pose indirect impacts on the Conservation Objectives of Natura 2000 sites, in particular those designated for the protection of seabirds.

2.13 MAJOR ACCIDENTS DIRECTIVE

The EU Directive on the Control of Major Accidents Hazards (Seveso) 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 of 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. Planning applications in proximity to Seveso sites are referred to the Health and Safety Authority (HSA), a prescribed body, for their input and the planning authority in making a decision must have regard to their advice. Land use planning guidelines in the context of Article 12 of the Seveso II Directive 96/82/EC as amended by Directive 105/2003/EC provide best practice guidance in relation to compliance with the legislation.

Developers of Seveso sites and any sites adjacent to Seveso sites are encouraged to consult with the HSA at the pre-planning stage to assess the impacts of their proposals.

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 nine 'Seveso' (3 Upper Tier and 6 Lower Tier) establishments in Fingal.

The Planning and Development Regulations 2001 Section 137 (1) (b) and Table 1 and 2 of Schedule 8 set out the relevant consultation distances for which developments in the vicinity of Seveso developments have to be referred to the HSA.



TABLE EE02: LIST OF SEVESO SITES IN FINGAL

Establishment	Tier	Consultation Distance
Chemco (Ire) Ltd. T/A Chemsourc Unit 2 Stadium Business Park, Ballycoolin Rd. Cappagh	Upper Tier	700m
Contract & General Warehousing Ltd. Westpoint Business Park, Navan Rd. Mulhuddart	Upper Tier	700m
Mallinckrodt Medical Imaging-Ireland T/A Convidien Damastown, Mulhuddart	Upper Tier	1,000m
Arch Chemicals B.V Watery Lane, Swords	Lower Tier	1,000m
Astellas Ireland Co., Ltd., Damastown, Mulhuddart	Lower Tier	1,000m
Clarochem Ireland Ltd., (formally Helsinn), Damastown, Mulhuddart	Lower Tier	1,000m
Gensys Power Ltd., T/A Huntstown Power Station, Huntstown Quarry, Finglas, D11	Lower Tier	300m
Swords Laboratories, Watery Lane, Swords	Lower Tier	1,000m
Swords laboratories T/A Bristol Myers Squibb, Cruiserath Rd. Mulhuddart D15	Lower Tier	1,000m

[Source HSA, April 2010]

Objective EE78

Have regard to the provision of the ‘Major Accident Directive’ (Seveso II) (European Council Directive 96/82/EC as amended by Directive 105/2003/EC) and impose restrictions in consultation with the HSA, on developments abutting or within proximity of a Seveso site. The extent of restrictions on development will be dependent on the type of risk present and the quantity and form of the dangerous substance present or likely to be present.

Objective EE79

Permit new Seveso development only in low risk locations away from vulnerable residential, retail and commercial development.

Objective EE80

Prohibit new extensions to long-established Seveso sites where they are a non-conforming use and where they pose an unacceptable accident risk to the public.

Objective EE81

In areas where Seveso sites exist in appropriate locations with low population densities, ensure that proposed uses in adjacent sites do not compromise the potential for expansion of the existing Seveso use and in particular the exclusion of developments with the potential to attract large numbers of the public.

Objective EE82

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 EE83

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 EE02.

Objective EE84

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

CHAPTER 3

GREEN INFRASTRUCTURE

AIM

Create an integrated and coherent green infrastructure for the County which will protect and enhance biodiversity, provide for accessible parks and open space, maintain and enhance landscape character including historic landscape character, protect and enhance architectural and archaeological heritage and provide for sustainable water management by requiring the retention of substantial networks of green space in urban, urban fringe and adjacent countryside areas to serve the needs of communities now and in the future including the need to adapt to climate change.



SECTIONS

3.1	BACKGROUND	91
3.2	GREEN INFRASTRUCTURE – A STRATEGY FOR FINGAL	92
3.3	GREEN INFRASTRUCTURE OBJECTIVES FOR LOCAL AREA PLANS AND DEVELOPMENT PROPOSALS	98

3.1 BACKGROUND

The term Green Infrastructure is increasingly being used to describe the interconnected networks of land and water all around us that sustain environmental quality and enrich our quality of life. This includes the nature conservation areas, parks, open space, rivers, floodplains, wetlands, woodlands, farmland and coastal areas which surround and are threaded through our villages, towns and urban areas. Green infrastructure provides space for nature (or biodiversity) and the natural systems which regulate temperature, reduce storm flows, provide us with clean water and air, and a multitude of other benefits or ecosystem services¹ free of charge. High-quality accessible parks, open spaces and greenways provide health benefits for all including space for children to play, a meeting place for people from all backgrounds and communities and can provide for the development of safe and attractive walking and cycling routes. By providing a high-quality environment in which to live and to work green infrastructure helps to attract and to hold on to the high-value industries, entrepreneurs and workers needed to underpin the knowledge economy. In addition, it is increasingly being recognised that green infrastructure is a vital component in building resilient communities capable of adapting to the consequences of climate change.



In recent decades green infrastructure approaches to planning and development have been developing internationally. The emergence of green infrastructure planning is a response to the growing recognition of the many benefits which green space provides to society and of the need to plan for its protection, provision and management in tandem with plans for growth and development. Key elements of the approach are called for in the *National Spatial Strategy 2002-2020 (NSS)* and in the *Regional Planning Guidelines for the Greater Dublin Area 2010-2022*. In consolidating and strengthening areas the NSS calls for a Green Structure to be put in place to prevent urban sprawl, to reduce the loss of agricultural and other land to urban uses, to protect rural identity to create a green setting for cities and towns, to conserve and enhance biodiversity and to protect buildings, structures and other physical elements of the cultural heritage. The Regional Planning Guidelines advocate the development of a green infrastructure approach at all levels in the planning system and the preparation of Green Infrastructure Strategies at County/City level. Green infrastructure planning is also crucial in meeting the growing and increasingly complex and inter-related demands of environmental legislation including the Habitats, Birds, Floods, Water Framework, Strategic Environmental Assessment (SEA) and Environmental Liability Directives.

¹Ecosystem services are the benefits people obtain from ecosystems. These include provisioning services such as food, water, timber, and fibre; regulating services that affect climate, floods, disease, wastes, and water quality; cultural services that provide recreational, aesthetic, and spiritual benefits; and supporting services such as soil formation, photosynthesis, and nutrient cycling.

APPROPRIATE ASSESSMENT

Plans and projects which might negatively impact Natura 2000 sites must be screened for Appropriate Assessment and full Appropriate Assessment must be carried out unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 site.

Objective AA1

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening.

STATEMENT OF POLICY

- Ensure that areas and networks of green infrastructure are identified, protected, enhanced, managed and created to provide a wide range of environmental, social and economic benefits to communities
- Develop the green infrastructure network to ensure the conservation and enhancement of biodiversity, including the protection of Natura 2000 sites, the provision of accessible parks, open spaces and recreational facilities, the sustainable management of water, the maintenance of landscape character including historic landscape character and the protection and enhancement of the architectural and archaeological heritage

3.2 GREEN INFRASTRUCTURE – A STRATEGY FOR FINGAL

In practical terms, green infrastructure planning means the development of map-based strategies. These strategies map existing green infrastructure resources, assess future needs and indicate where management measures are needed and where new green infrastructure is to be provided in the future. Strategies are evidence-based and generally use Geographic Information Systems (GIS) to collate, map and analyse information. This map-based approach can be readily understood and is easily communicated to a wide audience. This, in turn, provides a good basis for communication with the public and for engaging key partners in the green infrastructure planning and implementation process. It also allows a focus on maximising benefits in the creation of a connected and multi-functional green infrastructure network. It is the Council's intention to develop a Green Infrastructure Strategy for the County in consultation with all key stakeholders and with the public during the lifetime of the Development Plan.



Objective GI01

Develop and implement a comprehensive Green Infrastructure Strategy for Fingal in consultation with key stakeholders and the public.

Objective GI02

Ensure the Green Infrastructure Strategy for Fingal protects existing green infrastructure resources and plans for future green infrastructure provision which addresses the five main themes identified in this Plan, namely:

- Biodiversity
- Parks, Open Space and Recreation
- Sustainable Water Management
- Archaeological and Architectural Heritage
- Landscape

Objective GI03

Ensure the Green Infrastructure Strategy for Fingal reflects a long-term perspective, including the need to adapt to climate change.

Objective GI04

Ensure the protection of Fingal's Natura 2000 sites is central to Fingal County Council's Green Infrastructure Strategy and Policy, and ensure the protection of these sites is facilitated through screening for Appropriate Assessment of all plans and projects that are likely to have a significant effect on the Conservation Objectives of these sites.

Objective GI05

Ensure the Green Infrastructure Strategy integrates existing communities through appropriate planning, ongoing management and governance after implementation.

Objective GI06

Ensure green infrastructure protection and provision promotes pedestrian access, cycling, and public transport in preference to the car, as appropriate.

FINGAL'S GREEN INFRASTRUCTURE

The Council has identified a number of key themes which the emerging Green Infrastructure Strategy seeks to address. These are:

- Biodiversity
- Parks, Open Space and Recreation
- Sustainable Water Management
- Archaeological and Architectural Heritage
- Landscape

Under each of these headings the Council has identified and mapped the key elements of the County's strategic green infrastructure on the Development Plan maps, under each of the five GI themes. These are as follows:

BIODIVERSITY

- Designated Shellfish Waters
- Fingal Ecological Network including the following:
 - Core Biodiversity Conservation Areas: Ramsar sites, Natura 2000 sites (SACs and SPAs), NHAs, Statutory Nature Reserves, Refuges for Fauna, Annex I habitats outside designated sites, habitats of protected or rare flora
 - Ecological Buffer Zones
 - Nature Development Areas
 - River Corridors along major Rivers
- Areas within 100m of erodible coastline

PARKS, OPEN SPACE AND RECREATION

- Lands zoned open space and/or in use as public open space

SUSTAINABLE WATER MANAGEMENT

- Watercourses including rivers and streams
- Riverine floodplains
- Coastal areas liable to flooding

ARCHAEOLOGICAL AND ARCHITECTURAL HERITAGE

- Sites and Monuments on the Record of Monuments and Places (RMP)
- Buildings and other structures on the Record of Protected Structures (RPS)
- Architectural Conservation Areas (ACAs)
- Historic Graveyards

LANDSCAPE

- Special Amenity Areas on Howth Head and the Liffey Valley
- High Amenity Areas
- Highly Sensitive Landscapes
- County Geological Sites
- Public Beaches

Key proposals for the management of existing green infrastructure and provision of new green infrastructure as part of the Development Plan have also been highlighted in the objectives below and on the Development Plan maps. In achieving green infrastructure objectives greenbelt zoned lands offer opportunities for the location of new facilities including parks, nature conservation areas, sustainable walking and cycling routes.

Objective G107

Resist development that would fragment or prejudice the County's strategic green infrastructure network.

Objective G108

Seek a net gain in green infrastructure through the protection and enhancement of existing assets, through the provision of new green infrastructure as an integral part of the planning process, and by taking forward priority projects including those indicated on the Development Plan green infrastructure maps during the lifetime of the Development Plan.

Objective G109

Plan and develop the Fingal Coastal Way from north of Balbriggan to Howth taking full account of the need to protect the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on Natura 2000 sites and species protected by law. Investigate the possibility of integrating the Fingal Coastal Way with the proposed Bray to Balbriggan cycle route.

GREEN INFRASTRUCTURE AND LOCAL AREA PLANS

A key objective of green infrastructure planning is that green infrastructure management and provision is integrated with plans for growth and development. The preparation of local area plans provides a key opportunity for the protection, management, enhancement and provision of green infrastructure which is fully integrated with new development. All local area plans will be required to provide for green infrastructure which addresses the objectives for the five GI themes identified above.



Objective GI10

Require all Local Area Plans to protect, enhance, provide and manage of green infrastructure in an integrated and coherent manner addressing the five GI themes set out in the Development Plan – Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Architectural Heritage, and Landscape.

GREEN INFRASTRUCTURE AND DEVELOPMENT

See also Section 7.2, Urban Design and Section 4.2, Water Services

All proposals for development must take account of the County's strategic green infrastructure resources and ensure that these are protected, managed and enhanced as new development takes place. In addition, proposals for development must seek to provide for the protection and provision of green infrastructure which addresses the five GI themes identified in the Development Plan in a coherent and integrated manner. In practical terms this means that project proponents should seek to integrate their proposals to the maximum extent under the different headings where possible and appropriate. Key objectives in this regard are highlighted under each theme below. Applicants should also consult the relevant chapters in the Development Plan for further detailed information on each theme as indicated. For major developments a green infrastructure plan will be required as an integral part of proposals for development. For urban developments this should form part of the detailed design appraisal required under Objective UD01.

Objective G11

Require all new development to contribute to the protection and enhancement of existing green infrastructure and the delivery of new green infrastructure, as appropriate.

Objective G12

Require all new development to address the protection and provision of green infrastructure for the five GI themes set out in the Development Plan (Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Architectural Heritage, and Landscape) in a coherent and integrated manner.

Objective G13

Require all proposals for major developments to submit a green infrastructure plan as an integral part of a planning application except where green infrastructure is dealt with as part of Objective UD01.



3.3 GREEN INFRASTRUCTURE OBJECTIVES FOR LOCAL AREA PLANS AND DEVELOPMENT PROPOSALS

BIODIVERSITY THEME

See also Chapter 5, Natural Heritage

Objective GI14

Ensure biodiversity conservation and/or enhancement measures, as appropriate, are included in all proposals for new development.

Objective GI15

Protect the Fingal Ecological Network, including Natura 2000 sites, and ensure its sustainable management.

Objective GI16

Ensure that green infrastructure provision and management does not lead to the spread of invasive species.

Objective GI17

Integrate provision for biodiversity with public open space provision and sustainable water management measures (including SuDS) where possible and appropriate.



PARKS, OPEN SPACE AND RECREATION THEME

See also Chapter 7, Urban Fingal

Objective G118

Maximise the use and potential of existing parks, open space and recreational provision, both passive and active, by integrating existing facilities with proposals for new development and by seeking to upgrade existing facilities where appropriate.

Objective G119

Provide a range of accessible new parks, open spaces and recreational facilities accommodating a wide variety of uses (both passive and active), use intensities and interests.

Objective G120

Consider all sections of the community in the provision of parks, open space and recreational facilities.

Objective G121

Seek to enhance connectivity for people through the provision of parks, open space and recreational facilities.

Objective G122

Ensure parks, open space and recreational provision is appropriately designed to respond to and integrate with the landscape and townscape context.

Objective G123

Ensure that proposals for parks, open space and recreational facilities which may have an impact on the Natura 2000 network either directly or indirectly are subject to Appropriate Assessment and are given very careful consideration.

Objective G124

Seek to draw public use away from sensitive Natura 2000 sites through the use of alternative provision for parks, open space and recreation, where appropriate.

Objective G125

Provide attractive and safe routes linking key green space sites, parks and open spaces and other foci such as cultural sites and heritage assets as an integral part of new green infrastructure provision, where appropriate and feasible.

Objective GI26

Ensure all proposed walking and cycle routes in the Liffey Valley are sited and designed to ensure the protection of the Valley's heritage including its biodiversity and landscapes.

Objective GI27

Provide opportunities for food production through allotments or community gardens in new green infrastructure proposals where appropriate.

SUSTAINABLE WATER MANAGEMENT THEME

See also Chapter 4, Physical Infrastructure

**Objective GI28**

Ensure the protection, improvement or restoration of riverine floodplains and coastal areas subject to flooding.

Objective GI29

Ensure the protection of streams, rivers, watercourses and their corridors maintaining a riparian strip of 10-15m along all watercourses and a 30 m corridor along the rivers indicated on the Development Plan Green Infrastructure Maps outside urban areas.

Objective G130

Ensure the provision of new green infrastructure addresses the requirements of functional flood storage and links with provision for biodiversity, Sustainable Drainage Systems (SuDS) and provision for parks and open space wherever possible and appropriate.

Objective G131

Seek the creation of new wetlands and/or enhancement of existing wetlands through provision for Sustainable Drainage Systems (SuDS).

Objective G132

Seek the provision of green roofs and green walls as an integrated part of SuDS and which provide benefits for biodiversity, wherever possible.

Objective G133

Protect and enhance environmental conditions and water quality for existing rivers, streams, associated wetlands and groundwaters, in accordance with the requirements of the Water Framework Directive.

Objective G134

Ensure that the creation of SuDS features and associated enhancement of wetlands reflects and enhances landscape character.

ARCHAEOLOGICAL AND ARCHITECTURAL HERITAGE THEME

See also Chapter 6, Archaeology and Architectural Heritage

Objective G135

Conserve the historic building stock, structures on the Record of Protected Structures and archaeological sites and features including those on the Record of Monuments and Places and their settings.

Objective G136

Ensure, where appropriate, that elements of the archaeological and architectural heritage are fully integrated into proposals for new developments at the project design stage.

Objective G137

Ensure that proposals for new development take full account of Architectural Conservation Areas (ACAs) and positively enhance the character of the area taking full account of the relevant ACA Statement of Character.

Objective GI38

Seek to provide and/or enhance access to archaeological and architectural heritage assets in a sustainable manner, where appropriate, thus facilitating opportunities for education and understanding.

LANDSCAPE THEME

See also Chapter 5, Natural Heritage

Objective GI39

Protect areas of high landscape quality including Special Amenity Areas, High Amenity zoned lands, and Highly Sensitive Landscapes identified on the Development Plan Green Infrastructure Maps.

Objective GI40

Protect views and prospects identified on the Development Plan Green Infrastructure Maps and Development Plan Zoning Maps.

Objective GI41

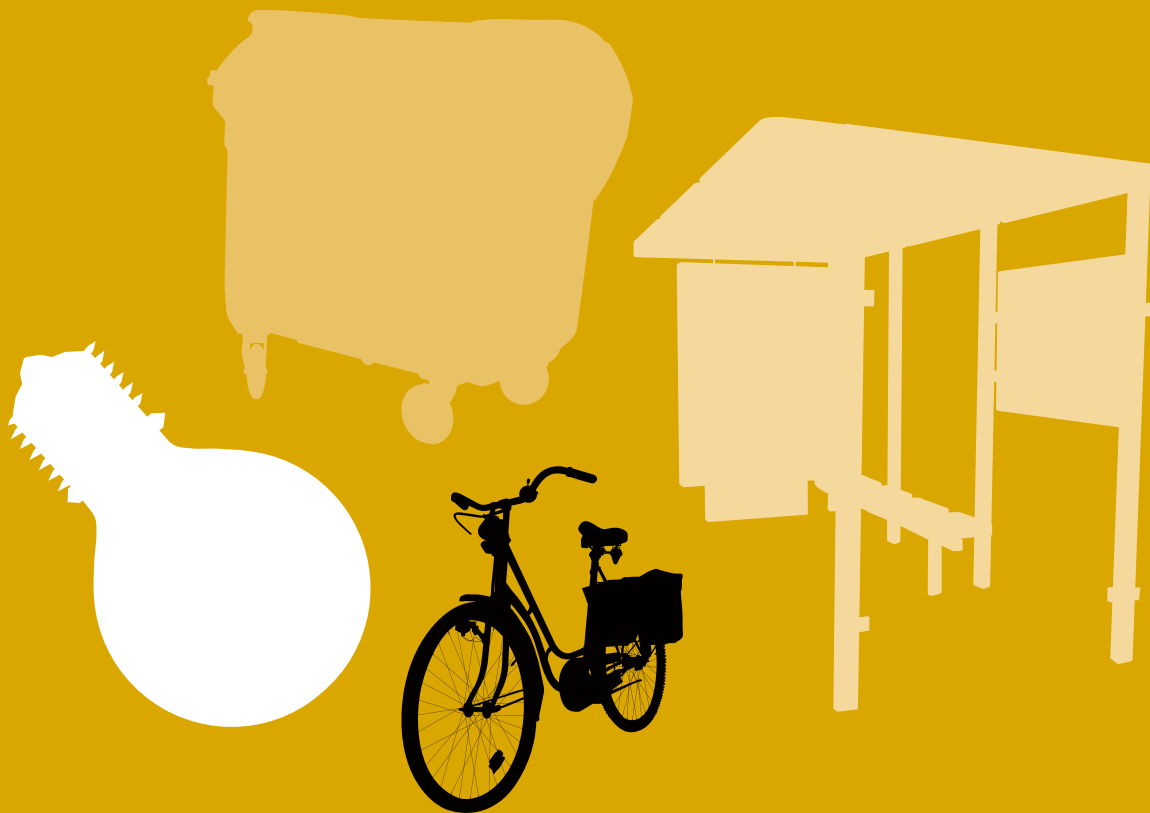
Ensure green infrastructure provision responds to and reflects landscape character including historic landscape character, conserving, enhancing and augmenting the existing landscapes and townscapes of Fingal which contribute to a distinctive sense of place.

CHAPTER 4

PHYSICAL INFRASTRUCTURE

AIM

Ensure that the County's transportation, water services and other infrastructure and natural and energy resources are developed in a sustainable, timely and efficient manner in order to promote the economic, social and physical development of the County.



4.1 TRANSPORTATION

BACKGROUND

The implementation of a safe, efficient, effective and accessible strategic and local transport system in line with national policy is essential to the future economic, social and physical development of Fingal. An element of the overall vision of the Council is to create intensive mixed use developments within easy reach of public transport. The emphasis will be on achieving a situation where the residents of the County are within reasonable walking/cycling distance of local services and public transport. Transportation policy in Fingal is influenced by international policy such as *The International Panel on Climate Change Report 2007* and *The Barcelona Declaration 1995*, and national and regional policy such as the *National Development Plan 2007-2013*, the *National Spatial Strategy 2002-2020* and the *Regional Planning Guidelines for the Greater Dublin Area 2010-2022*. Transportation policy in Fingal is also influenced by the policies of the National Transport Authority. The transportation objectives of this Plan support the principles of these over-arching documents and the specific transportation documents outlined below.

TRANSPORT 21 2006-2015

Informed, inter alia, by the Dublin Transportation Office's (DTO) document, *A Platform for Change 2000-2016*, Transport 21 is made up of two investment programmes – a national programme and a programme for the Greater Dublin Area. The main objectives relevant to Fingal include:

- Delivery of Metro North and Metro West
- Construction of the Suburban Rail Interconnector providing a tunnelled link between Heuston Station and the Docklands, via St. Stephen's Green and linking with the Northern line
- Development of park and ride facilities at carefully chosen locations
- Completion of the upgrade of the M50

SMARTER TRAVEL – A SUSTAINABLE TRANSPORT FUTURE – A NEW TRANSPORT POLICY FOR IRELAND 2009-2020

This document aims to deliver a sustainable transport system as an important dimension of the climate change agenda. The Government reaffirms its vision for sustainability in transport and sets out five key goals: (i) to reduce overall travel demand, (ii) to maximise the efficiency of the transport network, (iii) to reduce reliance on fossil fuels, (iv) to reduce transport emissions and (v) to improve accessibility to transport and improve our quality of life.

NATIONAL CYCLE POLICY FRAMEWORK 2009-2020

This document sets out actions to deliver a new culture of cycling in Ireland by 2020, with 10% of all trips to work being made by bicycle within the next twelve years.

PROGRESSING RURAL PUBLIC TRANSPORT IN IRELAND 2006.

Projections indicate that an estimated 450,000 rural dwellers could have unmet transport needs by 2021, including 250,000 people in key target groups, older people, young people, people on low incomes, and people with mobility, sensory or cognitive impairments. Issues relating to connectivity within the rural hinterland are therefore of relevance to the County and its Development Plan.

STATEMENT OF POLICY

Promote and facilitate movement within, and to, the County of Fingal, by integrating land use with a high quality, sustainable transport system that prioritises public transport, cycling and walking. In facilitating such movement, the natural and cultural heritage of the County must be protected.

APPROPRIATE ASSESSMENT

Plans and projects which might negatively impact Natura 2000 sites must be screened for Appropriate Assessment and full Appropriate Assessment must be carried out unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 site.

Objective AA1

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening.

INTEGRATED LAND USE AND TRANSPORTATION

The integration of land use and transport is the most effective way of providing an efficient transportation system and is essential in the provision of a sustainable spatial framework for economic, social and cultural development. By organising the pattern of development and influencing its location, mix, density and scale, the integration of land use with transportation can serve to reduce the overall need to travel and/or facilitate sustainable development. Ensuring that the places where people live are either close to, or are connected by public transport to, their places of work or education, allows people to use the most sustainable modes of transport, namely walking, cycling, and public transport. In general the private car is an unsustainable mode of transport, especially single occupancy cars during congested peak periods. Allowing higher density development to occur along public transport corridors increases the number of people within the walking catchment of the public transport service, which in turn increases the patronage of the service, and leads to an increase in its financial and economic viability and positive environmental impact. This reduces the demand for transport, and is therefore part of the demand management measures identified in *Transport 21* and *A Platform for Change*.



The growth in population within Fingal and the continued increase in car ownership (86.1% of households of the County having at least one motor car, Census 2006 Table 37) will have serious consequences for the County if land use and transportation policies are not integrated. Within this context, high densities and mixed uses will be encouraged to locate within walking distance of public transport nodes and at accessible sites throughout the County, such as those within town centres. The provision of an integrated land use and transportation system, although a long term process, will reduce the effects of transport on the built and natural environment and encourage healthier travel choices. In developing an integrated land use and transportation policy it should be noted that land uses that generate large numbers of Heavy Goods Vehicles should be situated adjacent to good road networks and away from town centres.

Objective T01

Support the sustainability principles set out in the *National Spatial Strategy*, the Dublin Transportation Office's *A Platform for Change 2000-2016*, the *Guidelines for Planning Authorities, Appropriate Assessment of Plans and Projects in Ireland*, the *Regional Planning Guidelines for the Greater Dublin Area* and the document *Smarter Travel, A Sustainable Transport Future 2009 – 2020* and ensure that land use and zoning are integrated with transportation, especially along public transport corridors/nodes and at accessible urban sites.

Objective T02

Support the provision of high density and mixed use development along public transport corridors where public transport capacity and accessibility exists.

SUSTAINABLE TRANSPORT/MODAL CHANGE

Planning of the built environment has been heavily influenced by society's choice to construct roads to cater for the private car. The provision of such infrastructure has resulted in the encouragement of car usage even for short journeys which could be better made by public transport, walking or cycling. Altering this trend means designing with all forms of movement in mind, not just the design of road layouts. Traffic congestion has become a serious problem, leading to increased air pollution, noise and a reduction in the quality of urban living. In addition it causes delays for commercial traffic, leading to economic and competitive disadvantages. Whenever possible, movement on foot, by bicycle or by public transport should be as easy if not easier and more convenient than using the car. The Council, through the delivery of the Development Plan, will show a strong commitment to the promotion of sustainable means of travel including public transport, walking and cycling, and through the encouragement of modal change from private car use to these alternative means. This should be done so as to promote sustainable development with a concurrent reduction in greenhouse gases, traffic congestion, pollution, and loss of amenity to the County.

Objective T03

Promote the sustainable development of walking, cycling, public transport and other more sustainable forms of transport, as an alternative to private car traffic by facilitating and promoting the development of the necessary infrastructure and by promoting the initiatives contained within *Smarter Travel, A Sustainable Transport Future 2009 – 2020*.

CYCLING & WALKING

See also Section 8.4, Rural Enterprise, Strategic Enterprise Opportunities

It is recognised that there is an urgent need to encourage and enable individuals to incorporate more physical activity into their lives. Getting people walking and cycling as part of daily life may be one of the best ways to improve society's health and tackle sedentary lifestyles. Walking and cycling provide the opportunity for regular, moderate physical activity. They offer healthy alternatives to using motorised vehicles for short trips, such as to shops, schools and places of employment. Cycling and walking are viable alternatives to the use of private cars or public transport, and are completely emission free forms of travel. In addition they are more cost effective methods of transport when compared to the private car.



Any increase in cycle usage in Fingal will require an integrated approach between improving the cycling infrastructure and promoting its use. The provision of improved cycling infrastructure will go some way to increasing cycling use within Fingal. However, additional policy measures and controls will be required to ensure cycling remains attractive.

To promote the development of cycling in the County, a complete network of cycleways will be established throughout the County with the emphasis on promoting safety when travelling. The establishment of this network will include a combination of dedicated on-road cycle lanes and dedicated off-road cycle tracks. The network will be made clearly identifiable through signing and lining and/or coloured surfaces where practicable.

Objective T04

Promote walking and cycling as sustainable transport modes by securing the development of a network of safe cycle routes and footpaths, in urban and rural areas, both within new developments and on existing and new roads, on routes reserved exclusively for pedestrians and cyclists or as far as practical on routes effectively segregated from major vehicular carriageways. This network of routes shall provide connections between residential areas and recreational, educational and employment destinations. In addition, this objective will facilitate the development of a green network.

Objective T05

Prioritise the movement of pedestrians and cyclists in proximity to public transport nodes and improve the walking and cycling environment in tandem with the emerging public transport and vehicular network.

Objective T06

Continue to ensure walking and cycling facilities and networks are designed so that they are safe and meet the needs of people with disabilities.

Objective T07

Support awareness campaigns promoting the health and environmental benefits of cycling and walking and advise other road users on the need for safe behaviour in the vicinity of pedestrians and cyclists.

Objective T08

Promote the development of a full range of facilities, such as showers and lockers for the use of cyclists and pedestrians, at places of employment, public transport nodes and at other suitable sites throughout the County.

Objective T09

Promote walking by continually upgrading the condition of existing footpaths throughout the County, and provide controlled and uncontrolled crossings where warranted at all major crossing points.

Objective T010

Promote and incorporate the objectives contained within the *Government's National Cycle Policy Framework 2009-2020*.

Objective T011

Promote and provide for the provision of covered secure cycle parking facilities at public transport nodes within towns and villages, and at other convenient and appropriate locations.

Objective T012

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. Undertake a route selection process for the Fingal Coastal Way within three years of the adoption of the Development Plan. Undertake a similar programme for the development of safe walking and cycling routes along the Liffey Valley from Chapelizod to the Kildare County boundary. Ensure all proposals include an appraisal of environmental impacts and take full account of the potential for negative impacts on Natura 2000 Sites through the process of Habitat Directive Assessment Screening.

Objective T013

Prepare and implement a Cycle Strategy which sets out the Council's cycling policies, targets and programmes.

Objective T014

Prepare and implement on a progressive basis a programme for the development of rural pathways, cycleways and bridle paths.

WALKING BUSES

Walking buses consist of adults walking groups of pupils to and from school along set routes with children joining the walking bus at various pick-up locations along the route. Many schools start the Walking School Bus on a one-day per week basis and increase its schedule over time. Initiatives such as Walk to School Week/Walk on Wednesdays can also be used to enable children to become more active in their communities. These programmes encourage children to walk to and from school, and so get used to this means of travel.

Objective T015

Support walking as a significant mode of transport and promote walking buses where feasible and practicable, as a sustainable alternative to car trips to reduce school run traffic congestion.

Objective T016

Promote traffic management in the vicinity of schools to reduce unnecessary traffic congestion. Prepare traffic management plans, in conjunction with the Department of Education, for schools where necessary.

DESIGN OF BUILDINGS AND DEVELOPMENTS

Planning applications for major residential/commercial or mixed use developments should demonstrate detailed layouts and design which reflects the importance of walking and cycling as transportation modes by providing safe and direct access to local services and public transport nodes. Moreover facilities should be in place such as showers, secure cycle parking facilities to promote these sustainable forms of transport.

Objective T017

Require planning applications to demonstrate the development proposal's accessibility for pedestrians and cyclists. Planning applications for residential/commercial or mixed use developments need to:



- (i) Demonstrate detailed layouts and design which reflect the importance of walking and cycling by providing safe and direct access to local services and public transport nodes.
- (ii) Demonstrate how walking and cycling is integrated with Green Infrastructure provision.
- (iii) Demonstrate that the proposal is easily accessible to pedestrians and cyclists alike with the layouts displaying high internal pedestrian and cyclist permeability.
- (iv) Show a high quality of internal routes which are safe, secure and convenient for users.
- (v) Require that adequate covered facilities for the secure parking of bicycles are provided at convenient locations close to building entrances in order to encourage cycling.
- (vi) Require a full range of facilities for cyclists and pedestrians such as showers and lockers in new retail/employment developments, where the cycle parking requirements exceed 5 spaces.

PARK AND RIDE

The purpose of a 'Park and Ride' facility is to encourage car commuters to transfer to public transport, thereby reducing congestion and promoting public transport. A policy in this regard is in line with DTO recommendations and will promote the achievement of sustainable development. Park and Ride facilities have the benefit of reducing car journeys, easing congestion, and acting as a substitute for urban centre car parking.

Objective T018

Promote and support the provision of Park and Ride facilities at suitable interchange points within the County.

PARK AND STRIDE

The purpose of a 'Park and Stride' facility is to encourage car commuters to transfer to a healthy and ecologically sound mode of transport, i.e. walking, for the final element of their journey. As with Park and Ride, Park and Stride has the benefit of reducing car journeys and easing congestion, by allowing the commuter to transfer from the private car and stride to their required destination.

Objective T019

Promote the development of a local pedestrian network to encourage Park and Stride.

BICYCLE PARKING REQUIREMENTS

The standards set out in this document define the appropriate levels of bicycle parking that the Council will require for various types of development. They are minimum requirements:



TABLE T01: CYCLE PARKING MINIMUM REQUIREMENTS

Land Use	Bicycle Parking Requirement
Residential	GFA = gross floor area
Apartment, Townhouse	1 space per unit
Student Accommodation/Residential schools, colleges or training centre	1 space per bedroom and 1 visitor space per 5 bed spaces
Guest Houses and Hotels	1 space per 10 bedrooms and 1 space for every 5 members of staff
Nursing Homes	1 visitor space for every 10 residents and 1 space for every 5 members of staff
Retirement Homes/Sheltered Accommodation	1 visitor space for every 6 residents and 1 space for every 5 members of staff
Hostels	1 space per 5 beds
Hospital	To be determined by Planning Authority
Retail	
Convenience	1 space per 150sq m GFA
Shopping Centre	1 space per 300sq m GFA
Non food Retail	1 space per 300sq m GFA
Retail Warehouse	1 space per 250sq m GFA
Retail Offices	1 space per 200sq m GFA
Food and Drink	1 space per 50sq m of dining/drinking area
Employment	
General Offices	1 space per 50sq m GFA
Light Industry, Business and Technology	1 space per 100sq m GFA
Warehouses and Distribution	1 space per 200sq m GFA
Financial and Professional Services	1 space per 50sq m GFA
Culture, Leisure and Sports Use	
Cinema/Theatre	1 space for every 5 members of staff and 1 space per 30 seats

TABLE T01 Contd.	
Museums, Exhibition Venues	1 space for every 5 members of staff. Visitors spaces to be determined by Planning Authority
Sports/Fitness Centre including Swimming Baths	1 space for every 50sq m net floor area or 1 space for every 30sq m of pool area and 1 space for every 30 seats provided for spectators
Non-Residential Institutions	
Place of Worship, public halls and community centres	1 space per 20 persons
Primary schools	Cycle spaces to be provided for 20% of children and 1 space for every 5 members of staff
Post primary schools	Cycle spaces to be provided for 33% of children and 1 space for every 5 members of staff
Further and Higher Education	1 space per 5 members of staff and 1 space for every 4 students
Creches	1 space for every 5 members of staff and 1 space for 20 children
Clinics/Surgeries	1 space for every 5 members of staff and 0.5 spaces per consulting room

In towns and villages, and in relation to restrictive sites, a special contribution may be imposed in lieu of bicycle parking spaces.

PUBLIC TRANSPORT

Whilst Fingal County Council is not directly responsible for the provision of public transport, it has an important role to play in facilitating the provision of services by the designated public transport operators. Future growth, both in terms of employment and residential development, must be based on sustainable modes of transport.

Objective T020

Support public transport improvements by reserving the corridors of any such proposed routes free from development. Provide setbacks along public transport corridors to allow for future improvement to enable the provision of a safe and efficient network of public transport infrastructure.

PUBLIC TRANSPORT INTERCHANGES

The Council will promote public transport services that provides direct through routes to destinations. However, there are instances where public transport services cannot always offer a direct route to passengers and they have to change and connect to another service or modes to reach their destination. Where 'indirect' routes exist, the aim should be to allow passengers connect and change to other services or modes with ease, comfort, and safety. An interchange point is where the change and connection occurs.

To this end the Council will facilitate measures and schemes to make interchanging easier, i.e. by the development and promotion of several initiatives such as the building of infrastructure and 'soft' measures including the provision of better travel/passenger information. Facilities should include proper shelter seating, accurate information on all local bus and train/metro/dart services, bin provision, and facilities to cater for persons with special need requirements e.g. provision of large print, braille or audio versions of all timetables.

Objective T021

Facilitate and promote the development and use of an enhanced quality and integrated public transport network to serve the existing and future needs of the County in association with relevant providers. Any new public transport routes on greenfield sites to be subject to constraint studies, route selection and environmental assessment.

Objective T022

Facilitate and promote high quality interchange facilities at public transport nodes throughout the County.

Objective T023

Prioritise public transport by safeguarding future Metro, other rail and bus routes; promote the provision and improvement of QBCs and bus priority measures on existing and planned road infrastructure.

Objective T024

Require mobility management plans, where appropriate, for new developments and implement traffic and parking management measures.

Objective T025

Support and facilitate the implementation of Integrated Ticketing and Real Time Passenger Information systems across the public transport network.

Objective T026

Improve facilities and encourage transport agencies/transport providers to improve facilities and provide for the needs of people with mobility impairment and/or disabilities.

PUBLIC TRANSPORT IN RURAL AREAS

Estimates derived from the *2002 National Rural Transport Survey* suggest that as many as 380,000 people in rural areas perceive themselves as having unmet transport needs. Certain key target groups are also especially vulnerable to a lack of transport, including older people, young people, people on low incomes, and people with mobility, sensory or cognitive impairments. Projections indicate that an estimated 450,000 rural dwellers could have unmet transport needs by 2021, including 250,000 people in key target groups.

Objective T027

Facilitate links to and within the rural areas of the County including improved access to economic, educational and social activity with the promotion of a frequent, accessible, reliable and safe local public transport system.

METRO

METRO NORTH

Swords will be a major transport hub with an integrated public transport system, building on the potential of Metro North. The Metro North route will link Swords to Dublin City, with travel times of approximately 25 minutes. It will also link Swords to the Airport, Dardistown, Ballymun/Santry within Fingal, and into Dublin City with direct connections to Dublin City University, Mater Hospital and College of Surgeons.

Following An Bord Pleanála's decision on Metro North, three metro stops are provided for within Swords, at Fosterstown (adjacent to Airside Retail Park), Swords Town Centre (at Pavilions/Barrysparks) and Estuary (at Balheary Park). Local Park and Ride facilities are proposed at Fosterstown (circa 300 spaces).

A number of key transportation hubs will be created to facilitate interchange between the various modes of transport. These will include interchanges between Metro and buses, cars and Metro, cycles and buses. These proposals will ensure good connectivity throughout the County. Such proposals will also promote use of sustainable modes of transport, while recognising the ever-present demand for private car use.



Metro North is necessary for the development of Swords in future years and the Council will maximise the benefits of, and the efficient use of the Metro for the benefit of those living and working in the town. It is envisaged that Swords (Town Centre) Stop will be the most strategic public transport interchange, comprising the proposed Metro Quarter which will include the Metro plaza/podium and the vehicular conduit under the Stop, linking the existing Town Centre area with the proposed Town Centre expansion area.

Objective T028

Support and develop the Council's long-term vision contained within the document *Your Swords- An Emerging City – Strategic Vision 2035*.

Objective T029

Support the development of a new improved rail based transportation system including a Metro rail link from the City to Lissenhall via the Airport.

METRO WEST

West Dublin has seen some of the most intense growth in housing and other development in recent times with all of the challenges that this brings. The provision of a Metro line will facilitate the residents of West Dublin. This new 25km route, known as Metro West, will operate from Tallaght through Clondalkin, Liffey Valley and Blanchardstown linking with Metro North at Dardistown, south of Dublin Airport, and it will accommodate in excess of 20 million passengers per year, thus removing a considerable volume of car journeys from the road network.

Objective T030

Support and promote the development of a new improved rail based transportation system including a Metro rail link from Tallaght to Dardistown, south of Dublin Airport.

Objective T031

Investigate a possible link between Metro North and Metro West and the Dart line.

RAIL

Sections of the County are serviced by a heavy rail service, i.e. those areas of the County along the coast, and those areas serviced by the Maynooth Rail line. *Transport 21* includes the delivery of the rail service to Navan on a phased basis. This will allow access from the Strategic Development Zone lands at Hansfield and allow additional commuters to avail of this mode of public transport.



Objective T032

Facilitate and promote the development of an improved rail based transportation system.

Objective T033

Facilitate the completion of a new rail line from Clonsilla to Dunboyne.

Objective T034

Promote the electrification of the Maynooth Line, the grade separation of level crossings on the Maynooth Line and three/four tracking of the Northern Line from the City Centre to Kilbarrack.

BUS AND QUALITY BUS CORRIDORS (QBC)

Buses are the most flexible form of public transport and in the short term are recognised as the primary mode of public transport. In line with the Dublin Transportation Office's document *A Platform for Change*, one of the Council's aims is to prioritise public transport by promoting the provision and improvement of QBCs and bus priority measures and by safeguarding future QBCs and bus routes. The development of a flexible and quality bus system as an alternative to private car use is an essential element of an integrated and balanced land use and transport system.

Objective T035

Facilitate and promote the enhancement of bus services through traffic management measures and through securing the development of new Quality Bus Corridors and the improvement of existing Quality Bus Corridors in co-operation with the Quality Bus Network Project Office.

TABLE T02: MAIN QUALITY BUS CORRIDORS TO BE IMPLEMENTED

R132 Swords QBC Northern Extension

Castleknock QBC

James Connolly Memorial Hospital bus priority

Huntstown Way QBC

Objective T036

Ensure that new developments are laid out so as to facilitate the provision of local bus services.

TAXI AND HACKNEY SERVICES

Accessible taxi and hackney services are a vital element in the public transport chain providing a demand-responsive 24 hour door-to-door service. Accessible taxis are often the only means of public transport available for those using wheelchairs or with varying levels of walking difficulties. An accessible integrated public transport service is an essential prerequisite to enable people with disabilities to participate in the normal activities of daily living i.e. work, education, leisure and social activities. Factors such as inclement weather, physical barriers resulting from a poorly designed pedestrian environment and ageing mean that for many people with disabilities door-to-door transport is a preferred option. An accessible and affordable taxi and hackney service has the potential of being the most efficient and economic means of meeting this need.

Objective T037

Facilitate and promote the development of an accessible taxi and hackney service within the County.

Objective T038

Require planning applications for commercial and other developments which use taxi services to demonstrate the necessary provision of suitable drop-off and set-down areas.

AIRPORT AND PORT

See also Section 2.10, Dublin Airport

Dublin Airport is the principle gateway to Ireland and the most significant economic entity and largest provider of employment in the County and the region. It is of major national, regional and local importance because of its employment base, passenger throughput and airfreight services. In 2008 it accommodated some 23.5 million passengers, was used by 76 different airlines, provided 13,000 direct jobs and supported some 40,000 indirect jobs. The Dublin Airport Authority currently has approximately 24,320 car parking spaces at the airport. Dublin Port is recognised as the main provider of maritime transport in the Country.



Objective T039

Facilitate the operation and future development of Dublin Airport recognising its role in the provision of air transport, both passenger and freight.

Objective T040

Ensure access to Dublin Port, recognising its role in the provision of maritime transport, both passenger and freight.

MOBILITY MANAGEMENT PLANS

Mobility planning for uses with a high number of employees is a way of reducing traffic congestion and a way of promoting a more sustainable means of access. Government policy as stated in the National Development Plan is to promote a switch from car usage to public transport. This is necessary to promote efficiency, quality of life, competitiveness and environmental sustainability. Developments which have a large potential impact on trip generation, i.e. 'high business employment', may be required to draw up and implement Mobility Management Plans. Mobility Management Plans are deemed to be a suitable mechanism by which development can manage the mobility needs of their users and achieve balanced modal split for the necessary trips. The Council considers mobility management to be a suitable mechanism by which new developments can support the objectives of sustainable development and the achievement of reduced car dependency. Development by significant employers and/or trip generators will require a mobility management plan. A Mobility Management Plan may take the form of a formally published document, which outlines its measures and targets. Alternatively it may simply evolve over time as different initiatives are piloted.

Objective T041

Promote best practice mobility management and travel planning via sustainable transport modes.

Objective T042

Require mobility management plans and transport impact assessments to be submitted with a planning application for proposed trip intensive developments.

Objective T043

Support demand management measures to reduce car travel.

MOBILITY IMPAIRED AND SPECIAL NEEDS GROUPS

Street design must be inclusive and provide for all regardless of age or ability. Mobility impaired or elderly people and shoppers with prams or pushchairs need level access to shops, parking provision and covered areas close to shops and good transport routes. Increased accessibility demands the provision of seating and other facilities, good pavement design and surface materials, the provision of dropped kerbs and other pedestrian priority measures.

Objective T044

Ensure as far as feasible that all urban and rural areas are accessible to all, with provision of facilities for people with mobility impairment and/or disabilities based on the principles of Universal Design.

Objective T045

Promote measures to improve pedestrian safety and convenience throughout the County with particular emphasis on the needs of disabled and mobility-impaired people.

Objective T046

Introduce tactile paving, ramps and kerb dishing at appropriate locations including pedestrian crossings, bus stops and rail platforms.

ROAD

Fingal is well served by the national road network with the M1 – Dublin to Belfast (and former N1, now R132), the N2/M2 Dublin – Derry, the N3 Dublin to Ballyshannon, and the M50 all traversing the County. The development of the national road network is for national inter urban traffic, i.e. to provide ready access between towns. Fingal is also serviced by a number of regional routes and local roads. These serve an important economic role and also have valuable social and community functions, often being the sole means of access for local economic activity. The County is very reliant on its road infrastructure for intra and inter county movement and access.

Objective T047

Require developers to provide a detailed Traffic Impact Assessment and Road Safety Audit where new development will have a significant effect on travel demand and the capacity of surrounding transport links and taking into account cumulative effects.

NEW DEVELOPMENT ACCESSING THE EXISTING ROAD NETWORK

The intensification of use of an existing access is normally preferable to the creation of a new access onto a public road. Where new entrances are necessary, the relevant road design standards will be applied. Such road standards are required to guarantee the safety of the general public in the County and protect the carrying capacity of the road network (see Rural Fingal – Section 8.3, Rural Accessibility). The Council will co-operate with the National Roads Authority (NRA) to enable the provision of a safe and efficient network of national roads.

Objective T048

Prohibit development requiring access onto Motorway and National Primary routes and seek to preserve the capacity, efficiency and safety of national infrastructure including junctions.

Objective T049

Restrict unnecessary new accesses directly accessed off Regional Roads.

Objective T050

Ensure premature obsolescence of all county/local roads does not occur by avoiding excessive levels of individual entrances.

Objective T051

Ensure that necessary new entrances are located in such a manner as to provide effective visibility for both users of the entrance and users of the public roads, so that opportunities for conflicting traffic movements are avoided. Such visibility should not be achieved by the extensive removal of hedgerows, ditches, embankments, trees or old walls.

Objective T052

Ensure new developments in rural areas are located so as to avoid endangering public safety by way of a traffic hazard.

Objective T053

Recognise the importance of hedgerows and roadside boundaries and maintain where possible for wildlife and biodiversity when designing road schemes (including associated accommodation works) or in the provision of new vehicular entrances.

Objective T054

Encourage the retention of hedgerows and other distinctive boundary treatments in rural areas. Where removal of a hedgerow, stone wall or other distinctive boundary treatment is unavoidable, provision of the same type of boundary/provision of agreed species of similar length will be required set back within the site. This shall also relate to road improvements and realignments carried out by the Local Authority or other agents acting on their behalf.

CAR PARKING

Council policy in relation to car parking provision will be to manage and control it at a level appropriate to its location.

Objective T055

Provide for multi-storey car parks and/or backland surface car parks in town and village centres.

Objective T056

Implement a parking policy at appropriate locations, which balances the needs of shoppers and commuters with the need to protect the amenities of the existing urban centres and residential areas.

Objective T057

Control on-street parking in the interests of the viability, vitality and amenity of town and district centres whilst ensuring an appropriate supply of short stay parking for shoppers, and permit parking for hotels where appropriate.

Objective T058

Balance the car parking requirements required under Tables T03a and T03b against the provision of accessible public transport.

Objective T059

Require that new multi-storey car parks are designed to be of a high architectural standard, be visually unobtrusive, and that environmental considerations are taken into account in all new planning applications for such development.

Objective T060

Ensure that surface off-street car parking is designed such that it does not occupy unnecessary street frontage.

Objective T061

Ensure that a high standard of design, layout and landscaping accompanies any proposal for surface car parking. Planning permission will be granted only where all the following criteria are met:

- (a) respects the character of the streetscape/landscape
- (b) will not adversely affect visual amenity, and
- (c) provision has been made for security, and the direct and safe access and movement of pedestrians and cyclists within the site

Objective T062

Presume against the removal of on-street parking spaces to facilitate the provision of vehicular entrances to single dwellings in predominantly residential areas where residents are largely reliant on on-street car parking spaces.

CAR PARKING STANDARDS

Car parking standards provide a guide to the number of required off street parking spaces acceptable for new developments. The car parking standards for both residential and non-residential land uses are set out in Tables T03a and T03b:



TABLE T03a: RESIDENTIAL CAR PARKING STANDARDS (NORMS)

Land Use	Standard
House – urban/suburban up to 2 bedrooms	1-2 spaces within the curtilage
House – urban/suburban 3 bedrooms or more	2 spaces within the curtilage
House – rural	2-3 spaces within the curtilage
1-bedroom apartment, townhouse	1 space
2-bedroom apartment, townhouse	1.5 spaces
3-bedroom apartment, townhouse	2 spaces
Apartment/townhouse	1 visitor space per 5 units
Sheltered housing	1 space per 2 units
Caravan/Mobile home park	1 per unit

TABLE T03b: COMMERCIAL CAR PARKING STANDARDS (MAXIMUM)

Land Use	Standard
Auditorium, Theatre, Cinema, Stadium	1 space per 3 seats
Library	1 space per 20sq m Gross Floor Area (GFA)
Bar, Lounge, Function Room	1 space per 15sq m GFA
Bowling Alley	3 spaces per lane
Conference Centre	1 space per 5 seats
Childcare – Crèche, Montessori, after-school	1 space per two staff members (excluding set down)
Church or other place of worship	1 space per 5 seats
Clinic and Group Medical Practices	2 spaces per consulting room
College of Higher Education	1 space per lecture theatre and 1 space per 10 persons
Driving Range (Golf)	1 space per 3m of base line

Dance Hall/Nightclub	1 space per 15sq m GFA
Funeral Home	1 space per 20sq m GFA
Golf or Pitch and Putt Course	4 spaces per hole
Hospital	1.5 spaces per bed
Hotel, Motel, Motor Inn, Guest house (excluding function rooms, bars)	1 space per bedroom
Industry	1 space per 35sq m GFA
Institution, Community Centres	1 space per 50sq m GFA
Offices	1 space per 25sq m GFA
Primary and Post-Primary Schools	2 per classroom
Restaurant/Café	1 space per 10sq m dining area
Retail – food store	1 space per 20sq m GFA
Retail – shopping centre	1 space per 20sq m GFA
Retail – comparison	1 space per 20sq m GFA
Retail – bank, building society	1 space per 20sq m GFA
Retail – warehousing	1 space per 30sq m GFA
Car showroom	1 space per 50sq m GFA
Sports Grounds, Sports Clubs, Gymnasium	1 space per 20sq m GFA
Take-away	1 space per 10sq m GFA
Warehousing	1 space per 100sq m GFA

Notes:

1. In the case of any use not specified above, the Planning Authority will determine the parking requirements, based on first principles.
2. Developments located within 500m of a QBC or high quality bus service and/or 1000m of a Luas/Dart/Metro/Rail station or within an area covered by a Section 49 Scheme, or in lands zoned Major Town Centre, can operate effectively with less parking provision. In such circumstances, the required number of off-street parking spaces will be determined on merit by the Planning Authority.
3. In mixed use developments, the car parking requirement will take account of different uses having peak parking demands at different times of the day and week.



4. Parking bays shall be a minimum of 2.5 metres wide by 4.75 metres in length.
5. Parking bay widths for persons with a disability shall be a minimum of 3.0 metres. One space or more per 100 spaces to be reserved for drivers with a disability.
6. Two parking bays per 100 spaces shall be reserved for motorcycles.
7. In towns and villages, a special contribution may be imposed in lieu of car parking spaces.
8. Car parking spaces proposed to serve apartment/duplex residential development should not be sublet or leased to non-residential owners or non-occupiers. Parking spaces provided within the general circulation of a development should not be assigned individually or to a group exclusively in a manner that would impede those areas being taken in charge as public roads.

ROAD SAFETY

In the design and/or improvement of roads and in the assessment of planning applications for new development, the safety of road users, including pedestrians, cyclists and motorists will be a primary consideration.

Objective T063

Promote road safety measures in conjunction with the relevant stakeholders and avoid the creation of traffic hazards.

ROADSIDE SIGNAGE AND ADVERTISING

The Council will exercise strict control on advertising signs in order to avoid visual clutter and to ensure traffic safety.

Objective T064

Regulate and control traffic signage throughout the County.

Objective T065

Restrict non essential advertising structures, or any advertising structure which would impact injuriously on amenity, the built environment or road safety, and have unauthorised signs removed.

TRAFFIC CALMING AND TRAFFIC MANAGEMENT

In the design of Traffic Calming and Traffic Management schemes, designers will be encouraged to ensure that the needs of all road users are considered and to mitigate any likely possible negative effects.



New residential development should be designed to create self-enforcing 30km/h zones within the development by use of physical engineering measures with emphasis on horizontal rather than vertical calming measures. Traffic calming may be required on roads to improve access to and achieve the required sightlines for developments.

Objective T066

Introduce traffic calming and traffic management schemes on particular roads and in appropriate areas throughout the County to effect an overall reduction in vehicle speeds to an acceptable level and to reduce the potential for traffic congestion and associated vehicular emissions in urban areas.

Objective T067

Ensure in new developments that traffic calming measures are designed in from the beginning and favour pedestrian and cycle traffic over cars.

TRAFFIC NOISE

See also Section 4.6, Air, Light and Noise

Along major transport corridors, the effect of traffic noise on a new development must be considered and appropriate measures undertaken to mitigate the effect of noise.

Objective T068

Ensure that traffic noise levels are considered as part of all new developments along major roads/rail lines in accordance with best practice guidelines. In particular, ensure the set back of residential development from road/rail lines is such that the amenities of residents is not unduly impacted upon by reason of noise, and ensure measures, including dense planting and mounding, are employed, where appropriate, between the residential development and road/rail line.

ELECTRIC VEHICLES

In 2008, the Government launched an Electric Transport Programme with a target that 10 percent of the national road transport fleet be electrically powered by 2020. Based on current numbers (April 2009), this equates to approximately 230,000 vehicles. Shifting the emphasis away from fossil fuel towards electrically powered vehicles would require changes to the grid system, with the installation of charging points across the country, plus chargers at parking meters and in homes. Developing the infrastructure for alternatively fuelled vehicles will be a vital step in encouraging consumers to make more environmentally friendly transport choices.

Objective T069

Support the Government's Electric Transport Programme by facilitating the roll-out of charging infrastructure for electric vehicles.

ROAD CONSTRUCTION AND IMPROVEMENT MEASURES

Whilst Fingal is committed to the promotion of sustainable means of travel, and the encouragement of modal change from the private car, it is recognised that the roads infrastructure maintains a central position in the overall transportation network, catering for the movement of buses, goods vehicles, pedestrians, cyclists, as well as the private car. In undertaking transport policies, the Council will strive to provide an adequate road infrastructure to ensure the sustainable and economic development of the County.

A number of key road improvements are required to facilitate the movement of goods and people throughout the County and to ensure ease of access.

Any works undertaken will include as an aim enhanced provision for public transportation, cyclists and pedestrian and will be subject to environmental and conservation considerations.

Section 65 of the Dublin Transport Authority Act 2008 requires a Local Traffic Plan to be prepared. Following the publication of the National Transport Authority's *Transport Strategy for the Greater Dublin Area* the Council will prepare a Local Traffic Plan within which Table T04 will form part. The 'local traffic plan' will set out an implementation plan for the road schemes in Table T04.



Objective T070

Implement a programme of road construction and improvement works closely integrated with existing and planned land uses, taking into account both car and non-car modes of transport whilst promoting road safety as a high priority. Road construction and improvement works to include an appraisal of environmental impacts.

Objective T071

Support major road improvements by reserving the corridors of any such proposed routes free of development.

Objective T072

Provide building setbacks along National Roads/Motorways and their junctions, and along sub-standard Regional and County Roads to allow for future improvement to enable the provision of a safe and efficient network of National, Regional and County Roads.

Objective T073

Implement the road improvement schemes indicated in Table T04 within the six year period of the Plan.

TABLE T04: ROAD IMPROVEMENT SCHEMES

Balbriggan Ring Road

Stephenstown Link

R122 Naul Road Upgrade

Completion of Townspark to Barnageeragh Distributor Road

Skerries Train Station – pedestrian and cycle access

Skerries Southern Relief Road (Hacketstown)

Rush Relief Road

R128 Rush Lusk Upgrade

R126 Donabate Relief Road: R132 to Portrane Demesne

Beaverstown Road to Portrane Road Link (at Community Centre)

Turvey Avenue Upgrade

R132 Turvey Avenue Junction

Balheary Junction Improvement

R125 Rathbeale Road Improvements



Swords Western Bypass
Swords Industrial Estate Link
Swords Relief Road at Lord Mayors
R132 Swords Town Centre Car Park Access Scheme
Swords Town Centre Access (Airside)
Completion of Airside to Feltrim Road Link
Forest Road
R106 Malahide-Swords Road Upgrade
Kettles Lane Upgrade
R107 Malahide Road/Back Road Junction
Back Road/Broomfield Railway Bridge
Completion of Station Road Improvements
R105 Sutton Cross Improvements
R123 Moyne Road Upgrade
R107 Malahide Road Realignment, Balgriffin Bypass
East-West Distributor Road: Malahide Road to Stockhole Lane
Stockhole Lane
North Parallel Road Fosterstown
R132 Swords Road Upgrade: Airport Roundabout to Collinstown Cross
East West Distributor Road: Stockhole Lane to Cherryhound
Sillogue Bridge Link
Ward Cross
Cappagh Road – North Road Link
Cappagh Road – River Road Link
Snugborough/Waterville Roundabout
N2-N3 Link: Tyrrelstown to Cherryhound incl Mitchelstown Link
N2-N3 Link: Castaheany to Damastown
N3 Upgrade: Littlepace to M50
N3 Drainage Augmentation Scheme/Mulhuddart Bridge Replacement
N3 Mulhuddart Interchange Upgrade
N3 Castaheany Interchange Upgrade

Porterstown Distributor Link Road
Kellystown Road
N3-N4 Link: Ongar to Barnhill
N3-N4: Barnhill to Leixlip Interchange
Laraghcon to St Catherine's Improvement
Rush Traffic Management Enhancement
Lusk Traffic Management Enhancement
Swords Traffic Management Enhancement
Portmarnock Traffic Management
Howth Traffic Management
Blanchardstown Village Traffic Management
Blanchardstown Town Centre Traffic Management
Mulhuddart Village Traffic Management

SECTION 48 AND 49 LEVIES

Financial contributions will be sought as part of the development management process for certain development under the provisions of Section 48 and Section 49 of the Planning and Development Act 2000. Section 48 (general) schemes relate to the existing or proposed provision of public infrastructure and facilities being developed, benefiting development within the area of the planning authority, and are applied as a general levy on development. A 'special' contribution under Section 48(2)(c) may be required where specific exceptional costs not covered by a scheme are incurred by a local authority.

Section 49 (supplementary) schemes relate to the separately specified infrastructural service or projects – such as roads, rail, or other public transport infrastructure, which benefit the proposed development. Where schemes overlap with another local authority, the Section 49 Scheme will be developed in conjunction with that local authority.

Objective T074

Utilise, where appropriate, the provisions of Section 48 and 49 of the Planning and Development Act, 2000 to generate financial contributions towards the capital costs of providing local and strategic transport infrastructure, services or projects in the County. This will be done in conjunction with adjoining local authorities where appropriate.

4.2 WATER SERVICES

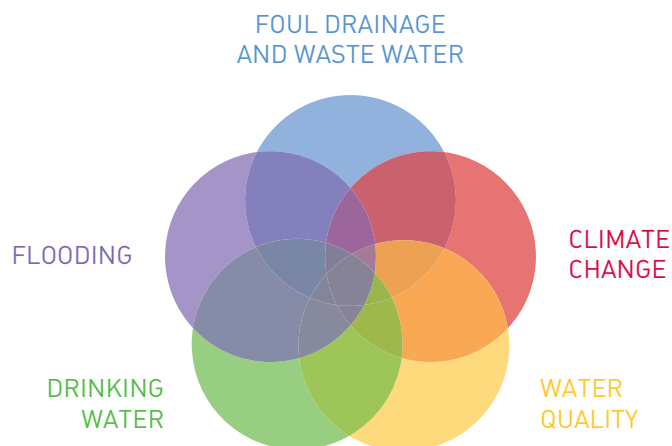
BACKGROUND

Ireland is surrounded by sea and almost a third of the country is covered in wetlands including rivers, lakes, estuaries and bogs. This gives the impression of water as an infinite resource. However, only a small percentage is available for use as drinking water supply and is easily impacted by human activity, and the need to conserve it and its purity is essential for life.

Water has many uses including fisheries, agriculture, abstraction for drinking water, use in industrial processes, irrigation, bathing and other domestic and recreational use. The Council is committed to maintaining good water quality where it exists and improving water quality where necessary in order to ensure suitability for its many beneficial uses.

During recent years the demand for water has increased at an unprecedented rate due to strong economic and demographic growth. Correspondingly, our requirements to dispose of this water, once used, have increased. At the same time the standard required of these services has become more onerous due to recent EU Directives and the corresponding Irish legislation.

The Council is the designated 'Water Services Authority' for the Fingal Area and has been assigned responsibility for ensuring that drinking water meets the quality standards set by legislation. The Council is also responsible for the provision and maintenance of the County's sewerage (foul and surface water sewers). Wastewater Treatment facilities must meet the requirements of the EU Waste Water Treatment Directive. Other EU Directives include the *Floods Directive* which sets out how member states must plan for the management of flood risk. Water Quality requirements are set out in the EU *Water Framework Directive*.



Impacting on flooding, drinking water, water quality, and foul drainage and waste water is the potential challenge of climate change. The latest studies conclude that the expected change in rainfall and sea levels would have a significant impact on future flood risk. Current thinking is that

the average annual rainfall quantity and intensity will increase, with predicted drier summers and wetter winters. This would see a decrease in river base flows and a rise in flood flows. Sea levels are expected to rise gradually due to global warming, which will have an impact on low lying coastal areas.



Sustainable resource management of our land and water resources, pollution control, and amelioration of the effects of climate change is critical in the consideration of all development. The Green Infrastructure approach taken in this Development Plan allows for a co-ordinated, sustainable and strategic approach to development and is an important element of policy consideration and the formulation of objectives for water services.

The challenge for the Council during this Development Plan is to deliver water services in a manner which meets all of the required standards and which allows for sustainable development.

STATEMENT OF POLICY

- Ensure an adequate supply of water fit for human consumption, provide the capacity to treat waste water to appropriate standards, to control and manage surface water, mitigate against flooding and to protect and improve water quality in the County while allowing for sustainable development
- Facilitate industrial and other forms of development, including residential by ensuring that optimum use is made of existing drainage and wastewater treatment infrastructure in the first instance and that further strengthening of infrastructure is focused on priority locations as identified in the urban settlement hierarchy in accordance with the Regional Planning Guidelines and the Development Plan

APPROPRIATE ASSESSMENT

Plans and projects which might negatively impact Natura 2000 sites must be screened for Appropriate Assessment and full Appropriate Assessment must be carried out unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 site.

Objective AA1

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening.

DRINKING WATER SUPPLY

The Liffey is the source for the major public water supply abstraction point at Leixlip. This source supplies most of the water to Fingal and to substantial proportions of Dublin City and parts of South Dublin, Kildare and Meath. The Leixlip plant is operating at maximum output, producing up to 168 megalitres each day. Of the water produced by Fingal only a half is used within the County, the rest being exported to Dublin City, South Dublin, Kildare and Meath.

A second treatment plant at Bog of the Ring produces on average 3 megalitres a day. This plant extracts groundwater from wells and supplements the water supply of the northern part of the County.

In Fingal, the average daily requirement for the current domestic and commercial needs is approximately 90 megalitres per day. It is estimated that this demand will increase to approximately 148 megalitres per day to provide for an anticipated Fingal population of 415,000 in 2031.

There are a number of regional studies which outline the current and future situation of water supply and security of supply. The *Greater Dublin Water Supply Strategic Study*, commissioned by the Department of the Environment in 1996, was reviewed in 2001 and updated in 2006. This estimates that a new source of water will be required by 2016 to meet increased demand. The emerging preferred option appears to be an abstraction from the River Shannon feeding a Midland storage reservoir which will be used to augment Dublin region water supplies with up to 350 Megalitres per day. An upgrade of Leixlip Water Treatment Plant is at an advanced stage of planning and it is expected to have this work completed by the end of 2013. The upgrade will increase the capacity of the plant to 215 Megalitres per day. Water requirement in the region will ultimately constrain development within Fingal.

Water conservation is required to ensure the efficient delivery of water. The Dublin Region Water Conservation Project has been instrumental in reducing leakage from 42.5% to 28%. The Dublin Region Watermains Rehabilitation Project has been established to assist in reducing leakage by identifying and replacing the old water mains that have outlived their usefulness. The future target is to reduce Unaccounted-For Water(UFW) in Fingal to 20%.

The *Water Services Act 2007* focuses on the management of drinking water. It designates Fingal County Council as the 'Water Services Authority' for the Fingal Area and assigns responsibility for ensuring that drinking water meets the quality standards set out in the *Drinking Water Regulations 2007*. This Act when fully enacted, will oblige the Council to prepare a Water Services Strategic Plan to be drafted every six years or more frequently if necessary. This will be a regional plan developed in conjunction with the other local authorities in the region.

Figure WS01 shows the strategic water supply infrastructure and associated water supply zones. The top water level (TWL) for reservoirs and tanks dictates the maximum height to which water can be supplied without pumping.

Objective DW01

Ensure that an adequate supply of drinking water for domestic, commercial, industrial and other uses is available for the sustainable development of the County.

Objective DW02

Support the development of a new sustainable water source for the Greater Dublin Area.

Objective DW03

Contribute towards the development of a Regional Water Services Strategic Plan, as required under the *Water Services Act 2007*, to ensure that adequate provision of drinking water and wastewater treatment is made to meet existing and future development needs in the County.

Objective DW04

Continue the commitment to water conservation and leakage reduction within the Fingal area and promote awareness of water conservation measures and techniques.

Objective DW05

Require the use of best practice with regard to water conservation in all developments and require rain water harvesting in new developments where appropriate.

Objective DW06

Protect the public drinking water supply against contamination originating from a customer's system.

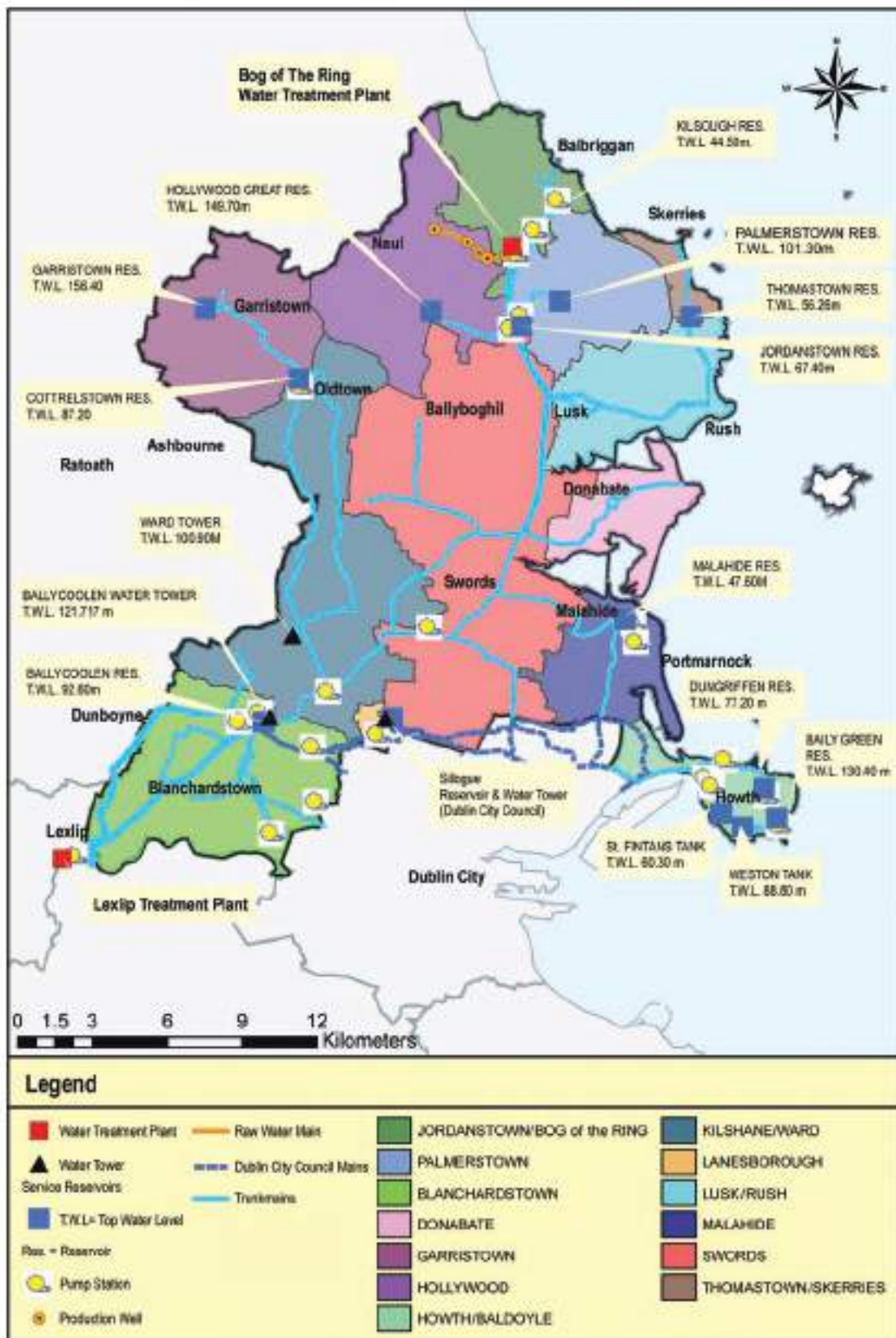
Objective DW07

Provide for the schemes listed in Table DW01.

TABLE DW01: WATER SUPPLY IMPROVEMENT SCHEMES

1. New Water Supply Source for the Dublin Region
2. Expansion of Leixlip Water Treatment Plant
3. Balbriggan Water Supply Scheme
4. Swords Watermain Rehabilitation
5. Drinking Water Lead Service Removal Project
6. Duplication of 36 inch watermain from Ballycoolin to Kingstown
7. Leixlip Ballycoolin Water Supply Scheme
8. The Ward Water Supply Scheme
9. Swords North Water Supply Scheme
10. Dublin Regional Water Rehabilitation Project

FIGURE WS01: WATER SUPPLY NETWORK



FOUL DRAINAGE AND WASTEWATER TREATMENT

The provision and maintenance of the County's sewerage network (foul and surface water sewers) and wastewater treatment facilities are a key part of the work of the Council.

In Fingal, the majority of the sewer network is a separate system. This means that there are two separate networks, one for surface water and the other for foul effluent. Surface water would consist mainly of runoff from roads, roofs, hard standing areas, driveways and gardens. These sewers normally outfall to the sea, the nearest river or ditch. Foul water typically consists of flows from baths, toilets, dishwashers and trade effluent. These drain to the nearest treatment plant and then discharge to a watercourse or directly to the sea.

Wastewater from the south of the County including Howth, Baldoyle, Sutton, Portmarnock, Santry, Meakstown and Blanchardstown discharges to the Regional Waste Water Treatment Plant at Ringsend operated by Dublin City Council. This is currently treating above its design capacity and is due to be expanded by 2014. However, due to site restrictions and the limited assimilation capacity of the receiving water in Dublin Bay, the available extra treatment capacity will be limited.

The Greater Dublin Strategic Drainage Study (GSDSDS) involving the seven local authorities of the GDA was completed in 2005 and has an associated Strategic Environmental Assessment. The Study carried out an in depth assessment of Dublin's drainage system. Key recommendations of the GSDSDS Final Strategy, the expansion of Ringsend Wastewater Treatment Plant to its ultimate capacity and the development of a new Regional Wastewater Treatment Plant, Orbital Drainage Network and Marine Outfall in the northern part of the GDA, are being pursued.



Along with other recommendations, it recommended the upgrade of Ringsend Wastewater Treatment Plant, the provision of a new Regional Treatment Plant in the northern part of the GDA and the construction of an Orbital Sewer from Blanchardstown to serve the new plant and to facilitate the long-term growth of the Dublin Region. This plant is necessary to facilitate the future development of the region. It is required by 2018.

Three significant wastewater treatment plants are operated in Fingal. The largest in Barnageeragh currently serves a population equivalent (p.e.) of 30,000 with a capacity to treat up to 70,000 p.e., a treatment plant in Malahide treats a p.e. of 20,000 while 60,000 p.e. is treated in Swords Wastewater Treatment Plant. There are smaller plants in The Naul, Garristown, Oldtown, Ballyboghil and Toberburr, as well as a number of septic tanks and sea outfalls. A major investment programme is continuing to upgrade these wastewater plants and to construct new ones in urban areas in order to comply with the requirements of the *Urban Waste Water Treatment Directive* and to provide for new development in a phased and sustainable manner.

A treatment plant is under construction in Portrane which will serve a p.e. of 65,000. This is due to be operational in 2012. In addition, it is envisaged that within the lifetime of this plan, Swords Wastewater Treatment Plant will be initially expanded to serve a p.e. of 90,000 and then further expanded to serve a population of 140,000 p.e. This is required to cater for the existing flows from Swords and to allow for its planned growth.

A system for the licensing or certification of waste water discharges (WWD) from areas served by local authority sewer networks is being introduced on a phased basis in accordance with the requirements of the *Waste Water Discharge (Authorisation) Regulations, 2007*. The Council have applied for licenses for all discharges and are awaiting a response from the Environmental Protection Agency (EPA). This may impose conditions which require further upgrades to our network or treatment plants.

The Urban Waste Water Treatment Directive provides a comprehensive framework for protecting the environment from the adverse effects of the collection, treatment and discharge of urban waste waters, the treatment of wastewaters from certain industrial sectors, and the disposal of sludge. Similar legislation exists in relation to the quality of bathing waters, shell fish waters and fresh waters supporting fish life, and the protection of groundwater from nitrate contamination.

The majority of our Wastewater Treatment Plants (WWTP) contain a number of elements which are exposed to the open air during the normal operation of the plant and additionally there are other elements which will be exposed to the air during regular maintenance which occurs on occasions throughout the year. Sewage by its nature is odour producing and, notwithstanding the aims of Fingal County Council's Odour Control Policy, it is not possible to prevent all detectable odours from escaping beyond the WWTP boundary. Odours have been known to travel long distances and certainly up to 1km from the source and is dependent on the type of treatment system in place, the loading to the WWTP, the topography of the site and the meteorological conditions notably temperature and wind direction.

The lands adjoining the WWTP may be subject to an odour nuisance and it is deemed appropriate to establish a buffer zone around the plants. Given the size of the existing plants in Fingal, the nature of their locations, the prevailing winds and the risk of odour nuisance, a buffer zone of 100m should be established, measured from the odour producing unit within all WWTP. This buffer should apply to all new odour sensitive developments such as houses, schools, nursing homes. Developments which have non sensitive uses may be permitted within the buffer. Any new WWTP should establish

a buffer zone suitable to the size and operation of the plant but should not be less than 100m from the odour producing units.

Figure WT01 indicates the locations of the Wastewater Treatment Plants and the catchments they serve.

Outside the main towns and villages, the main method of sewage disposal is by means of individual septic tanks and proprietary systems. These have been identified as a source of pollution of both surface waters and groundwaters. Further details on the requirements for new individual systems are to be found in Chapter 8 Rural Fingal, Section 8.3.

A more recent development is the use of constructed wetlands to deal with a range of effluent types – farmyard runoff, industrial waste and sewage as well as urban pollution. Categorised as surface-flow type wetlands they are similar to natural free surface water wetlands. The concept is based upon the free surface-flow of water through a series of sequentially linked shallow ponds vegetated with a range of emergent plant species. The first Irish municipal application of a hybrid reed bed treatment system was designed and constructed at Colecot in Fingal and was commissioned in 1998. This system has effectively reduced flow into the adjacent watercourse while treating the effluent to a suitable standard. The use of these systems will be encouraged within the County.

Objective WT01

Develop and expand, in an environmentally sustainable manner which accords with the urban settlement hierarchy, the drainage systems for the County, in order to ensure the supply of serviced land for residential, commercial and industrial development.

Objective WT02

Facilitate the provision of wastewater treatment systems in order to ensure compliance with the *Water Framework Directive* and the *Urban Waste Water Directive*.

Objective WT03

Facilitate the implementation of the Greater Dublin Regional Drainage Project i.e. the provision of a major regional wastewater treatment plant, orbital drainage network and marine outfall in the northern part of the Greater Dublin Area in accordance with the recommendations of the SEA on the GSDSDS in addition to the other recommendations of the Strategy.

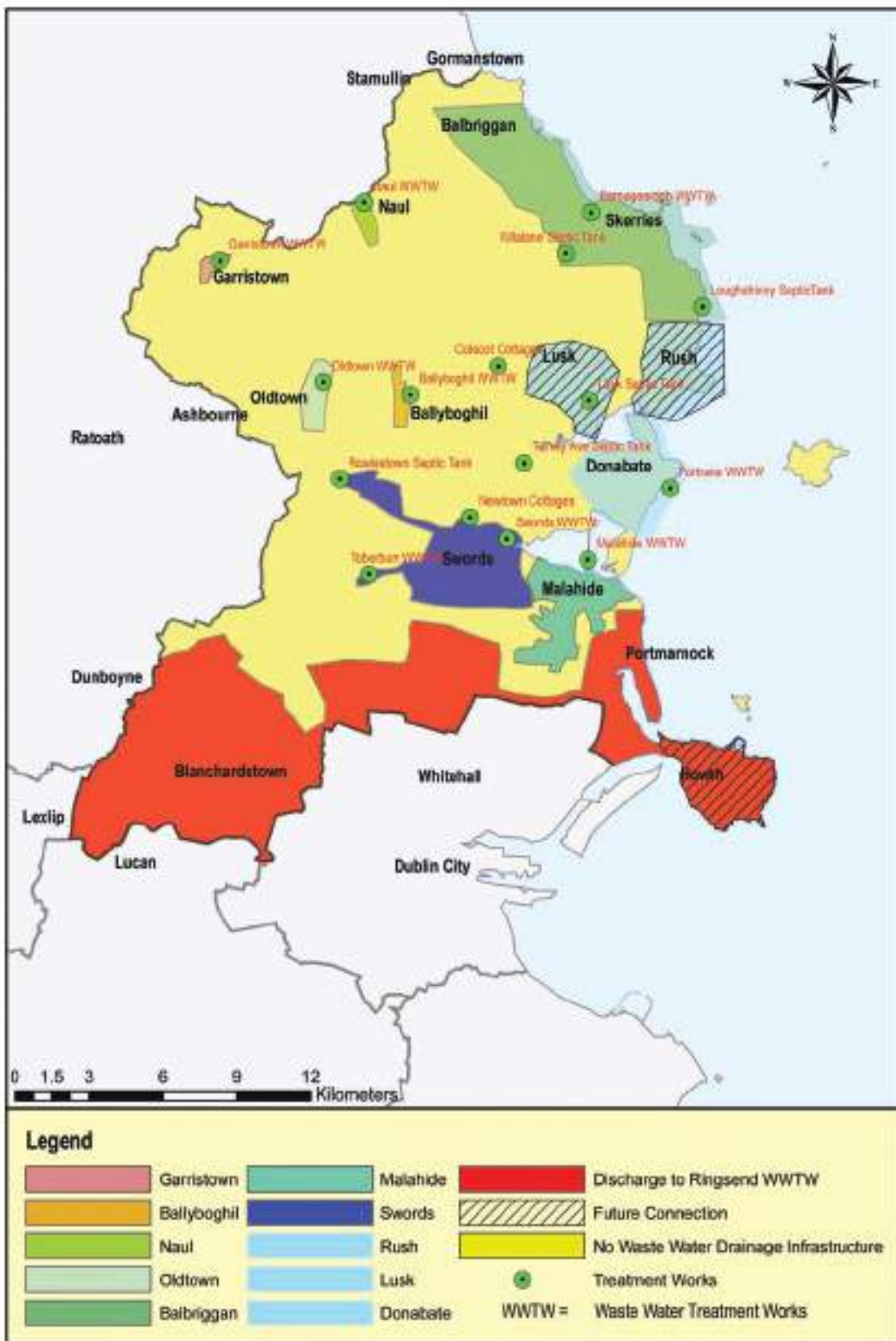
Objective WT04

Consider the discharge from the new Regional Waste Water Treatment Plant for re-use in general industry or the agriculture/horticulture industries.

Objective WT05

Consider tertiary treatment in the proposed new Regional Waste Water Treatment Plant.

FIGURE WT01: WASTE WATER TREATMENT – CATCHMENT AREAS



Objective WT06

Investigate the potential for 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 and in accordance with the recommendations of the EPA and where adequate provision has been made for its maintenance.

Objective WT07

Review implementation of Fingal's Odour Control Policy for wastewater treatment plants and ancillary facilities and provide recommendations on the optimum development exclusion zone dimensions around existing and future wastewater treatment plants and ancillary facilities.

Objective WT08

Promote the appropriate development and use of Integrated Constructed Wetlands within the County.

Objective WT09

Protect natural resources which are a basis for growth and competitive advantage in the tourism, food and aquaculture sectors.

Objective WT10

Establish a buffer zone around all Wastewater Treatment Plants suitable to the size and operation of each plant. The buffer zone should not be less than 100m from the odour producing units.

Objective WT11

Provide for the schemes listed in Table WT01.

TABLE WT01: FOUL DRAINAGE AND WASTEWATER SCHEMES

1. Greater Dublin Regional Drainage Project
2. Portrane/Donabate/Rush/Lusk WWT Scheme
3. Swords WWTP Upgrade
4. Balbriggan/Skerries WTS – Ph 3 Network Upgrade
5. Malahide Sewerage Scheme
6. Blanchardstown Regional Drainage Scheme
7. Dublin Bay Contract 5
8. Santry Pumping Station
9. The Naul WWTP and Oldtown WWTP Upgrades

SURFACE WATER AND FLOOD RISK MANAGEMENT

SURFACE WATER

The GSDSDS produced five policy documents including an *Environmental Policy*, *Drainage of New Developments* and *Climate Change Policy*. These three documents focused on the design approach and criteria for new drainage with the objective of ensuring that any future development did not continue the trend towards increasing flooding in the city and the pollution of rivers.



This approach using Sustainable Drainage Systems (SuDS) can best be summarised as offering a “total” solution to rainwater management and is applicable in both urban and rural situations. By using SuDS techniques, water is either infiltrated or conveyed more slowly to the drainage system and ultimately to water courses via permeable paving, swales, green roofs, rain water harvesting, detention basins, ponds and wetlands. These facilities are designed to prevent pollution of streams and rivers and to slow down runoff from sites, therefore helping to prevent downstream flooding and improve water quality. This closely mimics natural catchment behaviour where rainfall either infiltrates through the soil or runs off slowly over the ground surface to the nearest watercourse. This is known as the ‘Treatment Train’ approach. SuDS devices should be placed at source, site and regional levels. SuDS can also provide amenity benefits to local communities and benefits for biodiversity simultaneously. In this way SuDS features are not just part of the County’s drainage infrastructure but a vital part of the County’s Green Infrastructure (see Chapter 3). Further information on SuDS is available at www.suds.com

FLOOD RISK MANAGEMENT

See also Section 5.5, The Coast

Over the past number of years there have been instances where flooding has occurred in areas of the County causing damage to homes and businesses. Relative to other counties in the region the extent of flooding in Fingal is low. However, there are areas which are at risk of coastal or river flooding. As a result of Climate Change, there is a likelihood of increased rainfall and rising sea levels. This, in combination with the ongoing urbanisation of catchments, means that the flood risk to property is likely to increase in the future. In order to minimise the impact of an increased future flood risk, there are various steps that local authorities can take. These include flood protection works, stormwater attenuation and more significantly, avoidance of development in floodplains and coastal areas subject to flooding except in very limited circumstances.

A major function performed by floodplains, wetlands and coastal areas subject to flooding is to hold excess water until it can be released slowly back into a river system or the sea, or seep into the ground as a storm or tidal surge subsides. Floodplains, wetlands and coastal areas subject to flooding should, therefore, be recognised and preserved to the maximum extent possible, in both urban and rural areas, as Green Infrastructure which provides a natural defence against flood risk.

The *Planning System and Flood Risk Management Guidelines* produced by the DoEHLG aim to ensure a rigorous assessment of flood risk at all levels to provide a consistency of approach throughout the

whole country. Development at all levels will be required to comply with the recommendations of these guidelines. In achieving the aims and objectives of the Guidelines, planning authorities must:

- Ensure that development is not permitted in areas of flood risk, particularly floodplains and coastal areas subject to flooding, except where there are no suitable alternative sites available in areas at lower risk that are consistent with the objectives of proper planning and sustainable development
- Adopt a sequential approach to flood risk management which aims to avoid flood risk, where possible, substitute less vulnerable uses where avoidance is not possible, and mitigate and manage the risk where avoidance and substitution are not possible

A precautionary approach should also be applied to flood risk management to reflect uncertainties in flooding datasets and risk assessment techniques and the ability to predict the future climate, the performance of existing flood defences and the extent of future coastal erosion.

Flooding is as relevant to applications for replacement dwellings/extensions of existing residential units as it is to new build, and due regard should be had to flood risk in all applications.

The EU *Floods Directive* was introduced in 2007 and sets out how member states must have a plan for the management of flood risk. The aims of the Directive will be achieved through a series of requirements which will be carried out at river catchment level and also in coastal zones.

In response to the Floods Directive, Fingal County Council, along with Meath County Council and the Office of Public Works (OPW) have commissioned consultants to undertake a catchment based flood risk assessment and management study of 19 rivers and streams. The core objectives of the Fingal East Meath Flood Risk Assessment and Management Study (FEM-FRAMS) include;

- The development of maps for the existing and potential flood hazard and risk areas within the study catchment
- The development of an economically, socially and environmentally appropriate long-term strategy (a Flood Risk Management Plan) for the Fingal and East Meath study area and associated SEA
- Setting out the measures, policies and options based on the core objectives including guidance on appropriate development that should be pursued by the Local Authorities. These options will include structural and non-structural measures to manage both fluvial and tidal flood risk. For more detail see www.fingaleastmeathframs.ie

FEM-FRAMS covers most of the County with the exception of the southern area around the Tolka Valley and the Liffey. These areas will be covered by flood risk management plans associated with the Liffey CFRAMS. The Dublin Region Coastal Protection Project which extended from the city boundary to North Portmarnock identified a number of flood risk locations in Sutton, Howth, Baldoyle and Portmarnock. The Irish Coastal Protection Strategy Study identifies locations along the east coast at risk of coastal flooding and coastal erosion. The FEMFRAMS study will compare the results of these studies and provide a more detailed analysis of the flood risks along the Fingal coastline. Draft Flood Risk areas for both fluvial and coastal flooding are shown on Green Infrastructure Sheet 16.

Objective SW01

Protect and enhance the County's floodplains, wetlands and coastal areas subject to flooding as vital green infrastructure which provides space for storage and conveyance of floodwater, enabling flood risk to be more effectively managed and reducing the need to provide flood defences in the future.

Objective SW02

Allow no new development within floodplains other than development which satisfies the justification test, as outlined in the *Planning System and Flood Risk Management Guidelines 2009* for Planning Authorities, within well established towns.

Objective SW03

Identify existing surface water drainage systems vulnerable to flooding and develop proposals to alleviate flooding in the areas served by these systems.

Objective SW04

Require the use of sustainable urban drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques for new development or for extensions to existing developments.

Objective SW05

Discourage the use of hard non porous surfacing and pavements within the boundaries of rural housing sites.

Objective SW06

Implement the *Planning System and Flood Risk Management-Guidelines for Planning Authorities* (DoEHLG/OPW 2009).

Objective SW07

Implement the recommendations of the Fingal East Meath Flood Risk Assessment and Management Study (FEMFRAMS) when completed.

Objective SW08

Assess and implement the recommendations of the Liffey CFRAMS when completed.

Objective SW09

Require the provision of regional stormwater control facilities for all Local Area Plan lands and Strategic Development Zones with a view to also incorporating these control facilities in currently developed catchments prone to flooding.

Objective SW10

Implement the recommendations of the Dublin Region Coastal Protection Project in co-operation with Dublin City Council.

Objective SW11

Ensure that where flood protection or alleviation works takes place that the natural and cultural heritage and rivers, streams and watercourses are protected and enhanced to the greatest extent possible.

Objective SW12

Require an environmental assessment of all proposed flood protection or alleviation works.

Objective SW13

Provide for the schemes listed in Table SW01.

TABLE SW01: SURFACE WATER SCHEMES

1. Replacement of Mulhuddart Bridge as part of the Tolka Flood Relief Scheme
2. Implementation of Fingal East Meath Flood Risk Assessment and Management Study (FEM-FRAMS)
3. Implementation of Liffey CFRAMS
4. Coastal Flood Protection Scheme
5. Flood Warning System
6. Donabate Surface Water System
7. Garristown Surface Water System

WATER QUALITY

See also Chapter 5, Natural Heritage

There are a number of important waterbodies in Fingal including those with designated status under the EU Habitats and Birds Directives. All rivers in Fingal provide habitat for fish and other aquatic species, including several salmonid rivers located in Fingal providing for Brown Trout, Salmon and many spawning beds. With the exception of the Liffey and the Tolka, the rivers in Fingal are relatively small, with narrow catchments flowing from west to east.

The Council is responsible for maintaining, improving and enhancing the environmental and ecological quality of our waters by implementing pollution control measures, licensing of effluent discharges, implementing and monitoring compliance with environmental legislation and drawing up pollution contingency measures on a local and regional level. This is going to become even more critical as the changes in water availability predicted on the basis of climate change will pose a potential problem for the dilution of water-borne effluent. Greater consideration of groundwater

protection is also recommended, as aquifers assume increasing importance as sources of water supply due to increased competition for reduced surface water.

The *Water Framework Directive* (WFD), 'establishing a framework for community action in the field of water policy', became effective in 2000. The overall objective of the Directive is to prevent deterioration in the status of any waters and achieve at least 'good status' by 2015. Further information is available at www.wfdireland.ie

The WFD requires that all member states adopt a comprehensive integrated river-basin based approach to water management. Its aims include expanding the scope of protection to include surface waters, ground waters, transitional and coastal waters, achieving 'good status' for all waters by 2015, basing water management on river-basin districts and getting the public involved in water management. All of Fingal is within the Eastern River Basin District (ERBD). This river basin district encompasses areas of twelve local authorities of which Dublin City Council is the lead authority. The background to the processes and the reports of the ERBD are available at www.erbd.ie

In 2009, a Programme of Measures was established for each Water Management Unit (WMU) within the river basin district as part of the *ERBD River Basin Management Plan 2009-2015*. This is aimed at addressing those pressures which threaten the water environment and put water bodies at risk of not achieving 'good status' by 2015. Each local authority must implement this Programme of Measures. For the purpose of effective management of water resources Fingal is divided into nine water management units (WMU's).

SURFACE WATER

Since the early 1970's the extent of water pollution in rivers and lakes has been assessed on a continuing basis by the Environmental Research Unit and the Environmental Protection Agency (EPA). The status of the County's surface waters as of 2010 are indicated on the Green Infrastructure maps.

The greatest risk to water quality in Fingal comes from:

- The quality of river water entering Fingal from outside catchments
- Agricultural runoff
- Outfalls from municipal wastewater treatment works
- On-site treatment systems (including septic tanks)
- Urban storm water overflows
- Urban storm water runoff
- Misconnections to surface water sewers in urban areas
- Licensed discharges
- Unlicensed discharges

The *Local Government (Water Pollution) Act 1977* and *Amendment Act 1990* provides the principal legal framework relating to Water Pollution and will remain so until 2013.

GROUNDWATER

In conjunction with the Geological Survey of Ireland (GSI) a Groundwater Protection Scheme has been prepared for Fingal. This provides guidelines for the planning and licensing authorities in carrying out their functions, and a framework to assist in decision-making on the location, nature

and control of developments and activities in order to protect groundwater. Use of the scheme will help to ensure that within the planning and licensing processes due regard is taken of the need to maintain the beneficial use of groundwater. A Groundwater Protection Scheme aims to maintain the quantity and quality of groundwater and in some cases improve it, by applying a risk assessment based approach to groundwater protection and sustainable development. This information will inform decisions on planning applications and zoning of certain lands.

Groundwater protection responses for the different areas have been developed for potential hazards such as landfills, on-site wastewater treatment systems and septic tanks for single houses. The Groundwater Protection Scheme is available at www.gsi.ie

A Register of Abstractions of groundwater, as required by Irish legislation, is kept by the Council.

Objective WQ01

Maintain, improve and enhance the environmental and ecological quality of our surface waters and groundwaters by implementing the Programme of Measures contained in the Eastern River Basin District (ERBD) River Basin Management Plan 2009-2015.

Objective WQ02

Protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and control development in a manner consistent with the proper management of these resources in conformity with the ERBD River Basin Management Plan 2009-2015 and the Groundwater Protection Scheme.

Objective WQ03

Implement the recommendations of the Groundwater Protection Scheme.

Objective WQ04

Protect existing riverine wetland and coastal habitats and where possible create new habitats to maintain naturally functioning ecosystems whilst ensuring they do not impact negatively on the conservation objectives of any Natura 2000 sites.

Objective WQ05

Establish riparian corridors free from new development along all significant watercourses in the County. Ensure a 10 to 15 metre wide riparian buffer strip measured from top of bank either side of all watercourses, except in respect of the Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Corduff, Matt and Delvin where a 30m wide riparian buffer strip from top of bank to either side of all watercourses outside urban centres is required.

Objective WQ06

Minimise the impact on surface water of discharges from septic tanks, proprietary effluent treatment systems and percolation areas by ensuring that they are located and constructed in accordance with the recommendations and guidelines of the EPA and Fingal County Council.

ADDITIONAL CRITERIA FOR ASSESSMENT

It is important that a uniform and consistent approach to water and urban drainage infrastructure planning, design, construction and operation is taken in a manner which addresses environmental legislation. As the Water Services Authority, the Council assesses all proposed Local Area Plans, planning applications and drainage construction for compliance with the requirements detailed previously. All applications are assessed with regards to sustainability, compatibility with existing and proposed drainage infrastructure and compliance with the requirements for surface water and groundwater quality and flood protection amongst other issues. Once a development has been approved, the Council ensures that the drainage construction complies with satisfactory design and construction standards prior to being 'taken-in-charge'. Once completed, records of the new development must be submitted to the Council in a format which can be satisfactorily managed.

Guidance is available to applicants in the *GSDSDS (Greater Dublin Strategic Drainage Study) Regional Drainage Policies Volume 2 New Development, Aug 2005*.

Applicants should work with the Council on issues relating to water services by ensuring that they engage in pre-planning meetings and respond constructively to the advice provided. This will reduce the need for post planning compliance issues and ensure a more efficient and timely delivery of infrastructure. A key objective is to ensure development is carried out in a sustainable manner. Issues considered include:

- Water Supply
- Drainage
- Water Conservation
- Surface Water and Flooding
- Water Quality

Objective WS01

Ensure that water and drainage infrastructure for new developments is co-ordinated.

Objective WS02

Ensure that all developments comply with the requirements of the Council and with the principles of sustainable development. Best management practices, as identified by the Council, are to be implemented.

Objective WS03

Ensure that proposed development is compatible with existing and proposed drainage infrastructure. Infrastructure provided within developments must be sized to cater for the long-term needs of the area as well as existing developments.

Objective WS04

Ensure that developers understand the requirements for the design, construction and taking-in-charge of new development.

Objective WS05

Prevent the creation of ransom strips.

Objective WS06

Ensure that all records of new development are submitted to the Council in an agreed format which can be satisfactorily managed.

CLIMATE CHANGE

Although Ireland is taking measures to mitigate the causes of climate change, the County will inevitably experience the changed conditions being forecast for increasing global temperatures and possible significant changes in rainfall over the next 100 years. The forecast for Ireland is for drier summers, wetter winters and warmer average temperatures throughout the year. These changes require consideration by all involved in development and its management and appropriate actions must be taken now to ensure satisfactory management of water supply and drainage systems in the future.

The *Greater Dublin Strategic Drainage Study* (GSDSDS) developed a Climate Change Policy to assist in the future provision and management of drainage services in the region. This is to facilitate a uniform and consistent approach to urban drainage infrastructure planning, design, construction and operation.

Objective CC01

Comply with the recommendations of the GSDSDS Climate Change Policy with regard to the provision and management of drainage services in the County.

Objective CC02

Implement the specific recommendations of Table CC1 of the GSDSDS Regional Policy Volume 5 Climate Change Policy for all housing, commercial and industrial developments within the County.

Objective CC03

Reduce Unaccounted-For Water from the water supply network to 20%.

Objective CC04

Continue to reduce energy and chemical consumption within the Council's treatment plants and pumping stations.

4.3 ENERGY

BACKGROUND

Energy consumption is unavoidable. Modern societies consume huge amounts of energy to heat homes and offices, fuel transport systems, power industry and generate electricity. Whilst Ireland is no exception, it suffers a number of marked disadvantages insofar as energy is concerned, due to its small size and island location. This isolation from the European energy infrastructure accentuates the need for security of energy supplies, efficient energy infrastructure, and for development of indigenous resources to the maximum extent possible. Managing our demand for energy in a sustainable way will therefore be extremely important. Using energy more efficiently, producing cleaner energy and using energy sources which minimise damage to the environment are sustainable energy policy aims.

STATEMENT OF POLICY

Support and facilitate the development of enhanced energy supplies to the County, with an emphasis on renewable energy supplies, and cooperate 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.

APPROPRIATE ASSESSMENT

Plans and projects which might negatively impact Natura 2000 sites must be screened for Appropriate Assessment and full Appropriate Assessment must be carried out unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 site.

Objective AA1

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening.

ENERGY EFFICIENCY

See also Section 6.3, Architectural Heritage, Energy Efficiency and the Historic Environment, and Section 7.2 Urban Design

The challenge of global climate change and its potentially devastating consequences are now widely acknowledged. A reduction in greenhouse gas emissions is seen as a global priority that requires

committed action and co-operation. Ireland has signed up to the Kyoto Protocol with a commitment to limit greenhouse gas emissions to a 13% increase above the 1990 level by 2012. The Kyoto target for Ireland is 63 million tonnes of CO₂ emissions per annum. In recent years, Ireland's emissions have come close to 70 million tonnes per annum. As a result of the economic downturn, Ireland has experienced a dramatic reduction in greenhouse gas emissions and new projections show that Ireland's emissions will be much closer at the end of 2012 to the ambitious targets set out in the Kyoto Protocol.

The *National Climate Change Strategy 2007-2012* states that one way of meeting our international commitments on climate change is through the integration of climate change considerations into all policy areas. Fingal recognises the role that energy saving and renewable energy technologies play in reducing emissions of greenhouse gases and Ireland's dependence upon fossil fuels. The national policy document *Delivering Homes Sustaining Communities 2007* supports the adoption of new technology and innovative approaches to design and construction of dwellings leading to enhancing their quality and energy performance over their lifetime. There is now a requirement for all new buildings to become more energy efficient in line with the EU *Energy Performance of Buildings Directive 2002/91/EC* and through the development of energy related programmes and awareness campaigns targeted at all building users, both new and existing. If such emissions are to be reduced progressively to meet rising target levels, it is crucial that new buildings meet more stringent energy standards as soon as possible. The new *Building Regulations (Part L Amendment) Regulations* and the *European Communities (Energy Performance of Buildings) (Amendment) Regulations 2008* will aid this requirement. Fingal has been to the forefront on this issue and has incorporated energy saving measures into all its recently adopted Local Area Plans. The Government White Paper *Delivering a Sustainable Energy Future for Ireland, 2007-2020*, sets out an ambitious target of 33% of electricity consumption to come from renewable resources by 2020. In addition 20% savings in energy across the electricity, transport and heating sectors by 2020 is proposed.

The introduction of the BER label, Building Energy Rating, allows for dwellings to be assessed on their energy performance. The provision of this label system allows individuals to make informed decisions regarding the energy efficiency of a building. There are exemptions for Protected Structures, proposed Protected Structures and buildings protected under National Monuments (see Section 6.3).

Objective EN01

Require the use of energy saving measures in all new developments and in retrofit developments.

RENEWABLE ENERGY

Fingal seeks to ensure that all new developments contribute positively towards a reduced energy consumption and the associated carbon footprint. New development proposals will be required to demonstrate reduced energy consumption in their design and construction and should incorporate where possible alternative energy technologies such as bio-energy, solar energy, heat pumps, heat recovery and wind energy.

New building design will reflect the need to ensure that development occurs in a sustainable and sensitive manner giving due recognition to the necessity to produce a design which accords with

national sustainability and energy conservation policies, and contributes to the creation of appropriate urban form.

The 60% improvement in energy and environmental performance that is required for new buildings in 2010 compared to 2005 under the Building Regulations is expected to increase rapidly over the course of the Development Plan with a Government policy target of becoming carbon neutral by 2013.

Objective EN02

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

Objective EN03

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

Under the requirements of SI 666 of 2006 European Communities (Energy Performance and Buildings) Regulations, the developers of buildings greater than 1000sq m or residential schemes above 30 units, must consider, during the design stage, the economic, environmental and technical feasibility of installing alternative renewable energy systems such as decentralised energy supply systems, combined heat and power systems, district heating, block heating, heat pumps, biomass boilers and solar energy.

Objective EN04

Require details of the requirements for alternative renewable energy systems, for buildings greater than 1000sq m or residential schemes above 30 units, under SI 666 of 2006 European Communities (Energy Performance and Buildings) to be submitted at pre planning stage for consideration. These should take the form of an Energy Statement or Feasibility Study carried out by qualified and accredited experts.

Renewable sources of energy offer sustainable alternatives to our dependency on fossil fuels, are a means of reducing harmful greenhouse emissions and offer opportunities to reduce our reliance on imported fuels. Under EU *Directive 2001/77/EC Renewable Energy*: the promotion of electricity from renewable energy sources, renewable energy sources are defined as renewable non-fossil energy sources such as wind, solar, geothermal, wave, tidal, hydropower, biomass, landfill gas, sewage treatment plant gas and biogases. To this list biochar, i.e. the thermal treatment of natural organic materials in an oxygen-limited environment can be added.

Ireland is richly endowed with renewable energy resources, e.g. wind and water. These offer a real alternative for meeting our energy needs. Several renewable energy technologies are now commercially viable and capable of supplying clean, economical heat and power.

Objective EN05

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, and would take cognisance of the following:

- (i) residential amenity and human health
- (ii) the character or appearance of the surrounding area
- (iii) the openness and visual amenity of the countryside
- (iv) public access to the countryside and, in particular, public rights of way and walking routes
- (v) sites and landscapes designated for their nature conservation or amenity value
- (vi) the biodiversity of the County
- (vii) sites or buildings of architectural, historical, cultural, or archaeological interest, and
- (viii) ground and surface water quality and air quality

WIND ENERGY

The *Wind Energy Strategy, Planning Guidelines, Department of the Environment, Heritage and Local Government, 2006*, indicate that it is important that all development plans incorporate both a statement of the planning authority's policies and objectives in relation to wind energy development and what matters it will take into account in assessing planning applications. The assessment of individual wind energy development proposals needs to be conducted within the context of a "plan led" approach which involves identifying areas considered suitable or unsuitable for wind energy development. To further this, Fingal County Council has produced a *Wind Energy Strategy* combined with maps to indicate appropriate locations for such development. Site suitability is an important consideration in determining the location of wind farms, i.e. turbines, due mainly to possible adverse impacts associated with, for example visual impacts, noise and shadow flicker.

**Objective EN06**

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.

Objective EN07

Require that all new wind energy developments in the County comply with the guidelines contained within Fingal County Council *Wind Energy Strategy*.

SOLAR

The sun is a reliable source of heat and light. Generations have used glass and other materials and structures to capture and magnify the sun's energy and these systems have gradually evolved to form the basis of mature techniques that are used today to harness solar energy. There are three basic approaches used today to gain maximum benefit of solar energy in buildings. These are Passive Solar, Active Solar Heating and Solar Photovoltaic (PV) Systems.

**Objective EN08**

Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of solar power where such development does not have a negative impact on the surrounding environment, landscape, historic buildings or local amenities.

GEOTHERMAL

Geothermal energy refers to heat energy stored in the ground. Heat is supplied to the ground from two sources, namely the hot core of the planet and the sun. It can be classified as either 'deep' or 'shallow' depending on the depths from which it is sourced. The deep geothermal energy can only be accessed through geological processes or by drilling through the surface. The second source of heat in the ground is from radiation from the sun. This energy can be regarded as stored energy which stays relatively warm throughout the year. This heat can then be extracted by using a ground source heat pump.

Objective EN09

Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of geothermal energy where such development does not have a negative impact on the surrounding environment, landscape or local amenities.

HYDRO ENERGY

Hydro energy is the name given to the production of power through use of the gravitational force of falling or flowing water. Ocean energy contained in the world's waves and marine tidal currents provides an untapped source of renewable energy. Given Fingal's coastal location, both wave and tide could have a role to play in meeting the longer term targets for energy consumption from renewable sources.

Objective EN10

Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of hydro energy where such development does not have a negative impact on the surrounding environment, landscape or local amenities.

BIOENERGY

Bioenergy is energy derived from biomass. In essence bioenergy is the utilisation of solar energy that has been bound up in biomass during the process of photosynthesis. The photosynthesis process uses solar energy to combine carbon dioxide from the atmosphere with water and various nutrients from the soil to produce plant matter – biomass.

Objective EN11

Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of biomass technology energy where such development does not have a negative impact on the surrounding environment, landscape or local amenities.

OVERHEAD CABLES

Overhead lines and ancillary development can frequently detract from the visual amenity of both urban and rural areas.

**Objective EN12**

Seek the placing underground of all electricity, telephone and TV cables in urban areas. It is the intention of the Council to co-operate with other agencies as appropriate, and to use its Development Management powers in the implementation of this policy.

Objective EN13

Require that, in all new developments, multiple services be accommodated in shared strips and that access covers be shared whenever possible.

Objective EN14

Require applicants to submit, in the case of all large applications for overhead cables of 110kV or more:

- (i) a visual presentation of the proposal in the context of the route in order to assist the Council in determining the extent of the visual impact
- (ii) details of compliance with all internationally recognised standards with regard to proximity to dwellings and other inhabited structures

4.4 INFORMATION AND COMMUNICATION TECHNOLOGIES (ICT)

BACKGROUND

ICT is an umbrella term that is used to cover the technical means for processing and communicating information, primarily involving digital technology. The Government's telecommunication policy aims to place Ireland in the top quartile of OECD economies as regards the availability, price and quantity of telecommunication services. The main thrust for the Council with respect to Telecommunication Technologies is to promote and facilitate a widespread telecommunication infrastructure throughout the County in order to achieve balanced social and economic development.

Information and Communications Technologies contribute to quality of life in two ways. Firstly, access to fast, reliable and cost-effective communications counteracts the effects of geographic remoteness and can increase social inclusion, economic competitiveness and employment opportunities. This is particularly significant in the rural area of Fingal. Secondly, modern telecommunications can also contribute to sustainability goals by reducing the need to travel, for example by home-working, teleconferencing, distance learning and e-commerce. Information Society developments are transforming the way we interact and do business. The phrase Information Society refers to the increasing contemporary significance of information and communication technologies (ICTs). The unfolding influence of these technologies across all areas of economic and social activity in the twenty-first century is increasingly seen in terms parallel to electricity in the twentieth, and railroads in the nineteenth. The networking technologies of the Information Society allow new ways of interacting that challenge the boundaries of what is traditionally possible – in terms of both time and location, e.g. Broadband.

STATEMENT OF POLICY

Promote and facilitate the sustainable development of a high quality ICT infrastructure network throughout the County in order to achieve balanced social and economic development, whilst protecting the countryside and urban environment.

APPROPRIATE ASSESSMENT

Plans and projects which might negatively impact Natura 2000 sites must be screened for Appropriate Assessment and full Appropriate Assessment must be carried out unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 site.

Objective AA1

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening.

Objective IT01

Promote and facilitate the development of a high quality ICT infrastructure network throughout the County 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 that people and businesses have equitable access to a wide range of services and the latest technologies as they become available.

Objective IT02

Require appropriate modern information technology, including a carrier neutral, multi-duct infrastructure servicing every unit to be incorporated into the overall design and layout of all new developments in Fingal, where feasible.

Objective IT03

Require the undergrounding of telephone and TV cables in urban areas.

TELECOMMUNICATIONS ANTENNAE AND SUPPORT STRUCTURES

Fingal County Council recognises the essential need for high quality communications and information technology networks in assuring the competitiveness of the County's economy and its role in supporting regional and national development. The document *Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities, DOE, 1996* gives considerable guidance on this matter. The advantages of a high quality ICT infrastructure must however be balanced against the need to safeguard the rural and urban environment. Visual impact must therefore be kept to a minimum with detailed consideration given to the siting and external appearance of the apparatus and to the scope for utilizing landscaping measures effectively. The Council will consider proposals for such infrastructure in the light of the recommendations of the guidelines issued.

Objective IT04

Provide the necessary telecommunications infrastructure throughout the County in accordance with the requirements of the *Telecommunications Antennae and Support Structures – Guidelines for Planning Authorities July 1996*.

Objective IT05

Reserve an area of land of 200 metres in radius around all existing school premises/ identified school sites free from the erection of mobile phone masts.



Objective IT06

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 IT07

Require co-location of antennae on existing support structures.

Objective IT08

Encourage the location of telecommunications based services at appropriate locations within the County, subject to environmental considerations and avoid the location of structures in fragile landscapes, in nature conservation areas, in highly sensitive landscapes and where views are to be preserved.

Objective IT09

Require the following information with respect to telecommunications structures at application stage:

- Demonstrate compliance with *Telecommunications Antennae and Support Structures – Guidelines for Planning Authorities issued by the Department of the Environment in July 1996* and/or to any subsequent amendments, *Code of Practice on Sharing of Radio Sites* issued by the Commission for Communications Regulation and to such other publications and material as 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, vistas and ecology
- Identify any mitigation measures

Objective IT10

Require mobile phone masts located in HA, OS or GB areas be disguised as trees, where appropriate.

Objective IT11

Prohibit any development which would impinge on a public right of way and public access to the countryside.

4.5 WASTE MANAGEMENT

BACKGROUND

Waste management in Ireland is regulated by the *Waste Management Acts, 1996 to 2008*, which require local authorities to prepare detailed plans on the management of waste. It involves the provision of recycling facilities, enforcement of litter legislation, implementation of packaging and other regulations, and the provision of education on all aspects of the environment. Under existing legislation, Section 4, *Waste Management (Amendment) Act 2001*, a Development Plan is required to include the objectives of the Waste Management Plan for its area. Since the adoption of the Regional Planning Guidelines new Waste Management Strategies have been prepared for all of the counties in the Greater Dublin Area. The current *Waste Management Plan for the Dublin Region 2005-2010* has been developed jointly by Dublin City Council, South Dublin County Council, Fingal County Council and Dun Laoghaire-Rathdown County Council and is due for review by November 11th 2010. The review will take into account the *2008 Waste Framework Directive* and any new government policies that have been issued. By virtue of Section 22(10)a of the *Waste Management Acts 1996-2008* the objectives of the Waste Management Plan are deemed to be included in the Development Plan. Where the objectives of the Development Plan and the Waste Management Plan are in conflict the objectives in the Waste Management Plan shall prevail. The adoption of the Waste Management Plan is an executive function.

The Waste Management Plan includes an analysis of the waste quantities likely to arise in the region, policies to reduce the amount of waste arising, objectives for waste infrastructure, collection measures with a target for a high level of recycling & recovery (including energy recovery), and measures for the safe disposal of residual waste. The plan has been based on the waste management hierarchy of waste prevention, minimisation, reuse, recycling, energy recovery and disposal. The aim is for the region to become, as far as possible, self-reliant in terms of waste management.

Relevant policies and objectives in the Development Plan can assist in underpinning the objectives of the Waste Management Plan. In particular, the Development Plan can also assist in ensuring the design of new developments to accommodate segregated waste collection systems, and that during the construction of new developments waste, including demolition waste, is well managed.

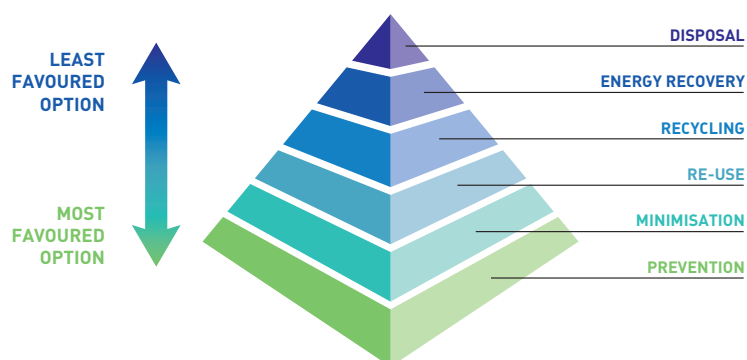


FIGURE WM01: WASTE HIERARCHY

STATEMENT OF POLICY

Conform to the European Union, National and Regional policy in all matters relating to the production, handling, treatment and disposal of waste.

APPROPRIATE ASSESSMENT

Plans and projects which might negatively impact Natura 2000 sites must be screened for Appropriate Assessment and full Appropriate Assessment must be carried out unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 site.

Objective AA1

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening.

THE PREVENTION AND MINIMISATION OF WASTE

In line with the principles of sustainable development, the Council will continue to promote a waste prevention and minimisation programme to target all aspects of waste in the County, focusing on both commercial and domestic waste producers. It is considered that raising the awareness of citizens and businesses with regard to their responsibility as generators is essential.

Objective WM01

Prevent and minimise the generation of waste in accordance with the Waste Management Plan for the Dublin Region.

Objective WM02

Raise environmental awareness through the continuation of the Council based initiatives. Particular emphasis should be placed on the involvement of local schools, individual 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 and facilitate recycling of waste by generators through both adequate provision of facilities and good design.

Objective WM03

Introduce provisions to separate recyclable refuse, especially for new large-scale residential and mixed-use developments. Ensure new developments include well designed facilities to accommodate the 3 bin collection system and bottle banks. Alternative infrastructural systems which deliver an equivalent level of recycling, e.g. vacuum waste collection systems are also to be encouraged.

Objective WM04

Divert household waste from landfill and promote the increased re-use and recycling of waste.

Objective WM05

Provide a civic waste facility (recycling centre) in the Baldoyle/Sutton area and in the Balbriggan area. Identify extra bring bank facilities to cater for the projected increase in waste for recycling over the timescale of this Development Plan, and provide appropriate infrastructure at these locations.

Objective WM06

Continue to promote home composting and explore the potential for composting in rural areas.

Objective WM07

Facilitate the development of composting (digester) plants for organic solid waste in the County and in particular at Kilshane.

Objective WM08

Support the development of a waste transfer station at Kilshane and an additional transfer station in the northern part of Fingal at a location to be identified.

Objective WM09

Implement the adopted Sludge Management Plan for the County and update the plan as required.

ENERGY RECOVERY

The current *Waste Management Plan for the Dublin Region 2005-2010* has been developed jointly by Dublin City Council, South Dublin County Council, Fingal County Council and Dun Laoghaire-Rathdown County Council within which energy recovery forms part. The Council is committed to the targets and requirements set out in that document.

Objective WM10

Implement the objectives of the Waste Management Plan for the Dublin Region with regard to energy recovery in conjunction and co-operation with the adjoining local authorities within that Region.

DISPOSAL

In the short-term (until the regional waste to energy plant at Poolbeg is built circa 2013) the region will be relying on disposal of residual waste to landfill. Following the opening of the Poolbeg plant the reliance on landfill will be reduced. However, there will still be a limited amount of residual waste requiring landfill.

Objective WM11

Provide a new landfill at the Tooman/Nevitt Townlands.

Objective WM12

Ensure the full restoration of the Balleally landfill site and the development of both it and the former Dunsink landfill into amenities for recreation and nature conservation. Undertake this process in co-operation with all relevant stakeholders and in compliance with all legislative and regulatory requirements.

CONSTRUCTION AND DEMOLITION WASTE

Construction and demolition (C&D) waste arises from the construction, repair, maintenance and demolition of buildings and structures. A high proportion of this waste goes directly to landfill. The 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).

Objective WM13

Require that construction and demolition waste management plans be submitted as part of any planning application for projects in excess of any of the following thresholds:

- New residential development of 10 units or more
- New developments other than above, including institutional, educational, health and other public facilities, with an aggregate floor area in excess of 1,250 sq m
- Demolition/renovation/refurbishment projects generating in excess of 100 m³ in volume, of C&D waste
- Civil engineering projects in excess of 500 m³ of waste materials used for development works on the site

The Construction and Demolition Waste Management Plan, as a minimum, shall include provision for the management of all construction and demolition waste arising on site, and make provision for the reuse of said material and/or the recovery or disposal of this waste to authorised facilities by authorised collectors. Where appropriate, excavated material from development sites is to be re-used on the proposal, for landscaping, land restoration or for preparation for development.

Objective WM14

Protect floodplains and biodiversity where construction and demolition waste is to be recovered by land reclamation.

TREATMENT OF SPECIAL, HAZARDOUS AND CLINICAL WASTE

The Environmental Protection Agency has adopted a *National Hazardous Waste Management Plan* under section 26 of the *Waste Management Acts 1996 – 2008*. Under the Act, a local authority has to have regard to this plan.

Objective WM15

Promote the use of clean technology, and minimisation of hazardous waste production in industry, including Small and Medium Enterprises (SMEs).

Objective WM16

Provide, at each of the Waste Recycling Centres, for the reception of household hazardous wastes such as batteries, waste oil and waste paint.

Objective WM17

Undertake public information campaigns aimed at alerting businesses, householders, and farmers as to the dangers associated with the disposal of hazardous waste.

LITTER

Litter is a major environmental problem that significantly detracts from the visual appearance of both rural and urban areas. The Council recognises the importance of protecting the urban areas and countryside from indiscriminate dumping and bill posting, and of keeping the environment in general, free from litter. Like other authorities, Fingal County Council is obliged to prepare a Litter Management Plan for its area. This Plan sets out objectives to prevent and control litter as well as measures to encourage public awareness of the problem.

Objective WM18

Implement the adopted Litter Management Plan and tackle littering through the continued implementation and updating of an anti-litter strategy.

Objective WM19

Seek the effective engagement of local communities in Fingal in recycling waste and tackling the problems of illegal dumping within the County through liaison with the Environmental Awareness Officer.

Objective WM20

Continue to develop the Council's partnership approach with the Tidy Towns Associations, community groups, farming organisations, trade unions, the business community, the local media, sporting organisations, tourism bodies and Gardai in the support and fostering of anti litter initiatives within the County.

4.6 AIR, LIGHT AND NOISE

BACKGROUND

Negative issues can arise with respect to air quality, light pollution and noise pollution, both in the urban and rural environments. These issues can lead to major environmental problems for the citizens of the County e.g. poor air quality is linked to a range of health concerns. The need to ensure the highest standards of air quality is recognised, whilst also ensuring that noise pollution and light pollution are maintained at acceptable levels.

STATEMENT OF POLICY

Have regard to the European Union, National and Regional policy in all matters relating to air quality, light pollution and noise pollution.

APPROPRIATE ASSESSMENT

Plans and projects which might negatively impact Natura 2000 sites must be screened for Appropriate Assessment and full Appropriate Assessment must be carried out unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 site.

Objective AA1

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening.

AIR QUALITY

The Council supports the Polluter Pays Principle and will have regard to the EU Framework Directive on *Air Quality Assessment and Management* and the *Local Government (Planning and Development) General Policy Directive 1988* (or as may be amended from time to time) issued by the Minister for the Environment relating to air quality standards nationally. 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.

Objective AQ01

Implement the provisions of national policy and air pollution legislation in conjunction with other agencies as appropriate.

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. Insensitive lighting can cause what is termed "light pollution". Fingal as a predominantly rural County, is sensitive to light pollution through sky glow which can affect the tranquillity of the countryside. Light pollution can have a negative impact upon biodiversity by affecting the normal diurnal patterns of plants and animals.

Urban and rural locations can suffer equally from this problem. Lighting columns and other fixtures can have a significant effect on the appearance of buildings and the environment 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. Development proposals which include external lighting should ensure that the proposed lighting scheme is the minimum required for reasons of public safety and security; there is no light spillage above the horizontal; there is no unacceptable adverse impact on neighbouring or nearby properties or on the surrounding countryside; there is no dazzling or distraction to road users including cyclists, equestrians and pedestrians; and road and footway lighting meets the Council's standards.

Objective LP01

Require that the design of external lighting minimises the incidence of light spillage or pollution into the surrounding environment. New schemes shall ensure that there is no unacceptable adverse impact on neighbouring or nearby properties or on the surrounding countryside, there is no dazzling or distraction to road users including cyclists, equestrians and pedestrians, and road and footway lighting meets Council standards.

NOISE POLLUTION

See also Section 4.1, Traffic Noise

Noise, by definition a sound that is a disagreeable auditory experience, can have a significant negative impact on the quality of life and human health. Whilst road and air based transport modes are the dominant noise sources in the County, other forms of noise such as (industry and construction omitted) impulsive or tonal noise can potentially be more of a nuisance. Through the planning system, Fingal County Council can help minimise the adverse effects of noise pollution by the use of planning conditions or by guiding development so that significant noise sources are located away from noise sensitive locations and in areas where noise will not be such an important consideration. When considering applications for new developments or uses likely to increase noise levels and cause an unacceptable degree of disturbance, the Council will seek to contain and minimise noise. This is of particular concern in the urban areas where night-time activities such as public houses, clubs and restaurants and day-time uses such as factories have a significant impact on residential amenity. Aspects such as façade construction/orientation, room usage, window construction, use of active or passive air vents, vents and site boundary noise mitigation measures reduce exposure to noise.

Objective NP01

Require all developments to be designed and operated in a manner that will minimise and contain noise levels. Where appropriate, the Council will apply conditions on new developments/uses that may restrict noise emissions and hours of operation such that the development does not cause any significant increase in the background noise level of nearby existing noise sensitive property. Noise sensitive developments in noisy areas should incorporate measures to reduce the exposure to acceptable levels.

As required by *EU Directive 2002/49/EC Relating to the Assessment and Management of Environmental Noise*, the four local authorities, within the agglomeration of Dublin (Dublin City Council, Dun Laoghaire-Rathdown, South Dublin County Council and Fingal) have produced Noise Maps and Action Plans to manage environmental noise.

Objective NP02

Implement and comply with the recommendations of the *Action Plan Relating to the Assessment and Management of Environmental Noise, Dublin Agglomeration 2008-2013*.

Objective NP03

Ensure planning applications identify and implement noise mitigation measures within the zone of influence of existing national roads where the proximity of the proposed development to the national road would result in the breach of the NRA's design goal for sensitive receptors exposed to road traffic noise.



CHAPTER 5

NATURAL HERITAGE

AIM

Conserve, enhance and manage the County's natural heritage including its biodiversity, landscapes and geological heritage and promote understanding of and sustainable access to it.



SECTIONS

5.1	BACKGROUND	169
5.2	BIODIVERSITY	170
5.3	GEOLOGY	181
5.4	LANDSCAPE	182
5.5	THE COAST	193

5.1 BACKGROUND

Our natural heritage includes the variety of life we see around us every day, often referred to as biodiversity, its physical or geological foundation, and the landscapes which form our surroundings. Biodiversity includes everything from trees to weeds, from mammals to birds, from coast to countryside. It is also an important part of the landscapes in which we live and which give each local area its sense of place. Protecting and enhancing our biodiversity and landscapes is vital for the health, well-being and quality of life of communities today and will also be vitally important in the future in adapting to climate change. There are also important geological heritage sites in the County which must be protected and enhanced.



The County's natural heritage is also a core component of Fingal's Green Infrastructure (see Chapter 3). The emerging Green Infrastructure strategy seeks to conserve and enhance biodiversity and geological heritage and to promote the sustainable management of the landscape and coast.

APPROPRIATE ASSESSMENT

Plans and projects which might negatively impact Natura 2000 sites must be screened for Appropriate Assessment and full Appropriate Assessment must be carried out unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 site.

Objective AA1

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening.

STATEMENT OF POLICY

- Conserve and enhance biodiversity in recognition of the many ecosystem services provided to society
- Conserve and enhance the County's geological heritage
- Promote a unified approach to landscape planning and management, provide an understanding of Fingal's landscape in terms of its inherent and unique character and ensure that Fingal's landscape is properly protected, managed and planned
- Protect, enhance and sustainably manage the coastline and its natural resources

Objective NH01

Encourage and promote sustainable access to and understanding and awareness of the natural heritage of the County.

Objective NH02

Implement the key objectives and associated actions identified in the County Heritage Plan and any revision thereof.

5.2 BIODIVERSITY

BACKGROUND

Ireland is a signatory to the worldwide Convention on Biological Diversity (CBD) and the Government is committed through this process to conserve and sustainably use biodiversity. The Convention aims, among other things, to secure a significant reduction in the current rate of loss of biodiversity. All parties to the Convention are required to develop national biodiversity strategies and action plans, and to integrate these into broader national plans. At EU level the most important habitats and species are protected through Natura 2000 which is the network of protected areas established under the Habitats and Birds Directives. In addition, member states are called on to develop and implement wider countryside measures in their land-use planning and development policies that support the coherence of the Natura 2000 network pursuant to Article 10 of the Habitats Directive and Article 3 of the Birds Directive. At national level biodiversity policy is set out in the National Biodiversity Plan (NBP) which identifies habitat degradation and loss as the main factor eroding biodiversity in Ireland today, although the spread of invasive species is a growing problem (see www.invasivespeciesireland.com for further information). Many of the policy provisions of the NBP are given effect through the legislative framework provided by the Wildlife Acts 1976-2000 and through the implementation of the Habitats Directive, the Birds Directive and the Water Framework Directive. Among other things, the NBP calls on local authorities to prepare and implement local biodiversity plans to provide for the conservation and sustainable use of biodiversity at local level.



Objective BD01

Implement the Fingal Biodiversity Plan in partnership with all relevant stakeholders.

Objective BD02

Undertake necessary ecological surveys and complete habitat mapping for the County during the lifetime of the plan.

Objective BD03

Raise awareness in relation to biodiversity across the community.

Objective BD04

Ensure that all development proposals include measures to protect and enhance biodiversity.¹

Objective BD05

Support the National Parks and Wildlife Service, Department of the Environment, Heritage and Local Government, in the maintenance and, as appropriate, the achievement of favourable conservation status for the habitats and species in Fingal to which the Habitats Directive applies.

Objective BD06

Ensure that Fingal County Council takes full account of the requirements of the Habitats and Birds Directives, as they apply both within and without Natura 2000 sites in the performance of its functions.

Objective BD07

Ensure that Fingal County Council, in the performance of its functions, takes full account of the objectives and management practices proposed in any management plans for Natura 2000 sites in and adjacent to Fingal published by the Department of the Environment, Heritage and Local Government.

Objective BD08

Ensure that sufficient information is provided as part of development proposals to enable Appropriate Assessment Screening to be undertaken and to enable a fully informed assessment of impacts on biodiversity to be made.

Objective BD09

Ensure that Natura Impact Statements and any other ecological impact assessments submitted in support of proposals for development are carried out by appropriately qualified professionals and that any necessary survey work takes place in an appropriate season.

¹ The UCD Urban Institute Ireland publication *Green City Guidelines 2008: Advice for Protection and Enhancement of Biodiversity in Medium to High-Density Urban Development* provides relevant information and should be consulted in the formulation of proposals for development.

Objective BD10

Raise awareness in relation to invasive species and ensure, in so far as possible, that proposals for development do not lead to the spread of invasive species. In particular, ensure that invasive species do not form part of landscape design proposals for proposed developments.

Objective BD11

Protect inland fisheries within and adjacent to Fingal and take full account of Inland Fisheries Ireland Guidelines² in this regard when undertaking, approving or authorising development or works which may impact on rivers, streams and watercourses and their associated habitats and species.

BIODIVERSITY CONSERVATION IN FINGAL

Fingal hosts a wealth of wildlife including a range of threatened habitats and species which are protected by law. The most important sites for wildlife can be found along the coast. Baldoyle, Malahide and Rogerstown estuaries and the islands off the Fingal coast host a range of important habitats and species as well as being home to thousands of breeding and migratory birds. In addition to the coastal sites, two wetland sites in Fingal (Sluice River Marsh and the Bog of the Ring) are proposed for designation as Natural Heritage Areas (NHA) under national wildlife legislation.

The occurrence of protected flora and fauna species is not confined to protected sites. Protected birds, bats, otters and badgers for example are frequently found in the wider countryside, together with a wide range of common plants and animals which are all part of the interrelated natural fabric of the landscape. Rivers and streams are home to a variety of habitats and species, including fish. They function as ecological “corridors” which enable species to move from place to place. Wetlands associated with rivers and streams, such as wet grasslands and marshes, also provide many benefits. These ecological “stepping-stones” enable wetland species to move through the landscape.



² The following Guidelines are available from Inland Fisheries Ireland: *Fisheries Guidelines for Local Authority Works* (DCENR, 2008), available at www.northwestfisheries.ie/environment/las.htm; *Guidelines on the Planning, Design, Construction & Operation of Small-Scale Hydro-Electric Schemes and Fisheries* (DCENR, 2007), available at www.fishingireland.net/environment/hydro.htm; *Requirements for the Protection of Fisheries Habitat during Construction and Development Works at River Sites* (Eastern Regional Fisheries Board, 2006), available at www.fishingireland.net/environment/constructionanddevelopment.htm; *Maintenance and Protection of the Inland Fisheries Resource during Road Construction and Improvement Works – Requirements of the Southern Regional Fisheries Board* (Southern Regional Fisheries Board, 2007), available at www.srfb.ie/about/roads.html.

Over the past 50 years land-use change associated with agriculture, roads, housing and recreation has led to increased habitat loss, habitat degradation and fragmentation. It is therefore vital that as land is developed, we protect the designated sites and their surrounding lands and that we enable biodiversity in the wider landscape to be maintained and enhanced. If biodiversity in the wider landscape is not maintained, the long-term viability of the habitats and species in the protected areas themselves will be called into question.

To this end, the Council has developed the *Fingal Biodiversity Plan*. *The Fingal Biodiversity Plan* sets out the Council's objectives for biodiversity conservation for the next 20 years with a particular emphasis on the first five years (2010-2015). A major element of the Fingal Biodiversity Plan is the development of the Fingal Ecological Network.

The Fingal Ecological Network sets out a spatial framework for biodiversity conservation and management in Fingal. The ecological network consists of the following elements (see *Green Infrastructure maps*):

1. Core Biodiversity Conservation Areas
2. Ecological Buffer Zones
3. Nature Development Areas
4. Ecological Corridors and Stepping Stones

The approach is primarily based on strictly protecting the most important biodiversity conservation areas in the County as required by law, including the identification and protection of ecological buffer zones around these areas, providing opportunities for nature through the development of conservation initiatives in nature development areas and by protecting important movement corridors and stepping stones for wildlife in the landscape. Throughout Europe and further afield similar ecological networks are being established to integrate biodiversity conservation and management with spatial planning and other sectoral plans and programmes. This approach is also likely to be beneficial in increasing the ability of wildlife to adapt to the impacts of climate change. Making space for biodiversity, and increasing the permeability and connectivity of today's landscapes for wildlife, increases the opportunities for biodiversity to adapt as the climate changes while at the same time providing many immediate benefits to society and the economy.

CORE BIODIVERSITY CONSERVATION AREAS

These comprise protected areas of international and national importance together with the ecological buffer zones around such protected areas, sites hosting habitats listed in Annex I of the Habitats Directive and sites hosting rare and protected species and their habitats.

PROTECTED AREAS OF INTERNATIONAL IMPORTANCE: NATURA 2000

A range of protected areas have been (or will be) designated under national and EU legislation and under the Ramsar Convention on wetlands. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) are being, or have been, designated to conserve habitats and species of European importance pursuant to the EU Habitats and Birds Directives. These sites are part of a pan-European network known as Natura 2000 (see Table BD01). The boundaries of the protected areas may change during the lifetime of the plan and additional areas may be designated. The National

Parks and Wildlife Service website, Department of the Environment, Heritage and Local Government provides up-to-date information regarding these sites (www.npws.ie).

APPROPRIATE ASSESSMENT

The Habitats Directive requires that the impacts of any plans or projects likely to affect Natura 2000 sites are assessed by the planning authority. This process is known as Appropriate Assessment. Appropriate Assessment means an assessment, based on best scientific knowledge, of the potential impacts of a plan or project, wherever located, on the conservation objectives of any Natura 2000 site and the development, where necessary, of mitigation or avoidance measures to preclude negative effects. The impacts assessed must include the indirect and cumulative impacts of approving the plan or project. While the responsibility for carrying out appropriate assessment lies with the planning authority, applicants for planning permission must provide sufficient information with a planning application to enable the authority to complete the screening process and full appropriate assessment if screening cannot exclude significant effects on Natura 2000 sites. For projects requiring full appropriate assessment it is the responsibility of the project proponents to have a Natura Impact Statement (NIS) prepared for submission to the planning authority as part of the planning application. To ensure that Appropriate Assessments are based on best scientific knowledge, those compiling information for Appropriate Assessment Screening and those preparing Natura Impact Statements must have sufficient expertise and experience in relation to the ecological or other (e.g. hydrological) issues concerned and disclose an appropriate regard for the latest and most appropriate scientific methodology and assessment procedures. Those compiling information for Appropriate Assessment Screening and those preparing Natura Impact Statements should consult the Guidance issued by the Department of the Environment, Heritage and Local Government (*Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009*) and relevant EPA and EU Guidance documents. Where full Appropriate Assessment is required for a project the need for an EIS must also be formally considered by the planning authority. For plans (including local area plans and variations to the development plan) which require a full Appropriate Assessment, Strategic Environmental Assessment (SEA) must also be carried out.

The Council will consult with the Prescribed Bodies, and other Government agencies where appropriate, when considering plans or projects which are likely to affect Natura 2000 sites (or those sites proposed to be designated as Natura 2000 sites). In accordance with Article 6(3) of the Habitats Directive the Council will normally only grant permission in cases where it is clearly demonstrated that a proposed development, either individually or in combination with other plans and projects, will not adversely affect the ecological integrity of a Natura 2000 site or sites. Following a finding that a proposed development will adversely affect the integrity of a Natura 2000 site, planning permission may only be granted in exceptional cases, in the absence of any alternatives, for imperative reasons of over-riding public interest subject to the strict requirements of Article 6(4) of the Habitats Directive.

Objective BD12

Strictly protect areas designated or proposed to be designated as Natura 2000 sites (also known as European sites) including any areas that may be proposed for designation or designated during the period of this Plan. These include Special Areas of Conservation (SACs) designated pursuant to the Habitats Directive and Special Protection Areas (SPAs) designated pursuant to the Birds Directive, a number of which have also been designated under the Ramsar Convention.

Objective BD13

Ensure Appropriate Assessment Screening and, where required, full Appropriate Assessment is carried out for any plan or project which, individually, or in combination with other plans and projects, is likely to have a significant direct or indirect impact on any Natura 2000 site or sites.

Objective BD14

Ensure planning applications for proposed developments likely to have significant direct or indirect impacts on any Natura 2000 site or sites are accompanied by a Natura Impact Statement prepared in accordance with the Guidance issued by the Department of the Environment, Heritage and Local Government (*Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009*).

TABLE BD01: PROTECTED AREAS OF INTERNATIONAL AND NATIONAL IMPORTANCE³

	SAC	SPA	pNHA	NHA	WFDRPA	Ramsar	SNR	RFF
Baldoyle Bay	✓	✓	✓		✓	✓	✓	
North Bull Island		✓			✓	✓	✓	
Bog of the Ring			✓		✓			
Feltrim Hill			✓		✓			
Howth Head	✓	✓	✓		✓			
Ireland's Eye	✓	✓	✓		✓			
Lambay Island	✓	✓	✓		✓			
Knock Lake			✓		✓			
Liffey Valley			✓		✓			
Loughshinny Coast			✓		✓			
Malahide/Swords/ Broadmeadow Estuary	✓	✓	✓		✓	✓		
North Dublin Bay	✓		✓		✓			
Portrane Shore			✓		✓			
Rockabill Island		✓	✓		✓			✓
Rogerstown Estuary	✓	✓	✓		✓	✓	✓	
Royal Canal			✓		✓			
Santry Demesne			✓		✓			
Skerries Islands		✓		✓	✓			
Sluice River Marsh			✓		✓			

SAC (Special Area of Conservation)
 SPA (Special Protection Area)
 pNHA (proposed Natural Heritage Area)
 NHA (Natural Heritage Area)

WFDRPA (Water Framework Directive Register of Protected Areas site)
 Ramsar (site designated pursuant to Ramsar Convention on Wetlands)
 SNR (Statutory Nature Reserve)
 RFF (Refuge for Fauna)

³ Where an area has more than one designation, the area covered by each designation may be different.



PROTECTED AREAS OF NATIONAL IMPORTANCE

Under the Wildlife (Amendment) Act, 2000 Natural Heritage Areas (NHAs) are being designated to conserve species and habitats of national importance. This includes the Liffey Valley, Royal Canal and wetland sites such as the Sluice River Marsh and the Bog of the Ring. There are also a number of Statutory Nature Reserves and Refuges for Fauna in Fingal. These areas, established under the *Wildlife Acts 1976* and 2000, are areas where nature conservation is the primary objective and takes precedence over all other activities. The Council will normally only grant permission where it is clearly demonstrated that a proposal will have no significant adverse impact on the habitats and species of interest in the designated area and its ecological integrity.

HABITAT AREAS LISTED ON ANNEX I OF THE HABITATS DIRECTIVE LOCATED OUTSIDE DESIGNATED AREAS

A number of areas hosting habitats listed in Annex I of the Habitats Directive but outside Special Areas of Conservation (SACs) have been identified in the County (*see Green Infrastructure maps*). These include sand-dunes, shingle and gravel banks and shores, orchid rich grasslands, petrifying springs, and vegetated sea cliffs. The majority of these habitats are found along the coast. Some of these habitats are also important for coastal defence. The Council will normally only grant planning permission where it is clearly demonstrated that a proposal will have no significant adverse impact on the habitats of interest in these areas and their ecological integrity.

RARE AND PROTECTED SPECIES AND THEIR HABITATS

See also Green Infrastructure maps and Fingal Biodiversity Plan

Certain plant, animal and bird species are rare and threatened. This includes nationally rare plants which occur in Fingal, plants listed in the Red Data Lists of Irish Plants, the Flora Protection Order, 1999 (or other such Orders) and their habitats, birds listed in Annex I of the Birds Directive, and animals and birds listed in the Wildlife Act, 1976 and subsequent statutory instruments. Many of these species are protected by law. In addition, strict protection under the Habitats Directive applies to the species listed in Annex IV of that Directive, including all bat species, the otter, and all cetaceans. Where Annex IV species are present, all possible measures to avoid damage and disturbance to them must be taken in the formulation of proposals for development. Where the risk of damage or disturbance is unavoidable, an application for a derogation licence may be made to the Minister for the Environment, Heritage and Local Government under Regulation 23 of the Habitats Regulations 1997 (S.I. 94/1997). This should take place in advance of seeking planning permission for a proposed development.

The planning process will seek to protect rare and threatened species, including species protected by law and their habitats. Applicants must demonstrate that proposals will not have a significant adverse impact on such species and their habitats. This can often be done by avoiding adverse impacts, for example, by redesigning the proposed development to exclude impacts on protected species and their habitats or by ensuring that development takes place outside the breeding season. In some cases, it may be appropriate to provide alternative roosts (for bats, for example), or to provide suitable habitat elsewhere. In some cases it may be necessary to re-locate the proposed development.

Consultation with the Prescribed Bodies, and appropriate Government agencies, will take place when considering undertaking, approving or authorising development which is likely to affect species

listed in Annex IV of the Habitats Directive, Annex I of the Birds Directive or the Flora Protection Order. In the case of species listed in Annex IV of the Habitats Directive, applications for planning permission must be accompanied by a copy of the application for a derogation licence made to the Minister for the Environment, Heritage and Local Government. The Planning Authority will take account of the views of the Prescribed Bodies and any licensing requirements in relation to protected species. An ecological impact assessment will be required for any proposed development likely to have a significant impact on rare and threatened species including species protected by law and their habitats. The Council will normally only grant planning permission where it is clearly demonstrated that a proposal will have no significant adverse impact, incapable of satisfactory avoidance or mitigation, on the species of interest and associated habitat(s).

Objective BD15

Protect the ecological integrity of proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna and Annex I habitats.

Objective BD16

Ensure that development does not have a significant adverse impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Annex I habitats, and on rare and threatened species including those protected by law and their habitats.

Objective BD17

Ensure ecological impact assessment is carried out for any proposed development likely to have a significant impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Annex I habitats, or rare and threatened species including those species protected by law and their habitats. Ensure appropriate avoidance and mitigation measures are incorporated into development proposals as part of any ecological impact assessment.

Objective BD18

Ensure that proposals for developments involving works to upstanding archaeological sites and features or works to the historic building stock include an assessment of the presence of bats in any such sites or structures and, where appropriate, ensure that suitable avoidance and/or mitigation measures are proposed to protect bats in consultation with the National Parks and Wildlife Service.

ECOLOGICAL BUFFER ZONES

The Council has identified lands around Malahide/Broadmeadow, Rogerstown and Baldoyle estuaries and around Sluice River Marsh and the Bog of the Ring as ecological buffer zones. These buffer zones protect the ecological integrity of the nationally and internationally designated sites by providing suitable habitat for key species such as birds, by providing for compatible land-uses around

the designated sites, and in the case of the freshwater wetland areas, by ensuring a steady supply of clean groundwater and surface water. Around the estuaries the buffer zones can also provide for recreational uses and are also important for coastal flood protection and for climate change adaptation. Ecological buffer zones are areas where agricultural uses may be combined with nature conservation and low-intensity recreational use such as walking and cycling. The Council will normally only grant permission where it is clearly demonstrated that a proposal will have no significant adverse impact on the habitats and species of interest in the buffer zone and its ecological functions. Proposals for development in these areas will require Appropriate Assessment because of their close proximity to Natura 2000 sites.

Objective BD19

Protect the functions of the ecological buffer zones and ensure proposals for development have no significant adverse impact on the habitats and species of interest located therein.

NATURE DEVELOPMENT AREAS

Populations of many typical plants and animals of the wider countryside are declining as a result of the loss of wildlife friendly features such as hedgerows, flower-rich grasslands, uncultivated margins of arable fields and wetland areas. In addition, woodlands in Fingal are generally small and scattered throughout the County. The Council has identified a number of areas and land-uses in the County with potential for biodiversity enhancement (see Green Infrastructure maps). These include:

1. Farmland Areas (including farms participating in the REPS scheme)
2. Demesnes
3. Golf courses
4. Parkland
5. Quarries
6. Waterbodies
7. Areas suitable for new woodland or forestry

These areas, which are referred to as 'nature development areas', are locations where nature conservation can be combined with existing activities such as farming, forestry, quarrying and recreation (e.g. golf courses). The areas and land-uses have been selected because of their existing or potential value for wildlife. The nature development areas are reservoirs of biodiversity in the wider countryside and together with the corridors and stepping stones allow species to move through the landscape. Specific objectives have been developed for the nature development areas in the Fingal Biodiversity Plan and the Council will work with landowners to achieve benefits for biodiversity in these areas. From a planning perspective, the Council aims to ensure that the biodiversity value of these areas is maintained and enhanced. Applications for planning permission must demonstrate how the proposed development will maintain and enhance the biodiversity value of the site.

Objective BD20

Maintain and/or enhance the biodiversity of the nature development areas indicated on the Green Infrastructure maps.



ECOLOGICAL CORRIDORS AND STEPPING STONES INCLUDING TREES AND HEDGEROWS

Ecological corridors are linear landscape features such as rivers, hedgerows and road verges that enhance the movement of wildlife through the landscape. Stepping stones comprise a series of smaller landscape features such as small woodlands, areas of scrub, wet grassland and marshes. The key corridors in Fingal are along the major rivers, including their floodplains and the adjacent farmland or parkland. The Liffey, Tolka, Ward, Broadmeadow, Ballyboghil, Corduff and Sluice rivers and their tributaries are salmonid systems (designated pursuant to Directive 78/659/EEC) and are therefore of particular significance. The Liffey and several of its tributaries are exceptional in supporting Atlantic Salmon (listed in Annex II of the Habitats Directive), Sea Trout and Brown Trout populations. To be ecologically effective corridors need to be a minimum of 30m in width measured from the top of each riverbank. This width allows many species associated with rivers such as the Otter, Bats, Kingfisher, and Dipper, together with the aquatic species in the rivers such as Salmon, Sea Trout, Brown Trout and Lamprey, to thrive. Because of their importance all rivers and streams will be maintained in an open semi-natural condition, wherever possible. Their corridors and valleys will be protected and maintained for their biodiversity and landscape values, including flood protection.



The Council will normally only grant planning permission where it is clearly demonstrated that a proposal will not adversely affect the habitats and/or species of interest in the corridor or stepping stone or compromise its function as an ecological corridor or stepping stone. Proposals for development affecting these areas should also seek to enhance the ecological values of the corridor or stepping stone as an integral part of the proposal. An ecological assessment may be required for any proposed development likely to have a significant impact on habitats and species of interest in an ecological corridor or stepping stone.

The Council will consult Inland Fisheries Ireland and, where appropriate, the National Parks and Wildlife Service (NPWS) prior to undertaking, approving or authorising any works or development

which may impact on rivers, streams and watercourses. The Council will take full account of any Guidance documents issued by Inland Fisheries Ireland in this regard.

Objective BD21

Protect the ecological functions and integrity of the corridors indicated on the Development Plan Green Infrastructure maps.

Objective BD22

Protect rivers, streams and other watercourses and maintain them in an open state capable of providing suitable habitat for fauna and flora, including fish.

Objective BD23

Ensure that no development, including clearance and storage of materials, takes place within a minimum distance of 10m – 15m measured from each bank of any river, stream or watercourse in the County.

Objective BD24

Protect and enhance the ecological corridors along the following rivers in the County by ensuring that no development takes place, outside urban centres, within a minimum distance of 30m from each riverbank: Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Ballyboghil, Corduff, Matt and Delvin (see Green Infrastructure maps).

Objective BD25

Require that development along rivers set aside land for pedestrian routes that could be linked to the broader area and any established settlements in their vicinity, subject to ecological impact assessment and Appropriate Assessment Screening as appropriate.

Objective BD26

Provide for public understanding of and public access to rivers, waterway corridors and wetlands, where feasible and appropriate, in partnership with the National Parks and Wildlife Service, Waterways Ireland and other relevant stakeholders, while maintaining them free from inappropriate development and subject to ecological impact assessment and Appropriate Assessment Screening as appropriate.

Objective BD27

Protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character and ensure that proper provision is made for their protection and management.

Objective BD28

Consider the use of Tree Preservation Orders to protect important trees, groups of trees or woodlands.

Objective BD29

Identify and provide linkages along and between river and canal corridors within the Greater Dublin Area and adjoining regions to create interconnected routes and develop riverside parks and create linkages between them to form 'necklace' effect routes including development of walkways and cycleways.

5.3 GEOLOGY

COUNTY GEOLOGICAL SITES

In 2007 the Geological Survey of Ireland (GSI) assessed the geological heritage of Fingal and produced a report entitled *The Geological Heritage of Fingal* which is available on the Council's website (www.fingalcoco.ie). In this report GSI identified sites of geological importance in the County and recommended their protection as County Geological Sites. Some of these sites may be designated, in due course, as Natural Heritage Areas (NHAs) because of their geological interest from a national perspective. The Council will seek to maintain and where possible enhance the geological heritage values of these sites. The Council will consult the Geological Survey of Ireland when considering undertaking, approving or authorising developments which are likely to affect County Geological Sites.

**Objective GH01**

Protect and enhance the geological and geomorphological heritage values of the County Geological Sites listed in Table GH01 and indicated on Green Infrastructure maps.

Objective GH02

Promote safe and sustainable public access to County Geological Sites where appropriate and feasible subject to the requirements of Article 6 of the Habitats Directive.

TABLE GH01: COUNTY GEOLOGICAL SITES

Site Name	
1. Ardgillan House Boulder	12. Malahide Coast
2. Balrickard Quarry	13. Malahide Point
3. Balscadden Bay	14. Milverton Quarry
4. Bottle Quay	15. Mulhuddart (Lady's) Well
5. Claremont Strand	16. Nags Head Quarry
6. Curkeen Hill Quarry	17. Portraine Shore
7. Fancourt Shore	18. Rockabill
8. Feltrim Quarry	19. Shenick's Island
9. Hill of Howth	20. Skerries to Rush Coastline
10. Ireland's Eye	21. Walshestown Stream Section
11. Lambay Island	

5.4 LANDSCAPE

See also *Green Infrastructure Map 14* and *Section 8.3, Housing in the Countryside*

BACKGROUND

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. Fingal's coastline and countryside are a source of pride and inspiration 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. Meeting this challenge is a key element in achieving sustainable development. Landscape Character Assessment is designed to assist in achieving this goal.

Ireland ratified the European Landscape Convention in 2002. The European Landscape Convention defines landscape as ‘...an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors’. The Convention, under article 5(d), requires landscape to be integrated into regional and town planning policies and in cultural, environmental, agricultural, social and economic policies, as well as any other policies with possible direct and indirect impacts on landscape. The Convention, in addition to the obvious environmental benefits from properly protecting, managing and planning landscape, highlights the economic and social benefits that accrue such as tourism potential, economic growth, employment and quality of life enhancement.

The importance of landscape and visual amenity and the role of planning in its protection are recognised in the Planning and Development Act 2000, which requires that Development Plans include objectives for the preservation of the character of the landscape, including the preservation of views and prospects and the amenities of places and features of natural beauty or interest. *The Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022* state that policies and measures should be adopted at county level to protect, manage and plan landscapes through the provision of Landscape Classification and Character Assessments in accordance with adopted European (and National) Landscape Guidance Documents such as *Guidelines for the Implementation of the European Landscape Convention, February 2008*.

The Development Plan’s Landscape Character Assessment (LCA) provides for the classification of Fingal’s landscapes into the following (1) types and values and (2) sensitivities. The LCA divides the County into 6 Landscape Character Types representing generic areas of distinctive character that makes one landscape different from another such as uplands or the coast. The LCA places a value on each landscape character type ranging from exceptional to low. Subsequent to the type and value being identified, the sensitivity of each character type is defined as its overall ability to sustain its character in the face of change. Sensitivity is evaluated using criteria ranging from high to low. A highly sensitive landscape is likely to be vulnerable to change whereas a landscape with a low sensitivity is likely to be less at risk to from change. It is important to note that it does not necessarily follow that an exceptional value landscape will be highly sensitive to change or similarly a low value landscape will have a low sensitivity to change. The LCA will inform decision making in relation to the protection of the environment, natural resources and heritage and will be used to guide development.

LANDSCAPE CHARACTER TYPES AND VALUE

The Landscape Character Assessment for Fingal divides the County into 6 Landscape Character Types (see Green Infrastructure maps). Each landscape type is given a value through the consideration of such elements as aesthetics, ecology, historical, cultural, religious or mythological. A value can range from low to exceptional. The Landscape Character Types are:

- Rolling Hills Character Type
- High Lying Character Type
- Low Lying Character Type
- Estuary Character Type
- Coastal Character Type
- River Valleys and Canal Character Type

ROLLING HILLS CHARACTER TYPE

This area of Fingal is mainly agricultural land characterised by rolling landscapes across the Ward and Broadmeadow river valleys. The undulating nature of the countryside together with the presence of larger properties and tree belts has resulted in a varied landscape. The trees together with the river corridors help create a rich landscape, both visually and ecologically. Views are generally contained by the rolling landscape, which creates a landscape of short horizons. There are protected views which are listed in the Development Plan from the R108 (St Margaret's to Naul road) and R125 (Swords to Ashbourne road). Swords is the main settlement within this area.

The Rolling Hills Character Type is made up principally of agricultural land and is of value due to the Ward and Broadmeadow rivers and the ecological and visual attributes they bring. The protected views, tree belts and undulating lands also add value to the area. An important quality is the archaeological heritage in Swords. The Rolling Hills Character Type is categorised as having a **modest** value.

HIGH LYING CHARACTER TYPE

This is an area of upland, rising to a high point of 176 metres at Hillfort Mound, to the south east of the Naul. These hills afford panoramic views of the Mourne Mountains to the north, the coastline to the east and the Wicklow Mountains to the south. There are a number of important visual ridges on these uplands, which are visible over a wide area of Fingal and Meath. Almost the whole County can be seen from the more elevated roads. The character of the uplands is very attractive with a mixture of pasture and arable farming combined with strong hedgerows in a rolling landscape.



The High Lying Character Type is categorised as having a **high** value. The elevated area is very scenic, with panoramic views and strong hedgerows. It also has an important ecological value particularly

as the 'Bog of the Ring' proposed Natural Heritage Areas is situated here. There is little obtrusive or inappropriate development in the area and there is a pronounced absence of any substantial coniferous woodland. The area's importance is highlighted by the High Amenity zoning covering substantial parts of the area.

LOW LYING CHARACTER TYPE

This is an area characterised by a mix of pasture and arable farming on low lying land with few protected views or prospects. The Low Lying Character Type has an open character combined with large field patterns, few tree belts and low roadside hedges. The main settlements located within the area include Oldtown, Ballyboghil and Lusk and parts of Malahide and Donabate. Dublin Airport is located in this area.

This low lying area is dominated by agriculture and a number of settlements. The area is categorised as having a **modest** value. It contains pockets of important value areas requiring particular attention such as important archaeological monuments and demesnes and also the Feltrim Hill and Santry Demesne proposed Natural Heritage Areas.

ESTUARY CHARACTER TYPE

Along the coast of Fingal there are three large sand spits which have created protected estuarine and saltmarsh habitats of great ornithological and ecological interest at Rogerstown, Swords/Malahide and Baldoyle. The three estuaries are Natura 2000 Sites (Special Protection Areas and Special Areas of Conservation).

The estuaries are also designated proposed Natural Heritage Areas and Ramsar sites. The margins of the estuaries are generally free of development with the exception of Malahide along the south side of the Swords/Malahide estuary. The flat horizontal nature of estuaries means that views are generally contained within the low hills and dunes that enclose these areas. There are some groups of trees to the edges of the estuary zones especially to the north side of the Swords/Malahide estuary. The character of these zones can alter depending on the tidal condition.

Also located within this zone is The Burrow in Portrane. Haphazard development, poor access roads, untidy boundaries and indistinct access points to sites distinguish this area. Due to the tradition of seasonal occupation and haphazard extensions to temporary homes, a poor settlement pattern has developed with little relationship to the surrounding landscape.

The Estuary Character Type is categorised as having an **exceptional** value, recognised by the EU designations (candidate Special Areas of Conservation and Special Protection Areas) that apply to each in addition to national designations such as proposed Natural Heritage Areas and Ramsar. The aesthetic quality of the estuaries is also outstanding.

COASTAL CHARACTER TYPE

The Coastal Character Type forms the eastern boundary of the County and contains a number of important beaches, islands and headlands that together create a landscape of high amenity and landscape value. A number of important settlements are located within this area, including Balbriggan, Skerries, Rush, Malahide, Portmarnock and Howth. The land is generally low lying, with the exception of some prominent headlands and hills in the northern part of the area, Howth and the offshore islands. Most of the Howth peninsula is covered by the 1999 Special Amenity Area Order (SAAO).

There are a number of important demesne or estate landscapes containing important woodlands in or adjoining this area at Ardgillan, Hampton, Milverton and Portrane. Horticulture (around Rush), golf courses and individual dwellings are prevalent land uses in the area also. Views along the coast are

generally contained within headlands, ridgelines and harbours, creating a number of visual compartments.

The Coastal Character Type is categorised as having an **exceptional** landscape value. This value is arrived at due to the combination of visual, ecological, recreational and historical attributes. The area has magnificent views out to sea, to the islands and to the Mourne and Wicklow mountains and contains numerous beaches and harbours. The area's importance is highlighted by the High Amenity zoning covering substantial parts of the area. The area is rich in archaeological, architectural and natural heritage and is of high ecological value.

RIVER VALLEYS AND CANAL CHARACTER TYPE

The Tolka and Liffey valleys together with the Royal Canal Corridor are the main landscape features in this area. The Tolka and Liffey valleys are characterised by areas of grassland along meandering river valleys which, especially in the case of the Liffey, are well wooded at the edge of the floodplain and along the valley slopes. Areas of both valleys support recreational facilities along their corridors.

A number of institutional and private demesnes along the valley edges maintain a rural and wooded character to the areas. However, housing estates are beginning to encroach into corridor areas. In recognition of the special amenity value of this area a Special Amenity Area Order was made for the Liffey Valley between Lucan and Chapelizod in 1990. This designation includes specific controls over development. The River Liffey is also a proposed Natural Heritage Area (NHA).

The Royal Canal corridor is also included in this zone. The canal and its corridors provide valuable habitat for fish and other species and is a proposed NHA. The canal itself and the many bridges and other structures associated with it are an integral part of the County's architectural heritage.

This Character Type is categorised as having a **high** value, due to the visual and recreation qualities contained therein. This is evident by virtue of the High Amenity zoning and Special Amenity Area designation in the area in addition to the dense tree belts and steep river valley slopes. The river valleys and the canal are also important for their ecology and biodiversity.

LANDSCAPE CHARACTER TYPES – SENSITIVITY

Where a wide range of developments would sit comfortably in a particular landscape and would not interfere with a character or interfere or eliminate a value, such a landscape is deemed to be of low to medium sensitivity. On the other hand, where any proposed development would seriously damage a character or eliminate or seriously damage an irreplaceable value, such a landscape would be considered to be highly sensitive.

LOW TO MEDIUM SENSITIVE CHARACTER TYPES

The following two character types are categorised as having a low to medium sensitivity to development, namely:

- Rolling Hills Character Type – medium sensitivity
- Low Lying Character Type – low sensitivity

These landscapes can absorb a certain amount of development once the scale and forms are kept simple and surrounded by adequate screen boundaries and appropriate landscaping to reduce impact on the rural character of the surrounding roads. The protection of views and riparian corridors from inappropriate development is of paramount importance in these areas.

PRINCIPLES FOR DEVELOPMENT

- The skyline should be protected
- Existing tree belts should be retained and managed and older stands of trees restocked. Roadside hedging should be retained and managed. Proposals necessitating the removal of extensive field and roadside hedgerows or trees should not be permitted. Strong planting schemes using native species, to integrate development into these open landscapes, will be required
- Outside urban areas, the major river corridors should be protected and improved by leaving a minimum 30 metre wide margin, on each side of these rivers, undeveloped and encouraging planting where appropriate, to enhance the landscape and habitat value of these corridors (see Objective BD24, Chapter 5 Natural Heritage – section on Ecological Corridors and Stepping Stones)
- Sites with natural boundaries should be chosen, rather than open parts of larger fields
- Clustering with existing farmhouse and/or farm buildings is generally preferable to stand-alone locations

HIGHLY SENSITIVE CHARACTER TYPES

The following four character types are identified, in general, as having a high sensitivity to development, namely:

- High Lying Character Type
- Estuary Character Type
- Coastal Character Type
- River Valleys & Canal Character Type

Particular parts of these areas have a low capacity to absorb new development. The areas contained within these four character types which have a low capacity to absorb new development are identified as highly sensitive areas on the Green Infrastructure maps. It should be noted that the Landscape Character Types identified as low to medium sensitivity may have small pockets of highly sensitive areas, which is reflected on the Green Infrastructure maps. It is a challenge to locate new development in these areas without it becoming unduly obtrusive. Views of the high lying areas are available from long distances and panoramic views are available from the uplands to the surrounding areas. The coastal fringe is very sensitive to development due to the exposed nature of many of the coastal and estuarine areas making them particularly vulnerable to intrusive development. Finding sites for new development along the coast will be difficult as new development is likely to be conspicuous. The setting and character of coastal areas are particularly sensitive and could easily be damaged by inappropriate development. The river valleys and canal have particular qualities, such as steep banks and mature woodland, which makes them particularly sensitive to development.

Uses such as houses, forestry, masts, extractive operations, landfills, caravan parks and large agricultural/horticulture units have the potential to give rise to substantial impacts in the highly sensitive areas shown on the Green Infrastructure maps.

PRINCIPLES FOR DEVELOPMENT

- Skylines, horizon and ridgelines should be protected from development
- Sites with natural boundaries should be chosen, rather than elevated or open parts of fields. The form of new developments should be kept simple and they should be sited within existing shelter planting or within the contours of the land to minimise visual impact
- Clustering with existing farmhouse and/or farm buildings is generally preferable to stand-alone locations

- Field and roadside hedgerows should be retained. Proposals necessitating the removal of extensive field and roadside hedgerows should not be permitted
- The retention and active management of trees and woodland blocks should be promoted
- The use of trees and woodlands to contain new development should be encouraged. Strong planting schemes using native species, to integrate development into these sensitive landscapes, will be required. New planting needs to be carefully located and selected
- The management of the river margins should be promoted and development along the riverside which will intrude on the character of the river valleys should be restricted
- Outside urban areas, the major river corridors should be protected and improved by leaving a minimum 30 metre wide margin, on each side of these rivers, undeveloped and encouraging planting where appropriate, to enhance the landscape and habitat value of these corridors (see Objective BD24, Section on Ecological Corridors and Stepping Stones)
- Estuary margins and any hedgerows along the margins must not be disturbed
- The special character of the coast should be protected by preventing inappropriate development on the seaward side of coastal roads
- The character of the coastal visual compartments should be retained by preventing intrusive developments on headlands, promontories and coastal lands within the compartments. The coastal skyline should be protected from intrusive development

LANDSCAPE CHARACTER ASSESSMENT OBJECTIVES

Objective LC01

Ensure the preservation of the uniqueness of a landscape character type by having regard to the character, value and sensitivity of a landscape when determining a planning application.

Objective LC02

Ensure development reflects and, where possible, reinforces the distinctiveness and sense of place of the landscape character types, including the retention of important features or characteristics, taking into account the various elements which contribute to their distinctiveness such as geology and landform, habitats, scenic quality, settlement pattern, historic heritage, local vernacular heritage, land-use and tranquility.

Objective LC03

Resist development such as houses, forestry, masts, extractive operations, landfills, caravan parks and large agricultural/horticulture units which would interfere with the character of highly sensitive areas or with a view or prospect of special amenity value, which it is necessary to preserve.

Objective LC04

Ensure that new development does not impinge in any significant way on the character, integrity and distinctiveness of highly sensitive areas and does not detract from the scenic value of the area. New development in highly sensitive areas shall not be permitted if it:

- Causes unacceptable visual harm
- Introduces incongruous landscape elements



- Causes the disturbance or loss of (i) landscape elements that contribute to local distinctiveness, (ii) historic elements that contribute significantly to landscape character and quality such as field or road patterns, (iii) vegetation which is a characteristic of that landscape type and (iv) the visual condition of landscape elements

Objective LC05

Ensure that new development meets high standards of siting and design.

Objective LC06

Protect skylines and ridgelines from development.

Objective LC07

Require any necessary assessments, including visual impact assessments, to be prepared prior to approving development in highly sensitive areas.

Objective LC08

Prohibit proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments.

TABLE LC01: LANDSCAPE CHARACTER ASSESSMENT SUMMARY – CHARACTER, VALUE AND SENSITIVITY

Landscape Character types	Landscape Value	Landscape Sensitivity
Rolling Hills Type	Modest	Medium
High Lying Type	High	High
Low Lying Type	Modest	Low
Estuary Type	Exceptional	High
Coastal Type	Exceptional	High
River Valley and Canal Type	High	High

VIEWS AND PROSPECTS

See also Green Infrastructure and Zoning Maps

Fingal has many areas of high quality landscape especially along the coast, the river valleys and the upland area to the north along the border with County Meath. As a result the County contains many



vantage points from which views and prospects of great natural beauty may be obtained over both seascape and rural landscape. The scenery and landscape of the County are of enormous amenity value to residents and tourists and constitute a valuable economic asset. The protection of this asset is therefore of primary importance in developing the potential of the County. Given the high rates of economic and population growth, the challenge the County faces is to manage the landscape so that any change is positive in its effects, such that the landscapes we value are protected. There is a need, therefore, to protect and conserve views and prospects adjoining public roads throughout the County for future generations. In assessing views and prospects it is not proposed that this should give rise to the prohibition of development along these routes, but development, where permitted, should not hinder or obstruct these views and prospects and should be designed and located to minimise their impact. Views and prospects for protection have been identified on the Green Infrastructure maps and zoning maps.

Objective VP01

Protect views and prospects that contribute to the character of the landscape, particularly those identified in the Development Plan, from inappropriate development.

Objective VP02

Resist development such as houses, forestry, masts, extractive operations, landfills, caravan parks and large agricultural/horticulture units which would interfere with a view or prospect of special amenity value, which it is necessary to preserve.

HISTORIC LANDSCAPE CHARACTERISATION

All landscapes reflect the interaction of natural and cultural forces. Since the arrival of the first settlers in Fingal, nearly 10,000 years ago, people have helped to shape the landscape we see around us today. Historic Landscape Characterisation (HLC) seeks to identify and to understand the historic development of today's landscape by placing emphasis on the contribution that past historic processes make to the character of the landscape as a whole, not just selected 'special sites'. It therefore contributes to a broader assessment and understanding of landscape character. HLC is a two stage process, beginning with the identification and description of historic landscape character types followed by an assessments phase which may examine management questions, issues of significance and sensitivity. In this way, HLC can help to guide decisions on future change and landscape management and helps to ensure that the landscape evolves in a way that maintains its richness and diversity into the future.

To date the Council has undertaken three HLC studies in Swords, Donabate and Portrane, and Balbriggan. The boundaries of the study areas are shown on the Green Infrastructure maps. This process has resulted in the identification of 38 historic landscape character types all of which were verified in the field. Outputs include the GIS based Historic Landscape Characterisation which has been integrated into the Council's GIS system. Detailed descriptions of the historic development of Swords, Balbriggan and Donabate/Portrane have also been produced, together with descriptions of broad historic landscape character types. Taken together with the GIS mapping this enables the user to develop a detailed understanding of the historical development of these areas and to understand and contextualise historic information in relation to a particular site. In addition, guidance has been provided on the future management of each broad landscape character type. The potential for HLC to be used



as a predictive tool to indicate the location of previously unknown archaeological sites has also been explored and archaeological sensitivity has been assessed in the case of Balbriggan.

Objective HC01

Ensure that the results of the Historic Landscape Character studies undertaken in the County are taken into account in the development of plans and in the assessment of projects on an ongoing basis.

Objective HC02

Ensure development reflects and reinforces the distinctiveness and sense of place of identified historic landscape character types, including the retention of important features or characteristics, taking into account the results of the historic landscape characterisations carried out in the County.

Objective HC03

Commission new Historic Landscape Characterisation (HLC) projects with a view to obtaining complete coverage for the County.

SPECIAL AMENITY AREAS

Special Amenity Area Orders are in place for Howth and the Liffey Valley. The Order for the Liffey Valley between Lucan Bridge and Chapelizod was confirmed by the Minister for the Environment in March 1990 and the Howth Order was confirmed by the Minister in 1999. The Council recognises that the Liffey Valley and Howth are two of the great natural assets of the Greater Dublin Area having a rich natural, built and cultural heritage. The Council will ensure that these areas are protected and enhanced, and that enjoyment by the public is facilitated. Consideration will also be given to the establishment of Landscape Conservation Areas under the Planning and Development Acts and the extension of the Liffey Valley SAAO during the lifetime of the Development Plan.

Objective SA01

Protect and enhance the character, heritage and amenities of the Howth and the Liffey Valley Special Amenity Areas in accordance with the relevant Orders.

Objective SA02

Undertake within two years of the adoption of this Development Plan the work necessary to allow for the extension of the SAAO in the Liffey Valley to include lands, as appropriate, from the Dublin City boundary to the boundary with County Kildare.

Objective SA03

Protect the heritage and landscapes of Howth and the Liffey Valley, whilst facilitating enjoyment by the public.

Objective SA04

Implement the Management Plans for the Special Amenity Areas and review them as necessary in consultation with all relevant stakeholders.

Objective SA05

Co-operate with Government and the adjoining local authorities in seeking to establish a Liffey Valley Regional Park.

Objective SA06

Investigate the establishment of Landscape Conservation Areas in the County.

Objective SA07

Consider Baldoyle jointly with Portmarnock for a Special Amenity Order.

THE ISLANDS

There are a number of islands in Fingal, namely Lambay Island, Ireland's Eye, Shenick's Island, Colt Island, St. Patrick's Island and Rockabill. Lambay Island is the only inhabited island. All of the islands are zoned as High Amenity Areas and they are all designated nature conservation sites of national or international importance. They are also of importance from an archaeological and architectural heritage viewpoint.

Objective IS01

Protect and enhance the landscape character of the islands, and their biodiversity, archaeological and architectural heritage.

HIGH AMENITY ZONING

A High Amenity Zoning (HA) has been applied to areas of the County of high landscape value. These are areas which consist of landscapes of special character in which inappropriate development would contribute to a significant diminution of landscape value in the County. These landscape areas meet one or more of the following criteria:

- Contain scenic landscape of high quality
- Afford expansive or interesting views of surrounding areas
- Are components in important views and prospects
- Are unique or special within the County
- Are important elements in defining the coastal character of the County
- Act as a backdrop to important coastal views
- Contain important groups of trees or woodland
- Are elevated or ridge sites on which development would be obtrusive
- Provide public access to interesting attractive landscapes or to semi-natural areas



Objective HA01

Protect High Amenity areas from inappropriate development and reinforce their character, distinctiveness and sense of place.

Objective HA02

Ensure that development reflects and reinforces the distinctiveness and sense of place of High Amenity Areas, including the retention of important features or characteristics, taking into account the various elements which contribute to its distinctiveness such as geology and landform, habitats, scenic quality, settlement pattern, historic heritage, local vernacular heritage, land-use and tranquility.

5.5 THE COAST

Fingal's coastline extends from Sutton in the south of the County to the Delvin River located north of Balbriggan. It is characterized by a series of shallow bays between headlands with a variety of inlets, islands, harbours and beaches. It is the single most important natural resource in the County. It is characterised by its high landscape quality, its heritage and amenity values as well as being an important economic resource for the fishing, aquaculture, leisure and tourism industries. The coastal area is significant in terms of cultural and archaeological heritage because the coastline has been the focus of human settlement and activity for thousands of years. It has significantly influenced the development of Fingal by providing a means of transportation for people and goods or a source of food and employment through the fishing industry. Most of the coastal towns and villages grew around sheltered natural harbours or bays and the harbours were points of departure to distant ports. Isolated jetties and slipways can also be found along the length of the coastline. Defensive structures were required to protect inhabitants from attack and include ancient promontory forts (such as at Drumanagh or The Bailey) and the iconic Martello Towers of the 19th century. Coastguard stations and cottages monitored the movement of ships and vessels, while lighthouses indicated safe routes of passage. The coast also contains many sensitive ecosystems, ranging from sand dune systems to estuaries rich in marine and bird life. The importance of the coast is reflected in the number of protected areas of national and international importance including Baldoyle Bay, Malahide Estuary and Rogerstown Estuary which are sites of international importance for wintering ducks, geese and wading birds and their habitats. In addition, significant portions of the coastline are visually sensitive as evidenced by the many protected views and prospects, high amenity zonings and highly sensitive landscape designations. There still remain stretches of the coastline which are undeveloped, remote and peaceful.



THE CHANGING COAST AND COASTAL PROTECTION

The coast is an ever changing dynamic environment, subject to the continuous natural processes of erosion and deposition. While erosion is a normal occurrence in coastal areas, rates of erosion may be accelerated due to storm action, inappropriate development, pressures from leisure or recreational activities or the presence of man-made protection works. In addition, the impacts of predicted sea level rise due to climate change need to be considered. The predicted increase in the frequency of storm surges and high tides will increase the extent, severity and recurrence of coastal flooding and may also lead to increased rates of coastal erosion.

There are broadly two approaches to dealing with coastal erosion and coastal flooding. The soft engineering approach uses ecological principles and practices, which support the natural process of erosion and deposition, to maintain and enhance natural systems (such as sand-dunes, beaches, salt marshes, mudflats). In essence soft engineering uses existing habitats and vegetation to soften the land-water interface while maintaining the integrity of the shoreline. Hard engineering, on the other hand, is generally defined as controlled disruption of natural processes by using man-made structures. As the cost of hard engineering structures and their maintenance is high, such solutions are normally confined to densely populated locations where it is considered necessary to protect significant public infrastructure. In addition, the provision of hard defences can alter patterns of deposition, erosion or sedimentation elsewhere along the coastline leading to unintended impacts elsewhere. These factors, together with the fact that there is little information on the dynamics of coastal processes in Fingal, suggest that the provision of hard defences should be restricted along the coast to the maximum extent possible.

There is also a strong case for restricting and containing development near the coast now, so that we protect areas of soft coastline and associated soft defences into the future. Development along the coast must recognise the need for coastal protection in all instances and the role that coastal habitats such as beaches, saltmarshes and sand-dunes play in this. Retaining and enhancing these elements, and providing space for associated natural processes to take place, provides a sustainable and cost-effective alternative to the provision of hard coastal defences.

Objective CT01

Ensure the County's natural coastal defences, such as beaches, sand dunes, salt marshes and estuary lands, are protected and are not compromised by inappropriate works or development.

Objective CT02

Employ soft engineering techniques as an alternative to hard coastal defence works, wherever possible.

Objective CT03

Identify, prioritise and implement necessary coastal protection works subject to the availability of resources, whilst ensuring a high level of protection for natural habitats and features, and ensure due regard is paid to visual and other environmental considerations in the design of any such coastal protection works.

COASTAL ZONE MANAGEMENT

Coastal Zone Management aims to achieve a more efficient and sustainable use of coastal resources. The coastal zone extends seaward and landward from the coastline, which can generally be defined as the Mean High Water Mark (MHWM), and its limits are determined by the geographical extent of natural coastal processes and human activities associated with the coast. The Council aims to designate a coastal zone over the lifetime of the Development Plan. In the interim the coastal zone shall generally refer to the area between the nearest continuous road and the MHWM. However, it may extend beyond such roads and pending the designation of a coastal zone this will be determined on a case-by-case basis by the planning authority when considering planning applications or development proposals.

The Council recognises that the coast is a vital asset with limited capacity to absorb development. Due to its unique character it requires special attention and management to ensure its long term sustainable use. It is important that the coast is managed and developed in a way which protects and enhances its natural and cultural heritage and its landscape. This necessitates an emphasis on the scale and rate of development that can be accommodated without damaging or detracting from the quality and attractiveness of the coast. In this context, the development of Integrated Coastal Zone Management initiatives is important. This involves the management of human activities and natural processes in coastal areas and aims to promote a partnership approach to planning and management involving all stakeholders.

There is at present no single body responsible for coastal management. In some instances Government Departments, Government agencies and public authorities have overlapping objectives and responsibilities which can cause difficulties in adopting an integrated approach to the management of coastal areas. The scope of land use planning and the development plan is limited to matters directly under the control of planning legislation and cannot, therefore, deal with all the issues that arise along the coast.

Developments along the coast should be sited and designed appropriately having regard to the visual impact on the visual compartment(s) within which they are located. Fingal's coastline is made up of a number of visual compartments, normally the coastal areas contained between headlands. For example, the coastal area between Rush and Donabate represents a single visual compartment as there is direct line of sight between the two areas.

From a planning perspective there are many issues to consider in relation to the designation of a coastal zone. These include the need to promote sustainable development, the need to provide for coastal protection and the need to protect and enhance the unique natural and cultural heritage of the coastal zone. Landscape character is also important and in particular the concept of seascape is a crucial element in the County's sense of identity and culture. Seascape is defined as a 'picture or view to the sea'. However, for the purposes of this Development Plan the concept has been broadened to include:

- Views from land to sea
- Views from sea to land
- Views along coastline
- The effect on landscape of the conjunction of sea and land

The provision of a seascape assessment would assist policy formulation, decision making and project inception along the coast and at sea. Seascape assessment is an extension of landscape character assessment rather than a specialism in its own right. Some elements in seascape are common to landscape character assessment. There are other elements however, that are significantly different or entirely absent in landscape character assessment. These include:

- The effect of historic and cultural issues related to the marine environment
- The coast as an edge
- Variability and dynamism
- Difficulties of scale and distance
- Principles of visual movement
- Amenity functions and uses of the seashore
- Functions and uses of the sea

Objective CT04

Protect the special character of the coast by preventing inappropriate development along the coast, particularly on the seaward side of coastal roads.

Objective CT05

Ensure that 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.

Objective CT06

Foster development in coastal areas that primarily meets the needs of local communities and local enterprises. Development should be in keeping with the character of the local area and have the necessary infrastructure (e.g. roads, sewerage) provided. It should not damage or degrade and, where possible, it should enhance the environment, heritage and landscape of the area.

Objective CT07

Designate a Coastal Zone, during the lifetime of the Plan, to provide for the proper planning and sustainable development of the coast, while protecting its landscape and seascape character, its unique natural and cultural heritage, its amenities and economic value, and its role in coastal defence.

Objective CT08

Undertake a Seascape Assessment to aid in the designation of a Coastal Zone and in the establishment of sustainable levels of social and economic activities in coastal areas.

Objective CT09

Promote, support and facilitate coastal zone management initiatives in partnership with the local community, environmental groups, user organisations and statutory authorities, including adjoining local authorities.

DEVELOPMENT IN COASTAL AREAS

Coastal development must take account of the changing and dynamic nature of the coast and the need for coastal protection as described above. The coastal zone is subject to growing pressures



from increasing population and increasing and sometimes conflicting social, economic and recreational uses. The coastline in particular has always been perceived as an attractive place to live. As the population of the County increases, the demands made on the coastline, its habitats and waters will grow. As a general principle, development in coastal areas should be accommodated wherever possible in previously developed areas before consideration is given to development in greenfield sites.

In all cases proposals for coastal development must consider the need for coastal defence. Development will only be permitted where the Council is satisfied that the development will not add to the requirement, if any, for hard coastal defence works in the area over the lifetime of the development. Provision must also be made for the retention of existing soft defences such as beaches, sand-dunes, salt marshes and estuary lands. Development should be set-back a sufficient distance from soft defences and erodible coastline to allow for natural processes, such as erosion and flooding, to take place in these areas. A number of areas of coastline at risk from coastal erosion have been identified in the County based on current information and experience (see *Green Infrastructure maps*). In these areas there will be a presumption against new development unless it can be shown, based on best available scientific information, that the likelihood of coastal erosion over the lifetime of the development is minimal. This will ensure that no new development takes place in areas likely to be subject to coastal erosion in the future. A coastal monitoring programme should also be developed to provide better data on erosion into the future.

Objective CT10

Protect the sensitive nature of the coastal zone. New development for which a coastal location is required shall, wherever possible, be accommodated within existing developed areas.

Objective CT11

Strictly control the nature and pattern of development within coastal areas and ensure that it is designed and landscaped to the highest standards, and sited appropriately so as not to detract from the visual amenity of the area. Development shall be prohibited where the development poses a significant or potential threat to coastal habitats or features, and/or where the development is likely to result in altered patterns of erosion or deposition elsewhere along the coast.

Objective CT12

Prohibit development along the coast outside existing urban areas where such development could not be adequately safeguarded over the lifetime of the development without the need to construct additional hard coastal defences.

Objective CT13

Prohibit new development outside urban areas within the areas indicated on Green Infrastructure maps, which are within 100m of coastline at risk from coastal erosion, unless it can be objectively established based on the best scientific information available at the time of the application, that the likelihood of erosion at a specific location is minimal taking into account, inter alia, any impacts of the proposed development on erosion, or deposition.

Objective CT14

Prohibit development within areas liable to coastal flooding other than in accordance with *The Planning System and Flood Risk Management – Guidelines for Planning Authorities 2009* issued by the Department of the Environment, Heritage and Local Government and the Office of Public Works.

Objective CT15

Establish a coastal monitoring programme to provide information on coastal erosion on an ongoing basis.

TOURISM AND RECREATION

See also Section 2.8, Tourism and Section 8.4, Rural Enterprise, Strategic Enterprise Opportunities

The coast is an established area of leisure and amenity. Coastal areas have great potential for tourist related projects which could generate sustainable employment opportunities. These include marina type developments and water based sports, i.e. sports such as scuba diving, kayaking, surfing, kite-boarding and windsurfing. The infrastructure associated with the operation of such activities can conflict with the sensitive nature of the coast. In addition, motorised forms of water sports, such as power boating, raise particular concerns in terms of interference with the enjoyment of coastal amenities by other members of the public and can lead to adverse impacts on the natural heritage. It will be necessary to identify locations on the coast where these activities can be catered for without being in conflict with other objectives or contrary to the proper planning and sustainable development of the area. The Council recognises that these activities require a coastal location, but need to be controlled and directed appropriately in view of the sensitive nature of the coast.

Objective CT16

Encourage leisure and amenity type uses along the coast so long as such uses do not cause significant adverse impacts on the environment, visual amenity and heritage.

Objective CT17

Ensure the implementation of site specific management policies to ensure that erosion and flooding is not initiated or aggravated by the impact of human activity, e.g. motorised forms of water sports.

Objective CT18

Identify locations along the coast, during the lifetime of the Development Plan, where recreational/tourist activities can best be accommodated having regard to the dynamic nature of coastal processes and the need to protect and enhance natural and cultural heritage, visual amenity, the environment and the character of the coast. As a corollary, locations will be identified where this type of development should not occur.

Objective CT19

Plan and develop the Fingal Coastal Way from north of Balbriggan to Howth taking full account of the need to protect the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on Natura 2000 sites, other protected areas and species protected by law.

Objective CT20

Ensure that there is appropriate public access to the coast including the provision of coastal walkways and cycleways, while taking full account of the need to conserve and enhance the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on Natura 2000 sites and species protected by law, and examine the designation of traditional walking routes thereto as public rights of way.

Objective CT21

Encourage the development of facilities for maritime leisure developments where the siting of such installations and their supporting infrastructure will not have a significant adverse impact on the natural or cultural heritage or detract from the visual amenity and environmental quality and stability of an area, or public access to beaches.

Objective CT22

Ensure that all proposed recreation/tourist facilities and other maritime leisure developments are accessible for pedestrians and cyclists and take advantage of sustainable transport alternatives through provision of pathways, cycleways and links to the public transport system.

HARBOURS AND MARINAS

See also Section 2.11, Ports, Marinas and Jetties and Section 8.4, Rural Enterprise, Strategic Enterprise Opportunities

Fingal has a number of harbours situated along its coast. The Council recognises that harbours present suitable opportunities for regeneration and rejuvenation given their coastal location, unique design and attractive appearance. Any future development proposals must take account of the status of harbours, be they protected structures or located within Architectural Conservation Areas (ACA) or European/National designated sites. The Council recognises that demand for marinas will continue in the County. It is important that the siting of marinas is carefully considered due to the sensitive nature of the coast. For this reason the Council encourages the development of new marinas within existing harbours in the County.



Objective CT23

Encourage the extension of the use of harbours 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, while taking full account of the need to conserve and enhance the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on Natura 2000 sites and species protected by law.

Objective CT24

The primary 'working' function of a harbour will take precedence over other uses. Where a proposed development will interfere with the 'working' nature of a harbour, it shall not be permitted.

Objective CT25

Maintain harbours, piers, quays and slipways for which the Council has responsibility in good repair.

Objective CT26

Support the development of new marinas within existing harbours in the County while taking full account of the need to conserve and enhance the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on Natura 2000 sites and species protected by law.

Objective CT27

Encourage the development of marinas, jetties and facilities for other maritime leisure developments where the siting of such installations will not cause significant adverse impacts to Natura 2000 sites, other protected areas and species, or cultural heritage and will not detract from the visual amenity and environmental quality of an area, or public access to beaches.

BEACHES AND BATHING

Beaches and their associated bathing waters provide a unique natural resource that offers a high value leisure environment.



Objective CT28

Protect beaches, access to beaches and designated bathing areas as valuable local amenities and as a tourism resource.

Objective CT29

Protect bathing waters, including those listed in the Water Framework Directive Register of Protected Areas for the Eastern River Basin District, at Sutton, Portmarnock, Malahide, Donabate, Portrane, Rush, Loughshinny, Skerries and Balbriggan in order that they meet the required bathing water standards and implement the findings and recommendations of the Quality of Bathing Water in Ireland reports as published.

FISHING/AQUACULTURE/MARICULTURE

See also Section 2.12, Fisheries, Aquaculture and Mariculture, Section 8.4, Rural Enterprise, Strategic Enterprise Opportunities and Green Infrastructure maps

The commercial fishing industry in Fingal is concentrated along the coast out of Howth, Skerries, Balbriggan and Loughshinny. Small scale sport fishing also occurs from these harbours as well as from other locations along the coast. There is at present no significant diversification of this industry into aquaculture or mariculture in Fingal although the future growth of this sector offers potential for increased employment. There are also two areas off the Fingal coast designated as Shellfish Waters (SI 55/209) pursuant to the Shellfish Directive (2006/113/EC). These are the Balbriggan/Skerries Shellfish Area and the Malahide Shellfish Area and both are indicated on the Green Infrastructure Maps.

Objective FM01

Facilitate fishing, aquaculture and mariculture enterprises, where they are consistent with the sustainable development and land use zoning objectives of the area, taking full account of the need to conserve and enhance the natural and cultural heritage of the coast and the need to avoid significant adverse impacts to Natura 2000 sites and species protected by law.

Objective FM02

Protect the quality of designated shellfish waters off the Fingal coast.

Objective FM03

Ensure that Fingal County Council, in the performance of its functions, complies with the requirements of the Shellfish Directive (2006/113/EC), statutory regulations pursuant to the Shellfish Directive and the Department of the Environment, Heritage and Local Government's Pollution Reduction Programmes for the Balbriggan/Skerries Shellfish Area and the Malahide Shellfish Area.

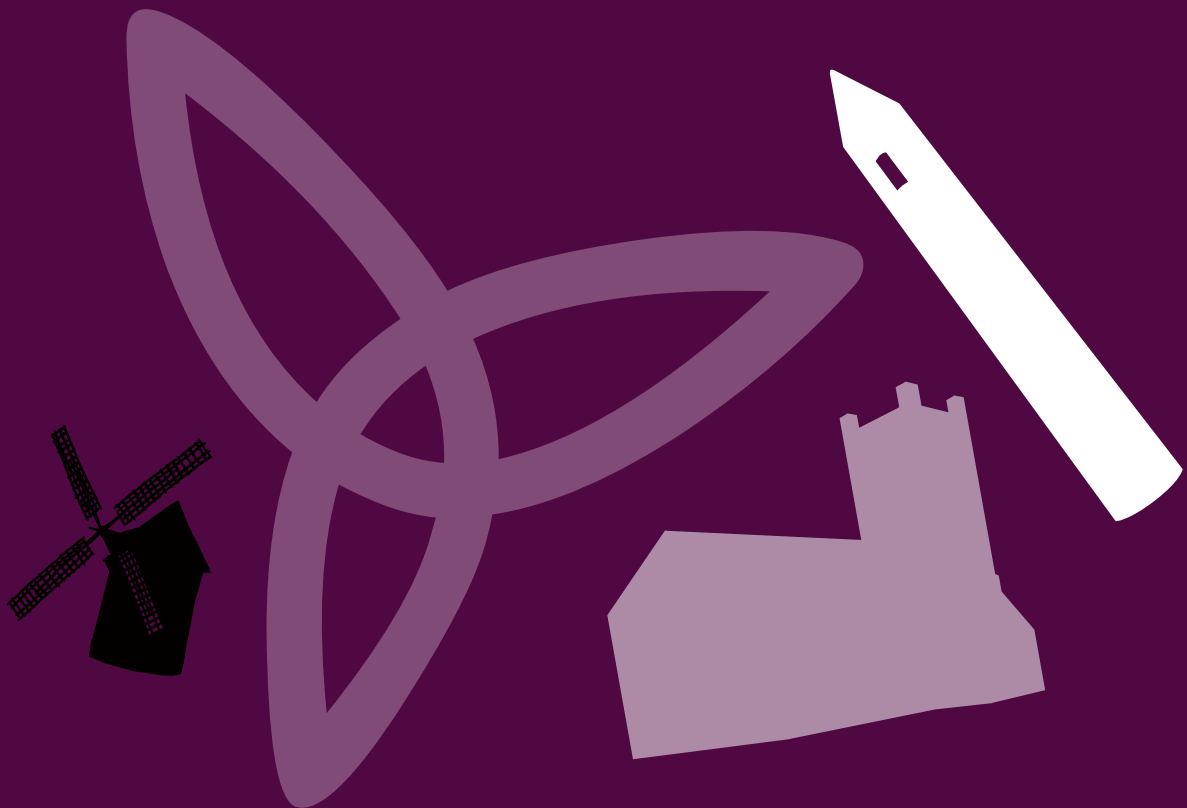


CHAPTER 6

ARCHAEOLOGY AND ARCHITECTURAL HERITAGE

AIM

Ensure that the protection and conservation of the archaeological and architectural heritage of Fingal is an integral part of the sustainable development of the County and safeguard this valuable, and in many instances, non-renewable resource through proper management, sensitive enhancement and appropriate development.



SECTIONS

6.1	BACKGROUND	205
6.2	ARCHAEOLOGY	206
6.3	ARCHITECTURAL HERITAGE	211
6.4	AWARENESS AND ACCESS	223

6.1 BACKGROUND

The built heritage of Fingal refers to all man-made features, buildings or structures in the environment. This includes a rich and varied archaeological and architectural heritage ranging from isolated sites, complexes or buildings scattered throughout the fields and along the coastline of rural Fingal, or it can be concentrated within the historic towns and villages of the County. Archaeological sites, features and objects both above and below ground, or underwater in riverbeds, estuaries and along the shoreline are the remains or traces of human settlement from our earliest ancestors down to more recent centuries and provide information on how people in the area lived, worked and died. The architectural heritage relates to visible structures or buildings above ground of special value to the local community or the nation. It covers many different building types, such as domestic houses, churches, factories, museums, commercial premises but also includes other built elements such as bridges, piers, roads, canals, railways, holy wells, boundary walls to large estates, millraces, sluices and street furniture. The architectural and archaeological heritage of a locality, town, village or place is an important element in creating the distinctive character of each local area. The Council has a duty to continue the guardianship of its heritage and ensure that future generations may also enjoy this inheritance. This can be achieved by protecting or sensitively managing changes that occur to this heritage by ensuring that significant elements, features or sites are retained.

The Government has signed and ratified a number of International and European conventions in relation to the built heritage, both archaeological and architectural, and thereby agrees to abide by the principles contained within these conventions. These conventions have aided the formulation of national legislation to deal with the built heritage. The main legislation relating to archaeological heritage is the *National Monuments Acts 1930 to 2004*, while Part IV of the *Planning and Development Act 2000* specifically deals with architectural heritage.



The Department of the Environment, Heritage and Local Government has also issued a number of key policy or guidance documents on archaeological and architectural heritage including: *Framework and Principles for the Protection of the Archaeological Heritage* (1999); *Policy and Guidance on Archaeological Excavation* (1999); *Architectural Heritage Protection: Guidelines for Planning Authorities* (2004); *Government Policy on Architecture 2009-2015* (2009); and an on-going Advice Series on specific issues or materials for historic buildings e.g. maintenance, windows, iron, brickwork.

APPROPRIATE ASSESSMENT

Plans and projects which might negatively impact Natura 2000 sites must be screened for Appropriate Assessment and full Appropriate Assessment must be carried out unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 site.

Objective AA1

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening.

6.2 ARCHAEOLOGY

See also, Section 5.2, Biodiversity, Rare and Protected Species and their Habitats

STATEMENT OF POLICY

Manage, enhance and protect the archaeological heritage of Fingal by safeguarding archaeological sites, monuments, objects and their settings listed in the Record of Monuments and Places (RMP), and any additional newly discovered archaeological remains, and by identifying archaeologically sensitive historic landscapes.

BACKGROUND

Archaeology is defined as the study of past people through the physical traces left by them in the landscape, often in the form of monuments, sites, features or objects. These remains provide a unique source of information about our past and help us understand how communities, societies and cultures developed. Evidence of previous human settlement can be found above or below the ground, in wetlands, along riverbanks and the coastline, and even underwater, such as historic shipwrecks. Fingal is rich in archaeology extending over thousands of years with numerous mounds, ringforts, cairns, passage tombs, monastic sites, castles, ruins of early churches, burials, etc. scattered throughout the County from sites in Bremore in the north to Castleknock in the south, and including the islands off the Fingal coast like Lambay and St. Patrick's Island.

The towns of Balrothery, Lusk and Swords are of particular archaeological significance, due to the early medieval monastic or religious centres from which they developed. They all have very important medieval structures still surviving intact above ground and the potential for archaeological finds below the surface. For example, in 2005 eight human burials were excavated on Church Road in Lusk dating to AD 410-570, while a substantial cemetery site was unearthed during development of the extension of the Pavilions Shopping Centre site in Swords. This was in use for over 600 years as remains dated from AD 550 to 1150.

Archaeological remains may not always be isolated finds or sites but may have been linked at one time with other archaeological monuments in the immediate vicinity or sometimes in more distant locations. A holy well in one field may have been a source of pilgrimage that eventually led to the construction of a church close by or early burial mounds located on a hilltop may be aligned with burials in other upland areas within view. This inter-visibility of monuments can extend beyond current county boundaries, creating historic landscapes which are not only of local importance but can also be of regional or national importance. The relationship between different archaeological sites should not be severed.



Historic Landscape Characterisations (HLC) have been carried out for certain areas of Fingal analysing the different periods of development of an area, highlighting archaeologically sensitive landscapes in the case of Balbriggan, and assisting in distinguishing significant groups of monuments. HLC studies for the environs of Swords, Balbriggan and the Donabate/Portrane peninsula have been completed and other areas will be assessed during the lifetime of this Plan. Chapter 5 on Natural Heritage outlines the HLC concept in some more detail and sets out additional objectives.

Objective AH01

Recognise the importance of archaeology or historic landscapes and the connectivity between sites, where it exists, in order to safeguard them from developments that would unduly sever or disrupt the relationship and/or inter-visibility between sites.

NATIONAL MONUMENT LEGISLATION

All archaeology is protected by the *National Monuments Acts 1930 to 2004* whether previously known, newly discovered, or yet to be unearthed, and these acts set out the different procedures for dealing with all archaeological discoveries. During the lifetime of the Plan new National Monument legislation may be enacted and any changes in terminology or new provisions will take precedence over what is outlined in the text of this document. Changes may be made to the titles of the lists of Recorded Monuments, Historic Monuments or National Monuments and new provisions set out. Physical remains of earthen mounds or buildings surviving above ground are clearly visible and easy to recognise. However, many archaeological features or artefacts are low lying or located underneath the ground's surface making them difficult to see or identify. While the *Record of Monuments and Places (RMP)* lists those sites above and below ground that are known to exist, due to the time span and density of human settlement in Fingal the possibility always exists of finding previously unrecorded archaeology. Section 19 of the *National Monuments (Amendment) Act 1994* outlines the process for reporting the discovery of an archaeological object to the Director of the National Museum of Ireland. The National Monument legislation also includes specific provisions for the protection of shipwrecks and underwater archaeological objects found along riverbanks or riverbeds, tidal estuaries, shoreline or seabed within the *National Monuments (Amendment) Act 1987*. Any archaeological investigation must be carried out under licence from the Minister for the Environment, Heritage and Local Government.

RECORD OF MONUMENTS AND PLACES (RMP)

The *Record of Monuments and Places (RMP)* is a statutory list of archaeological sites, structures or features, established under Section 12 of the *National Monuments (Amendment) Act 1994*. It is drawn up by the National Monuments Service of the Department of the Environment, Heritage and Local Government. The RMP is done on a county by county basis and is accompanied by a set of maps marking the locations of the archaeological monuments or sites and a zone around them. The marker or constraint is usually circular in shape. However, some constraints indicate a major archaeological complex rather than showing an individual site and so can be delineated by a large box or irregular shape that outlines

an extensive Zone of Archaeological Potential, for example the cores of Swords, Lusk, Balrothery, the island of Lambay and complexes at Bremore, Drumanagh, Grace Dieu, Kitchenstown and Naul.

The RMP maps are separate and distinct from the Fingal Development Plan maps and while indicative icons have been placed on the maps of the Fingal Development Plan to mark the general location of RMP entries in Fingal, the icons do not show the full extent of these sites. The RMP maps should be consulted to clarify the exact location. The entries in the RMP are known as Recorded Monuments. There are over 700 of these RMP monuments, sites or artefacts in Fingal. The Minister for the Environment, Heritage and Local Government must be given two months notice in writing of any works to or in close proximity to a monument. An archaeological licence is required for any archaeological excavations or investigations.

Certain monuments or the remains of a monument on the RMP may be deemed to be of such national importance due to their historical, architectural, traditional, artistic, or archaeological interest that they must be preserved. These are titled National Monuments. National Monuments legislation also allows the Minister to place a preservation order on a National Monument that is deemed to be endangered. Works to National Monuments must go through a much more detailed process to get Ministerial consent for any proposed works to them. National Monuments in State Care or with Preservation Orders on them are listed in Table AH01. For all other monuments in private or public ownership in Fingal clarification as to whether they are deemed to be National Monuments can be obtained by contacting the National Monument Service of the Department of the Environment, Heritage and Local Government.

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 2000-2010*.

Objective AH02

Mark the location and extent of RMP sites or recently discovered archaeological sites on maps associated with plans or studies produced by the Council.

Objective AH03

Identify which RMP sites in the Council's ownership are National Monuments, in consultation with the Department of the Environment, Heritage and Local Government, and draw up guidance on the procedures to be followed in relation to these sites.

UNKNOWN OR NEWLY DISCOVERED ARCHAEOLOGY

Not all archaeological sites, features or objects are listed on the RMP, only those that are known and some potential sites identified through aerial photography. There has been human settlement in north Fingal since the last ice age, over 10,000 years ago, and the fertile lands of the County have been subject to intense agricultural activity over the centuries. The location of ancient settlements may have been lost before written records began along with more isolated dispersed sites as the surface traces of past human activity were removed by the generations that followed. Recent discoveries of previously unknown

sites, such as an extensive early ecclesiastical enclosure in the Mooretown/Oldtown area of Swords, demonstrate the potential for significant archaeology to survive in any location within Fingal. As indicated previously Section 19 of the *National Monuments (Amendment) Act 1994* sets out the procedures for reporting the discovery of an unrecorded archaeological object or site.

TABLE AH01: NATIONAL MONUMENTS IN FINGAL IN STATE CARE OR WITH PRESERVATION ORDERS

Baldongan Church & Tower	Site of Brazil House, Swords
Balrothery Church Tower	Brazil Motte, Swords
Dunsoghly Castle	Bremore Passage Tomb Cemetery
St. Mary’s Church/Abbey in Howth	Drumanagh Promontory Fort
Lusk Round Tower & Church Tower	Wreck of the Paddle Steamer, “Queen Victoria”, Howth
Swords Castle	Church, St. Patrick’s Island

Objective AH04

Ensure that when an unrecorded archaeological object or site is discovered any works that threaten the object or site are immediately suspended until direction is given by the Department of the Environment, Heritage and Local Government on the matter.

ARCHAEOLOGY AND DEVELOPMENT

Archaeology is a non-renewable resource in that once an archaeological feature or site is excavated or removed it is gone forever from the landscape. Therefore, any proposed development should consider the potential impact on archaeology in the very earliest stages and seek to avoid affecting archaeological features or sites and their setting. This includes development along or in Fingal’s rivers, coastline and tidal estuaries. As demonstrated in the previous section relating to unknown archaeology, reliance on the RMP or a simple desktop study of a site may not be sufficient to determine its archaeological potential, especially for large scale developments or major infrastructure projects, and more detailed archaeological investigation such as geo-physical surveying or test trench excavations may be required. A licence from the Department of the Environment, Heritage and Local Government is required to excavate any archaeological site whether listed on the RMP or newly discovered.

Throughout the County there are significant archaeological monuments and sites that should be preserved in the landscape along with their setting; their removal will not be contemplated and development in close proximity to them may not be appropriate. The Council will consult with the Department of the Environment, Heritage and Local Government to identify these archaeological monuments. There should always be a presumption in favour of avoiding developmental impacts on the archaeological heritage and using methods of non-destructive investigation and study.



Archaeological investigation should take place prior to the design stage of any site containing an RMP or within a Zone of Archaeological Potential, and is recommended for lands in close proximity to a significant archaeological site, where clusters of known archaeological sites exist in the vicinity, or for large scale development such as road or drainage schemes, wind farms, housing estates, industrial parks or shopping centres. These archaeological investigations will generally be in the form of an archaeological impact assessment which should include:

- Desk top study of the receiving area
- Site inspection/walk-over survey
- Examination of upstanding or visible features or structures
- Topographical assessment
- Physical description and photographic record of the archaeological feature, site or object
- Examination of existing or new aerial photographs or satellite or other remote sensing imagery
- Identification of potential direct and in-direct impacts
- Mitigation measures to ameliorate any such impacts of the proposed development on the archaeological heritage of the receiving area

In addition it may be necessary for the assessment to incorporate:

- Geophysical survey
- Archaeological test excavation

Preservation *in situ* of all archaeological remains will always be preferred over preservation by record. Preservation by record of an RMP site, which entails the excavation and removal of an archaeological site or feature, can only be permitted by licence from the Department of the Environment, Heritage and Local Government, as outlined in National Monument legislation. Where permission is given for archaeological excavations these investigations must be carried out by a suitably qualified and licensed archaeologist and are to be fully recorded in line with best practice. In addition to submitting the archaeological report to the Department of the Environment, Heritage and Local Government, a copy of the findings should also be forwarded to the Council.

Objective AH05

Endeavour to preserve in situ all archaeological monuments, whether on land or underwater, listed in the *Record of Monuments and Places* (RMP), and any newly discovered archaeological sites, features, or objects by requiring that archaeological remains are identified and fully considered at the very earliest stages of the development process, that schemes are designed to avoid impacting on the archaeological heritage and that an archaeological impact assessment is submitted as part of the planning application documentation.

Objective AH06

Require that where preservation of archaeological remains in situ is not proposed that a report is submitted with an explanation of why it is not possible for the development to be designed to avoid the archaeological site and that consent has been obtained from the Department of the Environment, Heritage and Local Government for the proposed works. The preservation by record must be licensed and recorded by a suitably qualified archaeologist with a comprehensive and final report on the findings forwarded to the Council.

Objective AH07

Ensure that development within the vicinity of a Recorded Monument is sited and designed appropriately so that it does not seriously detract from the setting of the feature or its zone of archaeological potential. Where upstanding remains of a Recorded Monument exist a visual impact assessment may be required to fully determine the effect of any proposed development.

Objective AH08

Require that proposals for linear development over one kilometre in length or proposals for development involving extensive ground clearance carry out Archaeological Impact Assessments and are referred to the relevant Prescribed Bodies.

Objective AH09

Encourage reference to or incorporation of significant archaeological finds into a development scheme, where appropriate and sensitively designed, through layout, displays, signage, plaques, information panels or use of historic place names.

Objective AH10

Evaluate the elements of archaeological and architectural heritage identified in the Council's Coastal Architectural Heritage Project and assess which of these should be protected. Seek an archaeological impact assessment prior to works being carried out on these identified sites of archaeological interest and for all developments that have the potential to impact on riverine, inter-tidal and sub-tidal environments or shipwreck sites.

Objective AH11

Provide direction on the maintenance of historical burial grounds within Fingal in accordance with conservation principles.

6.3 ARCHITECTURAL HERITAGE

See also Section 5.2, Biodiversity, in relation to the protection of bats

STATEMENT OF POLICY

Ensure the protection of the architectural heritage of Fingal through the identification of Protected Structures, the designation of Architectural Conservation Areas, the safeguarding of designed landscapes and historic gardens, and the recognition of structures and elements that contribute positively to the vernacular and industrial heritage of the County.

BACKGROUND

Fingal has a diverse building stock ranging from farmsteads, small cottages and large country houses to the architecture of a capital city, including an international airport, large shopping centres and modern office blocks. Within this great variety of building types and uses are structures, streetscapes, village and town cores of such architectural heritage significance or special character that they are deemed worthy of protection either as individual elements listed on the Record of Protected Structures (RPS), as clusters of buildings within Architectural Conservation Areas (ACAs) or as falling under a distinctive built heritage theme or type that forms part of the unique identity of Fingal.

RECORD OF PROTECTED STRUCTURES (RPS)

Each Local Authority has a legal responsibility to include a Record of Protected Structures (RPS) in its Development Plan. 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

A Protected Structure, unless otherwise stated in the RPS, includes the exterior and interior of the structure, the land lying within its curtilage, any other structures and their exterior and interiors lying within that curtilage, plus all fixtures and features which form part of the interior or exterior of any of these structures. Curtilage refers to the parcel of land immediately associated with the Protected Structure and generally forms the boundary of the property ownership, for example with a modest domestic house the curtilage would incorporate the front and rear garden of the house, along with the boundary wall or railings, gates and perhaps a mews building. Larger properties like country estates, institutional complexes, and industrial sites can have extensive grounds that contain a number of additional structures within their curtilage or attendant grounds which have a functional connection or historical relationship with the principal building, such as gate lodges, stables, outbuildings, stores, follies, service buildings, mill ponds, sluices, and weirs. The location of these structures and the laying out of the lands were often deliberately designed to complement the appearance of the Protected Structure or to assist in its function. Therefore, the setting of a Protected Structure may contribute significantly to its special character.

The current RPS is included in Appendix 3 of this Development Plan. The RPS may be varied at any time by following the procedures outlined in Section 55 of the Planning and Development Act 2000. The up-to-date RPS, incorporating any additions or deletions within the lifetime of the current Development Plan, will be maintained on the Council's website or can be checked at the public counter of the Council's Offices.

The effect of Protected Structure status is to seek to retain the special character and features that make these structures significant. This does not mean that development or alterations to a Protected Structure are not possible but any works that would have a material affect on the character of a

protected structure require planning permission. Exempted development regulations may not apply to Protected Structures. 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. In certain cases, in order to secure the preservation and conservation of a Protected Structure where the use proposed is compatible with the existing structure, the Council may take a flexible planning approach when determining such applications. Documentation must be submitted with any planning application outlining the case for the request for the flexible planning approach and providing detailed information on the methodology and materials for the conservation of the Protected Structure.



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. Owners of Protected Structures are encouraged to consult with the planning authority as to the appropriateness of proposed works. The legislation only allows permission for the demolition of a Protected Structure in exceptional circumstances and so there will always be a presumption towards the retention and repair of a Protected Structure. In those exceptional circumstances where demolition is proposed the Council will require the following documentation in order to assess the situation:

- A detailed written justification for the proposed demolition
- A full condition and photographic survey of the existing structure
- Detailed drawings of all floor plans and elevations

The condition or disrepair of a Protected Structure is not in itself sufficient reason to justify demolition and so where this is put forward as the rationale then in addition to the above list the following information will be required:

- An explanation as to how the structure has been allowed to fall into disrepair
- Clearly marked photographs and drawings indicating the location of defects
- A condition report from an architect or engineer with specialist conservation expertise outlining why repairs or remedial works are not possible in this instance

Where only partial demolition is proposed of elements that do not form part of the significance of the structure it must be demonstrated that it can be carried out without any adverse structural or architectural impact on the Protected Structure.

Objective AH12

Review the Record of Protected Structures on an on-going basis and add structures of special interest as appropriate, including significant elements of industrial, maritime or vernacular heritage and any twentieth century structures of merit.

Objective AH13

Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, is compatible with the special character, and is appropriate in terms of the proposed scale, mass, height, density, layout, materials, impact on architectural or historic features, and junction with the existing Protected Structure. The form and structural integrity of the Protected Structure are to be retained and the relationship between the Protected Structure and any complex of adjoining buildings, designed landscape features, or designed views or vistas from or to the structure is to be preserved.

Objective AH14

Encourage the sympathetic and appropriate reuse, rehabilitation and retention of Protected Structures seeking that the Protected Structure is conserved to a high standard, and the special interest, character and setting of the building preserved. In certain cases the relaxation of site zoning restrictions may be considered in order to secure the preservation and conservation of the Protected Structure where the use proposed is compatible with the existing structure and this will only be permitted where the development is consistent with conservation policies and the proper planning and sustainable development of the area.

Objective AH15

Refuse planning permission for the demolition of a Protected Structure except where an exceptional need for such demolition has been clearly established. Where exceptional circumstances do exist and demolition is permitted, the demolition works are to be recorded and carried out carefully to allow for the salvage of any architectural features or materials of merit.

Objective AH16

Carry out an audit and assess the condition of all Protected Structures within the Council's ownership during the lifetime of the Development Plan and devise a management/maintenance plan for these structures in order to demonstrate best practice with regard to the custodianship of Protected Structures.

ARCHITECTURAL CONSERVATION AREAS

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that is:

- Of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or
- Contributes to the appreciation of protected structures

ACAs could encompass, for example, a terrace of houses, a whole streetscape, town centre or a small cluster of structures associated with a specific building such as a mill or country house. Most structures in an ACA are important in the context of their contribution to the streetscape or character of an area and so the protection status generally relates only to the exterior of the buildings or the

streetscape, except for Protected Structures within ACAs where the protection extends to the interior and curtilage of these properties.



Any works that would have a material affect on the special character of an ACA require planning permission. Statements of Character have been produced for ACAs in Fingal as guidance documents. The boundaries of each ACA are included in the relevant Statement of Character document and are also defined on the Development Plan Maps. The identification of new ACAs and/or the modification of existing ACAs may be proposed during the lifetime of the Plan.

The ACAs within Fingal are:

- Abbeville Demesne
- Ardgillan Demesne
- Balbriggan – Nos. 14 to 28 Hampton Street (even numbers only)
- Balbriggan Historic Town Core
- Baldoyle
- Balrothery
- Bascadden
- Castleknock
- Donabate – Newbridge House Desmesne
- Donabate – The Square
- Garristown
- Howth Castle Demesne
- Howth Historic Core
- Howth – Nashville Road & Park
- Howth – St. Nessan’s Terrace, St. Peter’s Terrace, Seaview Terrace & The Haggard
- Lusk
- Luttrellstown Demesne
- Malahide Castle Demesne
- Malahide Historic Core
- Malahide – The Bawn, Parnell Cottages & St. Sylvesters Villas
- Malahide – The Rise

- Milverton Demesne
- Naul
- Portrane – Grey Square
- Portrane – St. Ita’s Hospital complex
- Oldtown
- Rowlestown
- Skerries
- Sutton – No. 20a to 26 Strand Road
- Sutton – Martello Terrace, Strand Road

Objective AH17

Ensure that any new development or alteration of a building within or adjoining an ACA positively enhances the character of the area and is appropriate in terms of the proposed design, including: scale, mass, height, proportions, density, layout, materials, plot ratio, and building lines.

Objective AH18

Produce, and review where necessary, detailed guidance for each ACA in the form of Statements of Character that identify the specific special character of each area and give direction on works that would impact on this.

Objective AH19

Prohibit the demolition of a structure that positively contributes to the character of an ACA, except in very exceptional circumstances. Where demolition is granted an assessment of the impact of the replacement building on the character of the ACA will be required.

Objective AH20

Examine the potential for an Architectural Conservation Area designation along Lower Road, Strawberry Beds and in Clonsilla concentrated around St. Mary’s Church of Ireland and Clonsilla Railway Station.

DESIGNED LANDSCAPES – HISTORIC GARDENS, DEMESNES & ESTATES

Historic designed landscapes relate to gardens, parkland, woodland, estates, and public parks that were deliberately laid out for artistic effect. By using both natural and built features such as trees, shrubs, flowers, lawns, ponds, watercourses, views/vistas, follies, statues, walled gardens, gate lodges or gates, an architectural and horticultural composition was created for the enjoyment of the owners or the general public. These landscapes or gardens could be formal set pieces with ornamental planting in set patterns usually geometric designs or they could be “naturalised” parkland made to look like the rural countryside but which had been carefully planned through the placement of individual or groups of trees, expanses of open lawns, and sunken boundary walls



known as 'ha-has' that allowed uninterrupted views of pastoral scenes. The ICOMOS *Charter for Historic Gardens (Florence Charter)* identifies the architectural components of historic gardens, from small gardens to large parks, as including:

- Plan and topography
- Vegetation e.g. species, proportions, colour schemes, spacing and respective heights
- Structural and decorative features
- Water (running or still)

The natural components are living elements which are in a cycle of growth and decay and so continuous management is required.

Fingal does not have a tradition of urban public parks or cemetery gardens and so the designed landscapes of the County consist primarily of demesnes or estate lands, which were originally privately owned. "Demesne" is a term for the lands identified as being associated with a large historic house or castle for its own use and occupation. Their origin in Ireland dates back to the Anglo-Norman period. The demesne generally extended over large tracts of land radiating out from the principal residence and its gardens, to include parkland, farmland, woodland and additional properties such as farm outbuildings, stables, gate lodges and follies. Therefore, a strong relationship exists between the main house and the surrounding lands.

There are a number of historic demesnes surviving in Fingal, some of which are now in public ownership such as Malahide Castle, Ardgillan and Newbridge House, while others remain in private ownership for example Luttrellstown and Howth Castle. The Phoenix Park, while for the most part located within the jurisdiction of Dublin City Council, forms the western boundary of the city with Fingal. It was originally created as an enclosed deer park and therefore has an extensive stone boundary wall, while the entry points into the park have ornamental gates and gate piers, and in some locations gate lodges. Ashtown Gate, Castleknock Gate, White's Gate and Knockmaroon Gate are the points of entry along the Fingal border. The Farmleigh complex is actually located within the Council's jurisdiction. The Phoenix Park is perhaps the most significant designed parkland in the country. The OPW has drawn up *The Phoenix Park Conservation Management Plan* which should inform any development on the periphery of the park. The *National Inventory of Architectural Heritage* (NIAH) of the Department of the Environment, Heritage and Local Government has begun a survey of Historic Gardens & Designed Landscapes throughout Ireland. The initial phase of the survey used historic maps from the nineteenth century to identify demesnes and designed landscapes that existed at that time. Of those listed for County Dublin about 130 are within Fingal's jurisdiction. Further investigation is being carried out by the NIAH in Fingal to determine the number and extent of these that survive to the present day and to evaluate their significance.



There has been substantial pressure in recent years on historic demesnes for development, frequently drawn up without a proper appraisal of the impact on the designed landscape or a determination of the carrying capacity of the lands. The proposals can be in the form of a one-off extensive redevelopment of the historic demesne or a series of smaller schemes. With the latter, the cumulative impact of each additional element needs to be considered as when combined can result in an incremental but significant transformation of the landscape. Development should be sensitive

of the relationship between the principal residence and its adjoining lands and should not sever this. The sub-division of demesnes into different land parcels should be avoided. Care needs to be taken that significant views or vistas looking out of the designed landscape or into it are not encroached upon by development outside of its boundaries.

Generally the principal residence within a demesne or designed landscape is a Protected Structure, and often some of the buildings serving it are also protected. It should be noted that many of the larger demesnes in Fingal have been designated as Architectural Conservation Areas. Designed landscapes also provide habitats for many species of flora and fauna and the implications of any proposal for the natural heritage need to be carefully considered. An appraisal of the designed landscape should accompany any development proposal, to include:

- Identification and description of the original development, history, structures, features and boundaries of the designed landscape
- Ecological assessment, including identification of any protected habitats or species
- Evaluation of the significance of the historical landscape
- Determination of the carrying capacity of the lands which should not be exceeded, to be agreed with the Council
- Assessment of the development proposal and its impact on the designed landscape
- Recommendations for mitigation and management of the built and natural heritage

Objective AH21

Conduct a survey to identify and evaluate the surviving historic designed landscapes in Fingal during the lifetime of the Development Plan and promote the conservation of their essential character, both built and natural.

Objective AH22

Require that proposals for development within historic designed landscapes include an appraisal of the designed landscape (including an ecological assessment) prior to the initial design of any development, in order for this evaluation to inform the design which must be sensitive to and respect the built heritage elements and green space values of the site.

Objective AH23

Ensure that proposals for large scale developments and infrastructure projects consider the impacts on the architectural heritage and seek to avoid them. The extent, route, services and signage for such projects should be sited at a distance from Protected Structures, outside the boundaries of historic designed landscapes, and not interrupt specifically designed vistas. Where this is not possible, the visual impact must be minimised through appropriate mitigation measures such as high quality design and/or use of screen planting.

Objective AH24

Ensure that development within Fingal along the perimeter of the Phoenix Park adheres to the OPW's *Phoenix Park Conservation Management Plan*, does not have a detrimental impact on the Park, does not damage any of the built elements along its boundary, or interrupt any important vistas into or out of it.

HISTORIC BUILDING STOCK/VERNACULAR HERITAGE

See also Section 8.3, Restoration of Vernacular Buildings

Scattered throughout the countryside and within the towns and villages of Fingal is an extensive stock of historic buildings and structures dating mainly from the 18th, 19th and early 20th century. These modest cottages, houses, shops, farm complexes, outbuildings, mills, factories and forges were the homes and workplaces of the ordinary people built by local people using local materials.

In architectural terms they are deemed to be *Vernacular Heritage* – ‘used to describe the local regional traditional building forms and types using indigenous materials, and without grand architectural pretensions’ (from James Steven Curl’s *Encyclopaedia of Architectural Terms*). This is in contrast to formal architecture, such as the grand estate houses of the gentry, churches and public buildings, which were usually designed by architects or engineers.

While many of these vernacular buildings may not merit specific designation as Protected Structures, their form, scale, materials and orientation contribute positively to the rural landscape as well as to the historic villages and towns of Fingal. They often establish the distinctive character of a particular area. Significant numbers of vernacular structures are being lost through demolition, replacement or dereliction and so what was once commonplace is becoming increasingly rare, especially in rural areas. 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 may no longer be 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 they 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.

Other types of vernacular built heritage under increasing pressure for demolition and alteration are historic shopfronts and pub fronts found in urban centres. Historic street patterns, plot sizes and street

furniture also subtly contribute greatly to the character of a place and should be recognised and kept. As most of the historic cores of the towns and villages of Fingal have been identified as Architectural Conservation Areas it is hoped that this designation will assist in encouraging the retention and re-use of vernacular structures in urban settings and historic elements in the public realm.

Damage to the vernacular building stock does not have to only relate to the loss of whole structures but can also be a result of the gradual attrition of architectural details such as the replacement of roof coverings and windows with modern materials, removal of external render, inappropriate re-pointing and the addition of unsuitable extensions. Alterations to individual buildings can have a significant and cumulative effect on streetscapes and landscapes.

By the very nature of the method of their construction, vernacular buildings could be viewed as the most sustainable form of development, as they were built with local materials in a style responding to local conditions, with a low energy use compared to the construction of equivalent modern buildings. Ventilation of spaces and rooms is an integral part of traditional construction methods as materials used are breathable, allowing moisture to pass in and out. The Council will encourage the appropriate re-use of vernacular buildings rather than their replacement or dereliction. The Council understands that surviving historic buildings are people's homes and places of work, which need to evolve to facilitate ongoing occupancy and therefore survival. Such changes need to be sympathetic to the special features and character of the building. The Council will support schemes to refurbish vernacular structures that are in a derelict or run down condition as long as:

- Substantial standing remains exist which are structurally capable of sustaining redevelopment
- Appropriate traditional building materials and methods are used to carry out repairs to the historic fabric
- A written report from a suitably qualified professional should accompany any application outlining that the proposal will not structurally compromise the building and what measures are to be taken to protect the building from collapse prior to and during construction works
- The scheme adheres to the policies and objectives set out in Chapter 8, Section 8.3 Rural Living, Restoration of Vernacular Buildings where the building is located in a rural area

Proposals for extensions to vernacular buildings should not erode the setting and design qualities of the original structure which make it attractive and should be in proportion or subservient to the existing building. While direction for the design should be taken from the historic building stock of the area, it can be expressed in a contemporary architectural language. Elements like original gates, gate piers, cobbles and courtyards should be retained.

Objective AH25

Seek the retention of surviving historic plot sizes and street patterns in the villages and towns of Fingal and incorporate ancient boundaries or layouts, such as burgage plots and townland boundaries, into re-developments.

Objective AH26

Promote the sympathetic maintenance, adaption and re-use of the historic building stock and encourage the retention of the original fabric such as windows, doors, wall renders, roof coverings, shopfronts, pub fronts and other significant features of historic buildings, whether protected or not.

Objective AH27

Require that proposed infrastructural and public utility works within Fingal do not remove historic street furniture such as limestone or granite kerbs, cobblestones, cast-iron postboxes, waterpumps, milestones and street lighting, except where an exceptional need has been clearly established.

Objective AH28

Sensitively design, locate and rationalise modern street furniture and elements such as utility boxes, cables, posts, antenna and signage.

Objective AH29

Seek the retention, appreciation and appropriate revitalisation of the vernacular heritage of Fingal in both the towns and rural areas of the County by deterring the replacement of good quality vernacular buildings with modern structures and by protecting (through the use of ACAs and the RPS and in the normal course of Development Management) vernacular buildings where they contribute to the character of an area or town and/or where they are rare examples of a structure type.

Objective AH30

Require that the size, scale, design, form, layout and materials of extensions to vernacular dwellings or conversions of historic outbuildings take direction from the historic building stock of Fingal and are in keeping and sympathetic with the existing structure.

Objective AH31

Carry out an audit of surviving thatched structures in Fingal during the lifetime of the Development Plan and promote the utilisation of the DoEHLG thatching grant and the Council's conservation grant to assist owners with retention and repair of thatched roofs.

INDUSTRIAL HERITAGE

Industrial heritage relates to sites, structures, machinery and artefacts associated with the industrial past. The industrial era is centred on the 18th and 19th centuries when major advances were made in engineering and technology that transformed the fields of manufacturing, transportation, communications, construction, public utilities, raw material extraction and production. Industrial heritage can also extend further into the past to archaeological sites and objects that provide evidence of early tool production, metal work and mining. Examples of the industrial heritage of Fingal include the transportation corridors of the historic roads, railways, sea routes and canals, for example: station buildings, signal boxes, rail bridges, viaducts and rail lines of the Dublin to Drogheda Railway and Dublin to Maynooth Railway; harbours, slipways and jetties on the coastline; canal bridges, locks, lock keepers cottages of the Royal Canal; milestones, road bridges and routes of turnpike roads, old coach roads and other historic roads.

Along the rivers and waterways of Fingal are numerous mill complexes, with their mill buildings, mill ponds, mill races, sluices and weirs e.g. Brackenstown, Whitestown, Skerries and Anna Liffey Mills. At Skerries Mills the two windmills have been restored, while elsewhere the ruins of other windmills are scattered across the landscape such as at Millhead, Garristown and Rahillon. The remains of former stone quarries, lime kilns, brickworks and forges can also be found throughout Fingal, which provided the construction materials for numerous historic buildings in the surrounding environs. Factories provided employment for many of the inhabitants of the area, for example Smyth's Hosiery Factory in Balbriggan.



While no specific survey has been carried out in the past of Fingal's industrial heritage it is apparent from the numerous elements to be found that a considerable range of structures, elements and sites survive to the present day. Unfortunately much of this heritage is now defunct and as a result under threat from dereliction, demolition or unsympathetic adaption. Industrial buildings were constructed to meet the requirements of a specialised function and so the dimensions of spaces, layout and sometimes the location of these structures can be unusual and challenging to adapt to different uses. An understanding of the significance of the structure and any surviving machinery and/or plant should inform the design of any redevelopment.

Objective AH32

Protect buildings and features of industrial heritage.

Objective AH33

Conduct a survey of the industrial heritage of Fingal during the lifetime of the Development Plan to identify structures, features and their related artefacts and plant, and add appropriate industrial heritage structures or elements of significance to the Record of Protected Structures.

Objective AH34

Protect and enhance the built and natural heritage of the Royal Canal and ensure that development within its vicinity is sensitively designed and does not have a detrimental affect on the character of the Canal, its built elements and its natural heritage values.

Objective AH35

Seek the retention and appropriate repair/maintenance of the historic bridges and harbours of the County whether Protected Structures or not.

ENERGY EFFICIENCY AND THE HISTORIC ENVIRONMENT

See also Section 4.3, Energy

Proposals to improve the thermal performance of, or insert renewable energy technologies into, historic buildings need to be sensitive to traditional methods of construction to ensure that the proposed works do not actually cause damage to the structure, require the removal of historic fabric such as original windows, doors and floors, or have a detrimental visual impact. The materials used traditionally allowed for moisture to be absorbed and released easily, for the building to “breathe” and so the ventilation of the internal spaces performs an important function. Interventions that may be appropriate to a building of modern construction methods and materials, such as impermeable building products or air-tight spaces, could have unintended harmful consequences for historic and traditional buildings. Other solutions such as external cladding, internal wall linings, or replacement of windows and doors may be inappropriate as they would obscure or remove significant features. The location of solar panels, wind turbines, or other renewable technologies and their associated plant and cables must be carefully considered for the historic environment. For example, in some circumstances it may not be suitable to place solar panels on a prominent roof slope but ground based panels could be used instead. Planning permission is required for any works that would materially affect the character of a Protected Structure. While a Building Energy Rating (BER) assessment is required for the sale or letting of an existing building, Protected Structures, proposed Protected Structures, buildings protected under the National Monuments Acts, and buildings used as places of worship are exempt from this requirement.

Objective AH36

Ensure that measures to up-grade the energy efficiency of Protected Structures and historic buildings are sensitive to traditional construction methods and materials and do not have a detrimental physical, aesthetic or visual impact on the structure.

6.4 AWARENESS AND ACCESS

The protection and conservation of the archaeological and architectural heritage will be best achieved through the recognition and appreciation of it by all sections of society. It is important that awareness of the location and significance of protected sites and structures is raised and that the sustainability, as well as the aesthetic, values of the historic building stock is understood. The Council can assist in the realisation of this through the support or active production of relevant publications and guidance notes, the running of exhibitions and seminars, and the improvement of access to

Council owned sites. While the Council cannot provide public access to private property, if requested it can offer advice and guidance to privately owned protected sites and structures that are open to the public on how to sensitively adapt their properties to enhance access for all.



Objective AH37

Facilitate and enhance understanding of the archaeological and architectural heritage of Fingal.

Objective AH38

Provide universal access to archaeological and architectural heritage sites where appropriate. Ensure the archaeological and architectural heritage significance of the site is taken into account when providing such access.

Objective AH39

Endeavour to accommodate and improve universal access to Council owned archaeological and architectural heritage sites open to the general public through the dissemination of information on the Council website outlining the accessibility of these sites and, where appropriate, after an evaluation has been carried out that the significance of the site will not be damaged, establishing a programme of works to improve physical access to Council owned property following best conservation principles.

CHAPTER 7

URBAN FINGAL

AIM

Create and conserve high quality, vibrant and sustainable urban areas.



SECTIONS

7.1	BACKGROUND	227
7.2	URBAN DESIGN	229
7.3	URBAN CENTRES	237
7.4	RESIDENTIAL DEVELOPMENT	244
7.5	OPEN SPACE	254
7.6	COMMUNITY INFRASTRUCTURE	265

7.1 BACKGROUND

STATEMENT OF POLICY

- Deliver quality urban areas through the provision of adequate housing, open space, retail, leisure, employment, community and cultural development supporting the needs of the residents, workers and visitors, whilst conserving our built and natural heritage, thereby providing sustainable communities
- Ensure that the urban environment is of a high quality design standard
- Ensure urban centres develop in a co-ordinated sustainable manner to create vibrant and viable places and ensure new development respects the existing character of these centres
- Provide high quality housing and residential areas in identified urban areas to meet the needs and expectations of all residents
- Ensure adequate provision of accessible high quality open space and recreational facilities in the County
- Promote adequate provision and distribution of community infrastructure in the County

WHAT IS AN URBAN AREA?

Urban areas include town and urban village centres as well as associated residential areas. Urban areas also include open space, community and leisure facilities, commercial development and places of employment such as offices and industry.



WHAT MAKES A HIGH QUALITY URBAN AREA?

High quality urban areas are places where people want to live, work and visit. A successful urban area is made up of many components and will generally include the following characteristics:

- A sense of place
- A safe, healthy local environment
- A range of high quality easily accessible retail facilities
- Easy access to well resourced schools and health services
- Well designed open space providing a range of leisure activities
- A strong, vibrant local economy that supports employment
- Good access to community facilities
- A high standard of housing and residential layout
- High quality accessible public transport
- Good accessibility and a high level of permeability
- High quality green infrastructure provision

HOW DO WE ACHIEVE A HIGH QUALITY URBAN AREA?

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

- Urban Design
- Urban Centres
- Residential Development
- Open Space
- Community Infrastructure

APPROPRIATE ASSESSMENT

Plans and projects which might negatively impact Natura 2000 sites must be screened for Appropriate Assessment and full Appropriate Assessment must be carried out unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 site.

Objective AA1

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening.

7.2 URBAN DESIGN

BACKGROUND

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

URBAN DESIGN CRITERIA FOR URBAN DEVELOPMENT

To achieve good urban design in developments, the 12 urban design principles set out below and set out in the *Urban Design Manual – A Best Practice Guide* (2009) should be taken into account in designing schemes.

CONTEXT

Context is the setting within which the site is located. New development should make a positive contribution to its setting. Context includes the natural and human history of a place, the ability of the environment to accommodate additional development, the form of settlement, buildings, ecology, location and the routes that pass through or are adjacent to a site. The context of a site should be the starting point when designing a new scheme.



CONNECTIONS

New residential development should demonstrate how it is accessible to facilities and services within the proposed development and adjoining development that provide for a high quality of life such as places of employment, open space, shops, places of worship, health centres, leisure facilities and schools. Access to and within an urban area should preferably be focused on walking or cycling.

INCLUSIVITY

Properly planned and developed urban areas should incorporate accessibility for all in terms of access to and within an urban area. New urban developments should be universally accessible for all based on the principles of universal design. This applies for all urban development including residential, commercial, community and open space.

VARIETY

The most successful communities and urban places are those that accommodate a variety of activities and uses within close reach of each other. Successful places ensure that the mix of uses does not cause nuisance to other uses. For example, a number of restaurants or nightclubs on a street may not provide the most suitable place for residential units. Uses that are well utilised should be easily accessible. An example here is schools, which should be within easy walking distance of residential areas. It is important also that there is variety of design, making the buildings appealing and exciting.

EFFICIENCY

See also Section 4.3, Energy

Efficiency refers to how a new development makes appropriate use of resources including land, both in the construction and operation of a new development. The design of new developments should ensure that they use the minimum amount of energy feasible. Energy includes providing heating and lighting to a building, and the energy required to get to and from a location such as residential, employment, education and shopping. The carefully considered orientation of new housing and other buildings can have a significant impact on the heating and lighting costs of buildings.

The energy efficiency of residential schemes and new buildings above Building Regulation Standards is an aspiration of the Development Plan. Designers should demonstrate that they have maximised energy efficiency and the use of renewable energy in their planning application.

DISTINCTIVENESS

New developments should have a distinct and special character, should be a positive addition to the identity of the locality and should respond to local character including the natural and built heritage.

LAYOUT

The layout of an area or site will be one of the key determinants of a successful place. High quality layouts will reduce traffic congestion, improve the sense of safety, increase the vitality and vibrancy of a place and be good for commercial enterprises within such a place. Permeability, passive surveillance and short walking distances between locations are all key to ensuring high quality layouts. The concept of 'home zones' where residential streets share the available road space between pedestrians, motor vehicles and other road users is encouraged. In such cases, the street changes from being primarily a movement corridor to a public space.

Traffic calming should be built into layouts. This will promote pedestrian and cycle movement. The retrofitting of traffic calming often in the form of ramps usually indicates a failure in the layout of an area.

PUBLIC REALM

The public realm includes streets, squares, plazas, parks and other public areas, the design and materials of which should be of high quality. The quality of the public realm is as important as the quality of the buildings. Passive security is critical for the sense of safety that is required for people to use these public areas. This can be achieved through ensuring activity and overlooking from adjacent buildings. Shuttered shops and single uses addressing a public space usually alienate people from such places. Similarly, the presence of traffic has to be carefully considered in the public realm. Lower traffic levels and speeds improve the sense of safety and create a more relaxed ambience within the urban setting.

ADAPTABILITY

Developments must be designed so that they can adapt to changing circumstances, for example, family sizes, car ownership and energy requirements. Houses should be able to accommodate extensions without significantly impacting on the visual or residential amenity of an area. Internally, houses should be adaptable through the easy conversion of rooms, for example, from an office to a bedroom, or relocating a bedroom to the ground floor.

PRIVACY/AMENITY

See also Section 7.5, Open Space

All new residential units should have an area of outdoor amenity for their own use, which should offer a high level of privacy for the occupants. Such provision should take account of the need for dual aspect in new apartment units, which will allow for part of the living area of the unit to receive direct



sunlight. The need for privacy in the home extends to sound insulation, which should be provided at the highest feasible standards possible. The overlooking of neighbouring properties needs consideration and, aside from standards with regard to setbacks between residential units, imaginative solutions will be encouraged that overcome overlooking concerns.

PARKING

See also Section 4.1, Transportation, Car and bicycle parking standards

Despite the development and promotion of public transport, there remains a need to provide for parking of cars. Parking provision can have a significant impact on the visual amenity of an area as well as providing a poor use of land resources. Car parking where provided should be adjacent to the house or residential unit that it serves and in the case of on-street car parking should be visible from the residential unit, thereby increasing the security of car parking. Communal car parking can provide for a more efficient use of land and needs to be explored more into the future. Car parking needs to be designed into a residential development, and not be an afterthought that may dominate a development. Similarly, the provision of bicycle parking needs to be considered and designed in at the outset.

DETAILED DESIGN

Good design 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. The architectural as well as the landscape and green infrastructure design of a scheme should when combined provide for a high quality design that enhances an area. Well-designed developments are often ruined by poor finishing details such as inappropriately located gutters, drains, bin storage areas and television aerials. Care is needed to ensure that all aspects of the design are considered to provide the best possible scheme.

The *Government Policy on Architecture 2009-2015* states that “*architectural quality means that the building is fit for its intended use or function, yet flexible in the face of unknown future demands, is durable in terms of its design and construction, respects and enhances its environment and is aesthetically of high quality. Architectural quality is also defined by how the building answers the profound challenges of environmental sustainability and climate change*”.

Objective UD01

Submit a detailed design appraisal for developments in excess of 5 residential units or 300 sq m of retail/commercial/office development in urban areas. The design appraisal is required to:

- Explain the design principles and design concept
- Demonstrate how the twelve urban design criteria have been taken into account when designing schemes in urban areas. Each of the twelve criteria is of equal importance and has to be considered in an integrated manner
- Outline how the development meets the Development Plan Objectives, and the objectives of any Local Area Plan, Masterplan, Urban Centre Strategy, Framework Plan or other similar Plan affecting the site
- Include photographs of the site and its surroundings
- Include other illustrations such as photomontages, perspectives, sketches
- Outline detailed proposals for open space and ensure the provision of open space is designed in from the beginning when designing a new scheme
- Outline how Green Infrastructure integrates into the scheme

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 throughout the County. As these projects demonstrate, 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'. 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. 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.



Objective UD02

Encourage and promote the use of contemporary architecture for new developments except where such architecture is incongruous for a particular location.

MIXED USES AND VITALITY OF THE URBAN AREAS

To ensure that development takes place in a sustainable and efficient manner, mixed use developments are essential. Such mixed uses should complement each other and where this is not possible segregation of uses should take place. For example, a cluster of nightclubs and/or public houses which would encourage significant nighttime activity would not be complementary to residential use.

Venues such as cinemas and shopping centres that will attract large volumes of visitors should be located adjacent/near to high quality public transport systems and where suitable car parking can be provided.

Objective UD03

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

Objective UD04

Encourage a mix of uses in urban centres where appropriate.

Objective UD05

Assess planning applications for change of uses in all urban centres on their positive contribution to diversification of the area together with their cumulative effects on traffic, heritage, parking and local residential amenity.

Objective UD06

Require that major leisure uses, such as multi-screen cinemas and bowling, be planned in locations with access to public transport and developed in conjunction with bicycle/car parking and complementary uses.

Objective UD07

Ensure all applications for new or extensions of existing uses such as hot food takeaways, public houses and other licensed premises, nightclubs and amusement arcades protect residential and visual amenity. Prohibit an over predominance of these uses in urban areas.

Objective UD08

Assess planning applications in areas zoned Local Centre 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.

SUSTAINABLE PLACEMAKING

Mixed and inclusive communities, which offer a choice of housing and lifestyles, have been proven to provide a number of community benefits. Social housing should be integrated with private housing. A range of uses complementary to housing will be encouraged as part of the residential use classes. Certain uses, home-working or home-based offices for example, are encouraged within housing areas. Other uses that add convenience for people within walking distance of their homes, such as convenience shops or a childcare facilities, are encouraged 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 of an area.

Objective UD09

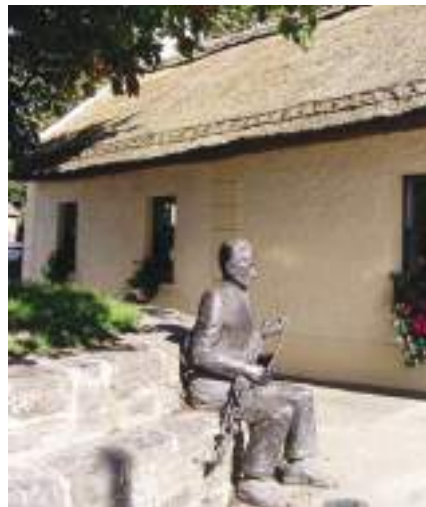
Ensure an holistic approach, which incorporates the provision of essential and appropriate facilities, amenities and services, is taken in the design and planning of new residential areas, so as to ensure that viable communities emerge and grow.

Objective UD10

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

PUBLIC ART

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



Objective UD11

Require new residential developments in excess of 100 units and large commercial/retail developments in excess of 2000 sq m to provide for a piece of public art to be agreed with the Council.

Objective UD12

Require all large building developments to provide energy-efficient uplighting of the feature building if deemed appropriate by the Council.

CRIME PREVENTION THROUGH DESIGN

A reduction in crime and anti-social behaviour can be achieved through the careful consideration of the building layout and the environmental design of a development. Consideration of how a proposed scheme may work and the early identification of areas of potential concern should be undertaken at the outset to identify any potential problems. Contact with the local Garda Crime Prevention Officer is advisable for larger developments.

The following should be considered when designing new developments in terms of crime prevention:

- Layout, design and lighting of roads and footpaths
- Car parking, both surface and underground
- Through-roads and cul-de-sacs
- Planting and seating next to a footpath
- Communal areas
- Dwelling boundaries as well as side and rear boundaries to other premises
- Access gates to rear gardens as well as rear access paths/laneways
- Layout and orientation of dwellings
- Gable end walls
- Climbing aids
- Passive surveillance of open space, streets and circulation routes

Objective UD13

Ensure crime prevention measures are incorporated in new developments.

UTILITY FACILITIES

The quality of well finished buildings and high quality landscaping schemes has often been eroded by the poor location and badly thought out design of utility facilities, such as electricity substations, especially those located to the front and side of buildings. It is recognised that utility facilities are necessary especially for larger scale developments. However, they should be sensitively located.

Objective UD14

Locate, where possible, new utility structures such as electricity substations and telecommunication equipment cabinets, not adjacent to or forward of the front building line of buildings or on areas of open space.

Objective UD15

Require new utility structures such as electricity substations and telecommunication equipment cabinets to be of a high quality design.

GREEN ROOFS

See also Chapter 3, Section 4.2 Water Services and Chapter 5

A green roof can be defined as a roof of a building that is partially or completely covered with vegetation and soil, or a growing medium, which is planted over a waterproofing membrane. Additional layers such as a roof barrier and drainage and irrigation systems are usually included as part of the green roof system. Green roofs have a number of environmental benefits including the absorption and controlled release of rainwater rather than direct run-off into surface water drainage systems. In urbanized areas, they provide wildlife habitat, improve air quality, improve energy efficiency and reduce the 'urban heat island effect', which happens when buildings absorb and trap heat, thereby increasing the temperature in the surrounding area.

The use of green roofs will be promoted and encouraged as part of an integrated approach to the provision of green infrastructure, taking particular account of benefits in terms of SuDS provision.

Objective UD16

Promote and encourage the use of green roofs for new developments that demonstrate benefits in terms of SuDS as part of an integrated approach to green infrastructure provision.

GREEN WALLS

Green walls are also referred to as living walls, biowalls or vertical gardens. A green wall can be defined as a wall, which can either be free-standing or part of a building that is partially or completely covered with vegetation and, in some cases, soil or an inorganic growing medium. Benefits of green walls include the following:

- Thermal insulation
- Good for acoustics – it absorbs sound and prevents reflections
- Good for wildlife
- Provides for carbon sequestration. Carbon sequestration is the removal and storage of carbon from the atmosphere in carbon sinks
- Visual benefits through providing visual interest in an otherwise blank façade

Objective UD17

Promote and encourage the use of green walls as part of an integrated approach to green infrastructure provision.

UNIVERSAL ACCESS

Properly planned and developed urban areas should through their design incorporate access for all to and within an urban area. Permeability within an urban area will allow for easy access between one land use and another, for example from a shopping to a residential area. Potential barriers and obstruction to access should be avoided at the design phase of a development, rather than having to be retrofitted or modified into the future. The twin issues of access and permeability are key focus points of the Development Plan.

Objective UD18

Provide universal access in the development of new urban areas and the redevelopment of existing urban areas.

Objective UD19

Require all developments to demonstrate high levels of accessibility and permeability both to and within a site.

Objective UD20

Carry out disability, mobility and access audits in urban areas, transport nodes and public buildings with reference to people with disabilities, older adults and children.

Objective UD21

Support appropriately designed access facility improvements to the main entrance of residences, including the use of approved external stair-lifts.



7.3 URBAN CENTRES

BACKGROUND

Urban centres provide the focus for a wide range of activities that contribute to a sense of place and an urban area’s sense of identity. They are the hub of the urban area. Urban centres clearly have an important economic, social and cultural role to perform. The urban centres of Fingal have seen significant development in recent times. The priority now is for consolidation so as to maintain vibrancy in the centres and support the existing businesses and activities. A high quality mix of retail choice and activity in these consolidated centres is required to sustain the urban centres.



There are locations within urban centres that can accommodate additional development or that are suitable for significant regeneration. Focus should be on the consolidation of the urban centres and regeneration of these sites, especially ‘brownfield’ sites rather than further development taking place on greenfield sites on the edge of urban centres.

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

Urban Place Designation	Function	Location
Major Town Centres (MC)	Main town centres of the County which offer a range of services and facilities to a large hinterland.	Swords, Blanchardstown and Balbriggan
Town and District Centres (TC)	These town and district centres offer a range of services, facilities and retail for their immediate hinterland.	Balrothery, Skerries, Rush, Lusk, Donabate, Malahide, Portmarnock, Grange Road (Baldoyle), Baldoyle, Sutton Cross, Howth, Charlestown, Clonsilla, Porterstown Blanchardstown Village and Castleknock.
Local Centres (LC)	These are usually small retail areas that serve a residential area within walking distance of these centres. Other services such as childcare and medical facilities may also be available with a limited amount of office space.	See Retail Strategy for locations, Appendix 2.

SUCCESSFUL URBAN CENTRES

Urban centres which are most successful and popular are generally those which:

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

Objective UC01

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 town and district centres
- A range of local and neighbourhood centres

Objective UC02

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.

Objective UC03

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

Objective UC04

Encourage higher residential densities with accompanying higher quality of architectural design in the larger urban centres in the County where appropriate and where proximate to good public transportation links.



Objective UC05

Ensure all Local Area Plans, Masterplans or similar plans and planning applications are socially inclusive and provide universal access.

LOCAL AREA PLANS

Local Area Plans play an important role in setting the framework for the achievement of integrated and balanced communities. The *Planning and Development Acts 2000-2010* give the statutory basis for the preparation of Local Area Plans. Further Guidance is contained in *Development Plans – Guidelines for Planning Authorities 2007*. A full list of the prepared Local Area Plans in the County is available on the Fingal County Council website at www.fingalcoco.ie/planning

Objective UC06

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

MASTERPLANS AND URBAN DESIGN FRAMEWORKS

To ensure our major town centres are developed in a coordinated manner, Masterplans have been prepared for the major town centres of Swords and Blanchardstown and an Urban Design Framework has been prepared for the centre of Balbriggan.

Objective UC07

Implement the long term Masterplans prepared for the town centres of Swords and Blanchardstown.

Objective UC08

Implement the Urban Design Framework prepared for the centre of Balbriggan.

URBAN CENTRE STRATEGIES

Urban Centre Strategies will create a realistic vision for the centres to which they apply, drawing on the support of all interested parties and include a programme of action to enhance the vitality and

viability of these centre(s). Urban Centre Strategies may include the following features:

- 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 and agencies involved
- 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
- Encourage the integration of natural heritage and biodiversity into the overall strategy having regard to the Green Infrastructure strategy for the County
- Indicate the role of car parking and links to main urban centre uses
- Where appropriate, take cognisance of designated 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
- Take cognisance of the local built heritage

Objective UC09

Implement the Urban Centre Strategies prepared for Castleknock, Clonsilla, Portmarnock, Donabate, Howth and Rush.

Objective UC10

Produce Urban Centre Strategies for Malahide, Sutton, Baldoyle and Skerries, and other urban centres where considered necessary.

DEVELOPMENT AND DESIGN BRIEFS FOR URBAN INFILL SITES

There are sites or groups of sites in urban centres and adjacent areas that have the potential for development. These sites should be the subject of a plan or design brief to ensure that the optimum

development potential for such sites is identified. Such sites could include brownfield sites (lands used formerly for industrial uses but now no longer used for such purposes), backland sites, obsolete sites and derelict sites.

Objective UC11

Ensure that Local Area Plans, Urban Centre Strategies, Masterplans, Urban Design Frameworks or similar plans for towns and villages identify infill sites.

Objective UC12

Prepare Development and Design Briefs for the Urban Infill Sites liaising closely with landowners, developers and other relevant stakeholders. The Development and Design Briefs shall indicate the broad development parameters for each site and take cognisance of permitted developments.

AREAS OF DISADVANTAGE

Specific parts of the County are disadvantaged, particularly the RAPID area in Blanchardstown, and Balbriggan. While the RAPID programme has allowed for a more coordinated approach to disadvantage in the Blanchardstown RAPID area, it is important that a similar process of targeting and coordinated response is developed within the Balbriggan area and smaller, more localised areas of disadvantage.

Objective UC13

Identify areas and recommend methods of small-scale urban regeneration in the RAPID area and other disadvantaged areas.

Objective UC14

Facilitate the implementation of the Ballymun Regeneration Masterplan (1998, 2007) or as amended.

ACCESS TO URBAN CENTRES

The effective functioning of the urban centres requires that easy access is available to and within them. The provision of easy access requires high quality public transport and facilities for the private car as well as for sustainable transport methods such as walking and cycling. All of these modes of transport need proper facilities which have to be planned for. It is recognised that car parking has to be provided for in the town centres, so as to ensure that they are accessible and attractive to residents and visitors. Good availability and accessibility of car parking can be a determining factor

in whether or not a person visits a town centre.

Commercial enterprises are dependent on regular deliveries of goods and it is essential that adequate provision is made for access by service vehicles. Planning applications for new retail and other commercial developments will have to demonstrate how access and movements to such developments can be achieved if deliveries are required on a regular basis.

Objective UC15

Improve access to and within urban centres.

Objective UC16

Promote the use and continued development of sustainable forms of transport such as walking, cycling and public transport both to and within urban centres.

Objective UC17

Provide car parking and bicycle facilities where they are easily available to those who use the retail and other services present in urban centres.

Objective UC18

Require that planning applications for retail and commercial developments include details of proposed servicing arrangements. Such details to include tracking and turning diagrams for heavy and light goods vehicles.

ADVERTISING SIGNAGE

The presence and location of signage can have a major impact on the visual amenity of an area. Poorly positioned and unnecessary signage can reduce the overall visual quality of an area. Advertising signage, where permitted, should be simple in design, sympathetic to its surroundings, non-illuminated and not unduly obtrusive. The Council aims to reduce the amount of fixed structure signage and to ensure that unauthorised and redundant signage and advertisements are removed.

Objective UC19

Evaluate signage proposals in relation to the surroundings and features of the buildings and structures on which signs are to be displayed, the number and size of signs in the area (both existing and proposed) and the potential for the creation of undesirable visual clutter.

Objective UC20

Demonstrate energy reduction measures in new and replacement advertising structures.



Objective UC21

Resist new billboard and other large advertising structures and displays.

Objective UC22

Take enforcement measures so as to secure the removal of unauthorized advertisements from private property and to remove unauthorised advertisements from public areas. Where appropriate the Council will use the powers available under Section 209 of the Planning and Development Acts 2000-2010 to repair, tidy or remove advertisements structures or advertisements, or use the provisions of the Litter Act.

SHOP FRONTS

The front of a shop, which includes any signage, is the public face of that premises. Poor quality shopfronts can seriously erode the character of a streetscape and be visually intrusive. Careful management needs to be exercised with regard to shopfront treatment. High quality contemporary design will be encouraged for new shopfronts. However, any new shopfront design will have to respect the character and architectural heritage of existing streetscapes.

Corporate logos, designs and colours may not be appropriate in all locations. The use of film or screening that obscures the glazed area of a shopfront window will be discouraged. The use of such material often creates a sense of dead frontage on a streetscape. Security shutters can be another source of visual clutter and careful management of these is required. New security shutters should be positioned behind the window glazing in the interest of visual amenity.

Objective UC23

Ensure new shopfront design respects the character and architectural heritage of the existing streetscape. Encourage, where appropriate, the use of contemporary shop front design.

Objective UC24

Prevent the use of film or screening that obscures the glazed area of a shopfront window where it negatively impacts upon the streetscape.

Objective UC25

Ensure that corporate logos, lighting, designs and colours are not used at the expense of the streetscape.

Objective UC26

Require that security shutters on new shopfronts are placed behind the window glazing and are transparent and encourage the use of transparent security shutters in all existing shopfronts.

7.4 RESIDENTIAL DEVELOPMENT

BACKGROUND

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



The Council's Housing Strategy identifies the future need for housing in Fingal (see Appendix 1 and Chapter 1, Section 1.5). The provision of a mix and range of housing types is essential to accommodate the housing needs and expectations of the County's residents. Designing new residential areas at appropriate densities with a range of house types and room sizes is a key factor in achieving sustainable and successful communities which have a sense of pride. Recent national publications provide excellent guidance on how to deliver quality residential developments. These include *Delivering Homes Sustaining Communities* (2007), *Quality Housing for Sustainable Communities* (2007), *Sustainable Urban Housing: Design Standards for New Apartments* (2007), *Sustainable Residential Development in Urban Areas* (2009), *Urban Design Manual A Best Practice Guide* (2009) and *Government Policy on Architecture 2009-2015* (2009).

Objective RD01

Ensure consolidated development in Fingal by facilitating residential development in existing urban areas.

Objective RD02

Comply with the Council's Housing Strategy.

Objective RD03

Secure the implementation of Fingal County Council's Traveller Accommodation Programme 2009-2013 and to review this programme if required and/or deemed to be necessary, during the course of the Development Plan.

RESIDENTIAL ZONING

There are two primary Development Plan zonings for residential areas. Firstly, zoning objective 'RS' is to "provide for residential development and protect and improve residential amenity". The vision is to ensure that any new development in existing residential areas has a minimal impact on existing amenity. Secondly, zoning objective 'RA' is to "provide for new residential communities in accordance with approved local area plans and subject to the provision of the necessary social and physical infrastructure". The vision for this zoning is to ensure the provision of high quality new residential developments with good layout and design, within close proximity to community facilities, and with an appropriate mix of house sizes, types and tenures.

HOUSING MIX AND ADAPTABLE HOMES

A suitable mix of housing types should be provided in new residential areas to meet the needs of residents. Homes, whether apartments, traditional houses or otherwise, should be adaptable to the life stage of those living there. The needs of a family with children are very different to those of an elderly couple. However, the basic structure of the home should be easily adaptable to accommodate these different life stages. Residential units should be designed so that they are easily adaptable in the future.

Objective RD04

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

Objective RD05

Ensure all new residential schemes are designed so that units are easily adaptable in the future.

Objective RD06

Support appropriately designed access facility improvements to the main entrance of residences, including the use of approved external stair-lifts.

UNIT SIZES AND ROOM SIZES

In general, adequate space should be provided for the following:

- The normal range and typical arrangement of furniture for each room
- A reasonable degree of freedom of circulation, appropriate to the likely activities
- The movement of larger items of furniture into and between rooms
- Space for family gatherings, including occasional visitors

- Working area and storage facilities appropriate to likely activities
- Door swings which do not interfere with other doors, furniture or circulation routes
- The location of radiators and other service fittings in a way that does not limit the arrangement of furniture within a room

Objective RD07

Require that new residential units comply with or exceed the minimum standards as set out in Tables RD01, RD02 and RD03.

Objective RD08

Require that all planning applications for residential development include floor plans for each room indicating typical furniture layouts and door swings.

TABLE RD01: HOUSES

Dwelling type	Number of Floors	Minimum Gross Floor Area (sq m)	Dwelling Main Living Room (sq m)	Dwelling Aggregate Living Area (sq m)	Dwelling Aggregate Bedroom Area (sq m)	Storage Area (sq m)
4 Bed/7 Pers.	3	120	15	40	43	6*
4 Bed/7 Pers.	2	110	15	40	43	6*
4 Bed/7 Pers.	1	100	15	40	43	6*
4 Bed/6 Pers.	3	115	15	37	36	6*
4 Bed/6 Pers.	2	105	15	37	36	6*
4 Bed/6 Pers.	1	95	15	37	36	6*
4 Bed/5 Pers.	3	107	13	34	32	5*
4 Bed/5 Pers.	2	97	13	34	32	5*
4 Bed/5 Pers.	1	87	13	34	32	5*
3 Bed/6 Pers.	3	110	15	37	36	6*
3 Bed/6 Pers.	2	100	15	37	36	6*
3 Bed/6 Pers.	1	90	15	37	36	6*

3 Bed/5 Pers.	3	102	13	34	32	5*
3 Bed/5 Pers.	2	92	13	34	32	5*
3 Bed/5 Pers.	1	82	13	34	32	5*
3 Bed/4 Pers.	3	93	13	30	28	4*
3 Bed/4 Pers.	2	83	13	30	28	4*
3 Bed/4 Pers.	1	73	13	30	28	4*
2 Bed/4 Pers.	2	80	13	30	25	4.5*
2 Bed/4 Pers.	1	70	13	30	25	4.5*
2 Bed/3 Pers.	2	70	13	28	20	3.5*
2 Bed/3 Pers.	1	64	13	28	20	3.5*
1 Bed/2 Pers.	1	50	11	23	11.4	2.5*

* No individual storage room within a house should exceed 3.5 sq m. Storage should preferably be accessed from circulation areas.

TABLE RD02: APARTMENTS/DUPLEX

Dwelling type	Number of Floors	Minimum Gross Floor Area (sq m)	Dwelling Main Living Room (sq m)	Dwelling Aggregate Living Area (sq m)	Dwelling Aggregate Bedroom Area (sq m)	Storage Area (sq m)
4 Bed/7 Pers.	n/a	105	15	40	38.6	11*
4 Bed/6 Pers.	n/a	100	15	37	36	10*
4 Bed/5 Pers.	n/a	92	13	34	34.3	9*
3 Bed/6 Pers.	n/a	94	15	37	36	10*
3 Bed/5 Pers.	n/a	86	13	34	32	9*
3 Bed/4 Pers.	n/a	76	13	30	28	7*
2 Bed/4 Pers.	n/a	73	13	30	25	7*
2 Bed/3 Pers.	n/a	67	13	28	20.1	6*
1 Bed/2 Pers.	n/a	51	11	23	11.4	3.5*

* No individual storage room within an apartment/duplex should exceed 3.5 sq m. Some storage may be provided in a basement or carpark area. Storage should preferably be accessed from circulation areas.

TABLE RD03: MINIMUM ROOM SIZES AND WIDTHS FOR HOUSES AND APARTMENTS

Minimum bedroom size (<i>Minimum bedroom floor areas exclude built in storage space</i>)	
Single bedroom	7.1 sq m
Double bedroom	11.4 sq m
Double bedroom including en-suite	13 sq m
Minimum room widths	
Living room:	
<i>One bedroom</i>	3.3 metres
<i>Two bedroom</i>	3.6 metres
<i>Three bedroom</i>	3.8 metres
Double bedroom	2.8 metres
Single bedroom	2.1 metres

Objective RD09

Require in areas of high density and where high capacity public transport modes such as heavy rail, metro and QBC are provided and where the dominant building style in new schemes is apartments/duplexes; a 10% increase on residential apartment sizes for 3 and 4 bedroom units.

INFILL AND BACKLAND SITES

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

Objective RD10

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



Objective RD11

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

RESIDENTIAL AREAS OF CHARACTER

There are residential areas in the County that have uniqueness through their design, character, density and height. New developments within residential areas considered to be of noted character should respect the overall character of the area.

**Objective RD12**

Protect areas with a unique, identified residential character which provides a sense of place to an area through design, character, density and/or height and ensure any new development in such areas respects this distinctive character.

DAYLIGHT, SUNLIGHT AND OVERSHADOWING

High levels of daylight and sunlight provide for good levels of amenity for residents. The internal layout of residential units should be designed to maximise use of natural daylight and sunlight. Daylight and sunlight levels, as a minimum, should be in accordance with *Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (B.R.E. 1991)* and *British Standard (B.S.). 8206 Lighting for Buildings, Part 2 2008: Code of Practice for Daylighting* or any update on these documents.

Objective RD13

Ensure all new residential units comply with the recommendations of *Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (B.R.E. 1991)* and *B.S. 8206 Lighting for Buildings, Part 2 2008: Code of Practice for Daylighting* or other updated relevant documents.

Objective RD14

Require a minimum floor to ceiling height of 2.7 metres in apartment units except in cases that a relaxation in height can be strongly justified in terms of high quality design or where it can be demonstrated to be appropriate.

HOUSING DENSITY

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

Objective RD15

Have regard to *Sustainable Residential Development in Urban Areas* (2009) and its companion document *Urban Design Manual – A Best Practice Guide* when determining densities.

Objective RD16

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

SPECIFIC DEVELOPMENT STANDARDS

OPEN PLAN ESTATES

It is important to maintain the openness of residential development, particularly schemes where openness is a defining feature of the development. This can be achieved through the removal of the exempted development rights with regard to the provision of boundary walls, railing or other features to the front of houses.



Objective RD17

Include a condition de-exempting otherwise exempt development in open plan housing layouts.

GATED COMMUNITIES

Gated communities are communities or developments in which access to the public is not readily available due to the erection of different types of physical barriers. Gated communities serve to exclude and divide communities and do not support the development of a permeable, connected and linked urban area.

Objective RD18

Prohibit new residential developments that include proposals that would create a gated community.

SEPARATION DISTANCES – BETWEEN SIDES OF HOUSES

A separation distance of at least 2.3 metres should be provided between the side walls of each house, pair of semi-detached houses or each terrace of houses in order to allow for adequate maintenance and access.

Objective RD19

Ensure a separation distance of at least 2.3 metres is provided between the side walls of detached, semi-detached and end of terrace units.

SOUND TRANSMISSION BETWEEN RESIDENTIAL UNITS

Excessive transmission of sound between structurally adjoining residential units causes nuisance to occupiers. New residential units must be constructed to a high standard to ensure transmission of sound is within acceptable standards. Sound transmission standards are set out in the *2005 Building Regulations Technical Guidance Document Part E*.

Objective RD20

Require that sound transmission levels in semi-detached, terraced, apartments and duplexes units comply as a minimum with the *2005 Building Regulations Technical Guidance Document Part E* or any updated standards.

MANAGEMENT COMPANIES AND FACILITIES FOR HIGHER DENSITY APARTMENT TYPE DEVELOPMENTS

Higher density apartment type development will require a management company to maintain communal areas. Higher density apartment type development should consider the provision of common service areas such as laundry rooms, storage facilities, management offices and communal rooms for the enjoyment of all the residents.

Objective RD21

Require properly constituted management companies in apartment type schemes are set up and necessary management structures are put in place for the benefit of the residents.

Objective RD22

Provide in high density apartment type schemes in excess of 100 units facilities for the communal use of residents as deemed appropriate by the Council.

Objective RD23

Require the provision of communal laundry rooms and storage cellars in high density apartment type developments where deemed appropriate.

NAMING OF NEW RESIDENTIAL AREAS

The naming of a residential area should be carefully considered and have a local significance.

Objective RD24

Require the name of new residential estates to have local significance and promote the use of Irish names where possible.

FAMILY FLATS

Family flats (often known as granny flats) are a way of providing additional accommodation with a level of independence for an undefined temporary period of time. Applications for family flats will be considered favourably subject to criteria set out in Objective RD25 below.



Objective RD25

Ensure family flats:

- Are linked directly to the existing dwelling via an internal access door
- Are subordinate to the main dwelling
- Have external doors to the side and rear of the house, with the presumption against an independent front door
- When no longer required for the identified family member, are incorporated as part of the main unit on site
- Do not exceed 60 sq m in floor area

REFUSE BINS

Storage of refuse bins is an issue in new residential schemes, where, at present, 3 no. 240 litre bins have to be accommodated. The storage of bins and waste receptacles needs to be carefully considered at the design stage

Objective RD26

Ensure new terraced, townhouse, duplex and apartment schemes include appropriate design measures for refuse bins, details of which should be clearly shown at pre-planning and planning application stage. Ensure refuse bins are not situated immediately adjacent to the front door or ground floor window, unless adequate screened alcoves or other such mitigation measures are provided.

Objective RD27

Ensure the maximum distance between the front door to a communal bin area does not exceed 50 metres.

GUIDELINES FOR PIGEON LOFTS

LOCATION

Pigeon lofts should be located as far as possible from neighbouring dwellings. In general, they should be a minimum distance of 10 metres from adjoining residential units, but in locations where this is not possible, the particular circumstances of each case will be considered.

CONSTRUCTION

Pigeon lofts should be of sound construction with a concrete floor or sub-floor. They should be constructed so as to ensure ease of cleaning and to provide adequate ventilation, while being secure against rodents.

DESIGN

The external design and finish of pigeon lofts should be of good quality and they should be maintained in good condition.

HEIGHT AND AREA

The appropriate size of a loft would depend on the nature of the property and the proximity of neighbours. As a general rule, pigeon lofts should not exceed 25 sq m in area, and should have a maximum height of 3 metres with a pitched roof, or 2.5 metres with a flat roof.

RESTRICTIONS

In no circumstances will an open loft be permitted. (An open loft is one which pigeons may enter or leave at any time).

7.5 OPEN SPACE**BACKGROUND**

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

HIERARCHY

Design open space and recreational facilities on a hierarchical basis according to the needs of a defined population and having regard to the emerging Green Infrastructure Strategy.

ACCESSIBILITY

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

QUANTITY

Provide sufficient quantities of open space and recreational facilities.

QUALITY

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

PRIVATE OPEN SPACE

Provide adequate private open spaces such as back gardens, balconies.



HIERARCHY AND ACCESSIBILITY

Tables OS1 outlines the public open space hierarchy and accessibility standards. The standards allow the provision of a wide variety of accessible public open spaces to meet the diverse needs of the County's residents. For all developments with a residential component a mix of public open space types should be provided where achievable.

As a part of the emerging Green Infrastructure Strategy the Council has assessed the County's existing open space provision and accessibility for local parks, urban parks and regional parks. The Green Infrastructure Strategy open space analysis should be used to inform the location and type of open space for Local Area Plans and planning applications. This will be made available on the Council's website www.fingalcoco.ie

TABLE OS1: OPEN SPACE HIERARCHY AND ACCESSIBILITY

Type of Public Open Space	Areas	Accessibility from homes	Note
Pocket Parks (Class 2 as per Development Contribution Scheme) Facilities for smaller children, but not necessarily formal play facilities. Have an important visual and social function also. Pocket parks must not be to the side or back of houses and must be adequately overlooked.	Between 400 sq m – 0.2 hectares	Every home within 100m walking distance	Provide pocket parks in all cases. No contributions in lieu
Small Parks (Class 2 as per Development Contribution Scheme) Depending on their size, these will accommodate playground facilities, kick about areas, and passive recreation.	Between 0.2 – 2 hectares	Within 400m walking distance of homes	
Local Parks (Class 1 as per Development Scheme) Accommodate playground facilities and a number of playing fields. Passive recreational and biodiversity areas will also be accommodated in these parks.	Between 2 hectares – 20 hectares.	400 metres.	
Urban Neighbourhood Parks (Class 1 as per Development Contribution Scheme). A wide variety of facilities and uses can be provided here due to their size. Biodiversity areas will also be accommodated in these parks.	Between 20 hectares – 50 hectares	Within 1km	
Regional Parks (Class 1 as per Development Contribution Scheme) Provide for a large range of uses. Formal and informal play areas, passive recreation areas, biodiversity areas and often a distinct attraction will be available on site.	Over 50 hectares	Within 5km	

Objective OS01

Provide a wide variety of public open spaces on a hierarchical basis throughout the County in order to achieve a choice of open space facilities. The Green Infrastructure Strategy open space accessibility analysis should be used as a basis for determining the types of public open spaces to be provided.

QUANTITY

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

Objective OS02

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

Objective OS02A

Require a **minimum** 10% of a proposed development site area be designated for use as public open space.

The Council has the discretion for the remaining open space requirement required under Objective OS2 to allow provision or upgrade of small parks, local parks and urban neighbourhood parks and/or recreational/amenity facilities outside the development site area, subject to the open space or facilities meeting the open space 'accessibility from homes' standards for each public open space type specified in Table OS1.

The Council has the discretion for the remaining open space requirement required under Objective OS2 to allow provision or upgrade of Regional Parks in exceptional circumstances where the provision or upgrade of small parks, local parks and urban neighbourhood parks and/or recreational/amenity facilities is not achievable, subject to the Regional Park meeting the open space 'accessibility from homes' standard specified in Table OS1.

Objective OS02B

Require a **minimum** 10% of a proposed development site area be designated for use as public open space.

The Council has the discretion to accept a financial contribution in lieu of remaining open space requirement required under Objective OS2, such contribution being held solely for the purpose of the acquisition or upgrading of small parks, local parks and urban neighbourhood parks and/or recreational/amenity facilities subject to the open space or facilities meeting the open space 'accessibility from homes' standards for each public open space type specified in Table OS1.

The Council has the discretion to accept a financial contribution in lieu of the remaining open space requirement required under Objective OS2 to allow provision or upgrade of Regional Parks in exceptional circumstances where the provision or upgrade of small parks, local parks and urban neighbourhood parks and/or recreational/amenity facilities is not achievable, subject to the Regional Park meeting the open space 'accessibility from homes' standard specified in Table OS1.

Where the Council accepts financial contributions in lieu of open space, the contribution shall be calculated on the basis of 25% Class 2 and 75% Class 1.

Objective OS03

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.

Where the Council accepts financial contribution in lieu of open space, the contribution shall be calculated on the basis of 25% Class 2 and 75% Class 1.

Objective OS04

Ensure every home within a new residential scheme is located within 100 metres walking distance of a pocket park, small park, local park, urban neighbourhood park or regional park.

Objective OS05

Require the monetary value in lieu of open spaces to be in line with the Fingal County Council Development Contribution Scheme.

Objective OS06

Accept reduced open space quantity standards for certain developments, namely sheltered housing, housing for the elderly, nursing homes, convalescent homes and hospices, where a reduction is deemed appropriate by virtue of the specific open space needs of the occupiers. High quality landscape plans shall be submitted with planning applications for these developments.

Objective OS07

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

Objective OS08

Areas of open space of less than 0.1 hectares will not be taken in charge by Fingal County Council for maintenance purposes.

Objective OS09

Open space areas designed to a highly ornate and high maintenance standard will not be taken in charge as public open space.

INTENSIVE RECREATIONAL/AMENITY 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. Intensive recreational/amenity facilities should be in the form of buildings or enclosures, which may include indoor or all-weather recreational facilities.

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

Objective OS10

Allow recreational/amenity facilities (indoor or outdoor) of a more intensive nature be provided in tandem with larger developments in place of open space requirement. Such provision shall be at the sole discretion of the planning authority. Such facilities shall either be on site or located within the open space 'accessibility from homes' specified in Table OS1.

Objective OS10a

Require a minimum open space provision equal to 70% of the open space requirement in addition to intensive recreational/amenity facilities.

Objective OS10b

Ensure the area occupied by intensive recreational/amenity facilities is not included in the calculation of the 70% minimum provision of open space.

Objective OS11

Ensure the clustering of recreational and open space facilities unless a more practicable solution is demonstrated.

Objective OS12

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

Objective OS13

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

Objective OS14

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

Objective OS15

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

QUALITY

DESIGN OF PUBLIC OPEN SPACES

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

Objective OS16

Require a detailed high quality open space and landscape design plan including specifications, prepared by suitably qualified professionals, to be submitted with all planning applications for developments in excess of 10 residential units. The detail of these proposals will form an integral part of the assessment of the quality of the proposed layout. The landscape design plan shall include a survey of existing natural features on site and highlight features for retention. The phasing of open space provision shall be included in the landscape plan. Where considered necessary, the Council may require a landscape design plan for a planning application of less than 10 units.

Objective OS17

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

Objective OS18

Provide multifunctional open spaces at locations deemed appropriate whereby both passive and active uses are delivered.

Objective OS19

Ensure open spaces are not located to the side or the rear of housing units.

Objective OS20

Ensure open space provision is suitably proportioned and inappropriate narrow tracts are not provided.

Objective OS21

Ensure developers lay out and maintain open space areas to a high standard, until such a time as they are taken in charge. The Council may in certain circumstances accept a financial contribution in order to complete the landscaping and development of these areas.

Objective OS22

Require properly constituted management companies to be set up and ensure that the necessary management structures are put in place where it is intended that open spaces will be retained in private ownership. Arrangements must be approved by the Council before completion of the project and must be in operation before release of required bonds.

GREEN CORRIDORS

Green corridors are linear open spaces along paths, water courses, planting or other natural features that provide opportunities for walking and cycling, informal recreation, and biodiversity and wildlife migration. Green corridors should be incorporated into all new large developments, as part of Green Infrastructure provision, linking large areas of open space and linking with areas outside the development site. Green corridors do not form part of the public open space provision.

Objective OS23

Provide green corridors in all new developments where the opportunity exists.

GREEN ROOFS

In addition to their environmental benefits, green roofs also provide potential for additional amenity



space, particularly in high density development. Green roofs do not form part of the public open space provision.

Objective OS24

Encourage the use of green roofs as amenity space.

SUSTAINABLE DRAINAGE SYSTEMS

Sustainable Drainage Systems (SuDS) can best be defined as offering a “total” solution to rainwater management and must be included in all new developments. Ponds, artificial wetlands and water features can make a positive contribution to the provision of Sustainable Drainage Systems (SuDS) and to the amenity of an area. Properly designed and located SuDS features can be incorporated within and can complement the amenity and aesthetic value of open spaces. SuDS areas do not form part of the public open space provision, except where they contribute in a significant way to the design and quality of open space.

Objective OS25

Ensure as far as practical that the design of SuDS enhances the quality of open spaces. SuDS do not form part of the public open space provision, except where it contributes in a significant and positive way to the design and quality of open space. In instances where the Council determines that SuDS make a significant and positive contribution to open space, a maximum 10% of open space provision shall be taken up by SuDS.

PLAYGROUND FACILITIES

Playground facilities should cater for defined age groups and provide for a variety of facilities and play opportunities. All residential schemes in excess of 50 units should incorporate playground facilities which should be provided at a rate of 4 sq m per residential unit.

Objective OS26

Provide appropriately scaled children’s playground facilities within residential development. Playground facilities shall be provided at a rate of 4 sq m per residential unit. All residential schemes in excess of 50 units shall incorporate playground facilities clearly delineated on the planning application drawings and demarcated in advance of the sale of any units.

Objective OS27

Ensure that in the instance of an equipped playground being included as part of a specific facility, it shall occupy an area of no less than 0.02 hectares. A minimum of one piece of play equipment shall be provided for every 50 sq m of playground.

TREE POLICY

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

Objective OS28

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

Objective OS29

Ensure during the course of development, trees and hedgerows that are conditioned for retention are fully protected in accordance with BS5837 of 2005 or as may be updated.

Objective OS30

Require the use of native planting where appropriate in new developments in consultation with the Council.

Objective OS31

Ensure trees, hedgerows and other features which demarcate townland boundaries are preserved and incorporated into the design of developments.

Objective OS32

Consider in tree selection the available rooting area and proximity to dwellings or business premises particularly regarding shading of buildings and gardens.

Objective OS33

Promote the planting of large canopy trees on public open space and where necessary provide for constructed tree pits as part of the landscape specification.

Objective OS34

Ensure roadside verges have a minimum width of 2.4 metres at locations where large trees are proposed and where necessary provide for constructed tree pits as part of the landscape specification. Road verges shall be a minimum of 1 metre wide at locations where trees are proposed.



PRIVATE OPEN SPACE

RESIDENTIAL UNITS

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

Objective OS35

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 22 metres between directly opposing rear first floor windows shall generally be observed unless alternative provision has been designed to ensure privacy. In residential developments over 2 storeys, minimum separation distances shall be increased in instances where overlooking or overshadowing occurs.

Objective OS36

Ensure private open spaces for all residential unit types are not unduly overshadowed.

Objective OS37

Ensure boundary treatment associated with private open spaces for all residential unit types is designed to protect residential amenity and visual amenity.

HOUSES

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

Objective OS38

Ensure a minimum open space provision for dwelling houses (exclusive of car parking area) as follows:

- 3 bedroom houses or less to have a minimum of 60 sq m of private open space located behind the front building line of the house
- Houses with 4 or more bedrooms to have a minimum of 75 sq m of private open space located behind the front building line of the house
- Narrow strips of open space to the side of houses shall not be included in the private open space calculations

Objective OS39

Allow a reduced standard of private open space for 1 and 2 bedroom townhouses only in circumstances where a particular design solution is required such as to develop small infill/ corner sites. In no instance will the provision of less than 48 sq m of private open space be accepted per house.

APARTMENTS/DUPLEX

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

**Objective OS40**

Require private balconies, roof terraces or winter gardens for all apartments and duplexes above ground floor level with a minimum provision of 2.5 sq m per bedspace and a minimum of 5 sq m per apartment.

Objective OS41

Require ground floor units to be provided with a minimum provision of 2.5 sq m per bedspace and a minimum of 5 sq m per apartment of private open space. This private open space area shall not consist of a porch.

Objective OS42

Require balconies, ground floor private open space, roof terraces or winter gardens be suitably screened in a manner complimenting the design of the building so as to provide an adequate level of privacy and shelter for residents.

Objective OS43

Require where appropriate in the case of apartment and duplex style schemes that in addition to public and private open 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.

Objective OS44

Permit in appropriate layouts (e.g. courtyard layouts) the provision of a combination of private and semi-private open spaces. 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.

7.6 COMMUNITY INFRASTRUCTURE

BACKGROUND

The term 'community infrastructure', for the purposes of the Development Plan, includes infrastructure and facilities such as education facilities, facilities associated with social service provision, public health facilities, childcare facilities including private nurseries, community facilities, libraries and arts centres, religious buildings, and cemeteries. The adequate provision of accessible and adaptable community infrastructure is an important strand for the delivery of sustainable communities and successful urban areas. The Council will continue to support the development of community infrastructure where there is a need for such and to identify locations that are deficient in the availability of such facilities.

Objective CI01

Prepare a study and make recommendations on the availability, accessibility, adaptability and quality of community facilities in the County, with an emphasis on disadvantaged areas.

Objective CI02

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

Objective CI03

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

Objective CI04

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

Objective CI05

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

COMMUNITY INFRASTRUCTURE ZONING

The objective of the community infrastructure zoning contained in the Development Plan is to provide for and protect community and social infrastructure. This zoning objective seeks to protect and promote an inclusive county, accessible to all members of the community, facilitating the sustainable development of necessary community, health, religious, educational, social and civic infrastructure.

A wide range of different community, civic facilities and social services exist within the County ranging from education and health facilities, to places of worship, community centres and crèches. It is important to facilitate the development and expansion of such services in order to deliver a high quality environment and quality of life for all.

COMMUNITY BUILDINGS

Community buildings give their local community the ability to hold a range of events that are appropriate to their area, whether these be sporting events, cultural or community/voluntary/social events. Such centres are important in fostering and developing a sense of community and are an important focal point for the area that they serve. The Council will support the provision of such facilities where there is an identified need for such centres and, in addition, will support the extension and refurbishment of existing centres.



Objective C106

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

Objective C107

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

Objective C108

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

Objective CI09

Ensure that the scale and design of any new building enhances the character of the area.

Objective CI10

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

CHILD CARE FACILITIES

Childcare means full day-care and sessional facilities and services for pre-school children and school going children outside of school hours. The *Childcare Facility Guidelines for Planning Authorities*, 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. New childcare facilities whether in existing or developing areas, should not create a nuisance for the existing and future residents of a place. In particular, set-down/pick up areas, parking places and play areas need to be considered in all new childcare facilities.

Objective CI11

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

Objective CI12

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 CI13

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.

Objective CI14

Ensure that new childcare facilities are designed and located so as not to cause nuisance by virtue of car-parking, traffic and noise generation to existing or future residents of an area and take careful consideration when planning such facilities.

Objective CI15

Ensure childcare facilities have adequate bicycle, car parking and set down facilities.

Objective C16

Implement the *Childcare Guidelines for Planning Authorities 2001* and the *Fingal County Childcare Strategy*.

Objective C17

Ensure childcare facilities are accessible for pedestrians and cyclists to minimise car trips.

EDUCATIONAL FACILITIES

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

The Fingal Schools Model is an example of best practice in the provision of new schools within developing areas. The collaboration between the Council, the Department of Education and Skills and developers has enabled the timely provision of schools in areas throughout the County. Based on the school planning projections of the Department of Education and Skills, Fingal County Council identifies and acquires appropriate sites on behalf of the Department where schools with enhanced sporting, community and arts facilities will be built to the benefit of both the school and the wider community. The design of the schools can vary to meet community needs as identified by the Council. The range of enhanced shared facilities will include amenities such as full-size sports halls, dressing rooms, community meeting rooms, all-weather pitches and playgrounds. These additional facilities (which are over and above the standard specifications for schools) will be available not only to the school during normal school hours but also to the local community outside of these school hours.

In the case of schools that are not part of the Fingal Schools Model, the use by the community of school facilities outside of school times is encouraged by the Council.

It is important that schools are located on easily accessible sites. 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 for new development or extensions to existing schools, will be expected to meet the Council's standards regarding quality of design, vehicular movement/parking and landscaping.

Objective C18

Reserve individual sites for primary and secondary schools in consultation with the Department of Education and Skills as and when they are required.

Objective C19

Facilitate the development of additional schools at both primary and secondary level in a timely manner in partnership with the Department of Education and Skills and/or other bodies.

Objective CI20

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

Objective CI21

Promote and facilitate the development of existing and new third and higher-level education centres where practicable.

Objective CI22

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

RESIDENTIAL CARE HOME/RETIREMENT HOME/NURSING HOME

RESIDENTIAL CARE HOME

The term 'residential care home' refers to a number of different types of property in which accommodation is provided for people in need of care by reason of age, disability or past or present drug or alcohol abuse. The occupants, usually in single rooms, have access to on-site care services ranging from personal care only i.e. washing, dressing and giving medication to more intense arrangements involving professional staff. Care can be provided on a 24 hour basis or partial care depending on the person's needs.

RETIREMENT HOME

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

NURSING HOME

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

a nursing home primarily in the level of medical care given.

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

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

Objective CI23

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

Objective CI24

Require that an audit of available accessible services such as shops, social and community services be submitted with all planning applications for all new and extensions to residential care homes, retirement homes and nursing homes.

Objective CI25

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

Objective CI26

Prepare guidelines for residential care, retirement and nursing homes.

RETIREMENT VILLAGE

A 'retirement village' is a complex containing separate and independent homes for residents that are intended to be predominantly or exclusively occupied, by retired persons who have entered into

village contracts with the operator of the complex. Retirement villages offer older people an attractive combination of independence and security, as well as opportunities for social engagement and an active life. The capacity of retirement villages to accommodate a range of care needs allows people to make their own plans for the uncertainties of the future, and ensure that their independence will be maintained for as long as possible in their own homes, but in an environment that is more manageable should they become ill or frail, with services readily available to hand if required. Retirement villages are seen by the residents as a 'place to live' as opposed to a 'care setting'. The presumption for such retirement villages is that they be located within an urban setting so that services and facilities are accessible.

Objective CI27

Require that Retirement Villages be located in towns and villages for reasons of sustainability, accessibility, social inclusion, and proximity to the availability of service, except where a demonstrated need to locate in a rural environment because of the nature of the care required can be clearly established.

Objective CI28

Consider the existing and anticipated character of the area in which a proposed retirement village is to be located and the compatibility of the use to such an area.

Objective CI29

Prepare guidelines for retirement villages.

OPEN SPACE PROVISION FOR RESIDENTIAL CARE HOME/ RETIREMENT HOME/NURSING HOME/RETIREMENT VILLAGE

It is essential that adequate and suitable open space area is provided for residential care homes, retirement homes, nursing homes and retirement villages. It is recognised that reduced quantity standards may be appropriate in some cases due to the level of care that is provided or by virtue of the location of the facility. Planning applications for such development should include detailed open space and landscaping plans that take account of the location of the facility, the availability/suitability of existing open space and the needs of the residents of the facility.

Objective CI30

Accept reduced open space quantity standards as set out in Objective OS02 for certain developments, namely residential care homes, retirement homes, nursing homes and retirement villages where a reduction is deemed appropriate by virtue of the specific open space needs of the residents and where suitable accessible open space is available. High quality open space and landscaping plans shall be submitted with planning applications for these developments.

Objective CI31

Require that applications for residential care homes, retirement homes, nursing homes and retirement villages include an audit of public and private open space to serve the development demonstrating that sufficient open space of high quality is available to meet the needs of residents.

PLACES OF WORSHIP

The significant population growth in the County has seen an increase in the number of faith communities in the County. Faith communities which have significant numbers require their own places of worship.

Objective CI32

Facilitate the development of additional places of worship through the designation and/or zoning of lands for such community requirements and examine locating places of worship within shared community facilities.

Objective CI33

Require that new or enlarged places of worship be located in places where they do not create unacceptable traffic congestion or car parking difficulties nor cause a nuisance to existing residents or businesses.

HEALTH CENTRES/SERVICES

A number of public, voluntary and private agencies are responsible for the provision of healthcare facilities within the County, with the Health Services Executive (HSE) being the primary agency responsible for delivering health and personal social services. While the residents of the County have access to the various hospitals located in the surrounding counties, there are currently three public hospitals within the Fingal area namely, Connolly Hospital in Blanchardstown, and the more specialised facilities of St. Mary's Hospital in Baldoyle and St. Ita's in Portrane.

The *Primary Care Strategy* published 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, district or neighbourhood centres.

Objective CI34

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

Objective CI35

Consider change of use from residential to health facilities only where the privacy and amenity of adjacent occupiers is preserved and the proposal does not have a detrimental effect on local amenity by way of an increase in traffic, car parking, or noise. Adequate car parking/set down areas must be identified in such proposals. The full conversion of semi-detached or terraced type dwellings will not be permitted.

Objective CI36

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

Objective CI37

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

LIBRARIES

Fingal is provided with a high quality library network through the permanent libraries in the key towns and districts of the County and through the mobile library network. Many of the permanent libraries are either new build facilities or are located in refurbished/extended buildings. Such facilities offer a range of services and are a key facility in the local communities that they serve. Fingal County Council will continue to expand and develop this service subject to need and available resources.



Objective CI38

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

ART AND CULTURAL FACILITIES

Arts and cultural facilities are wide ranging and include halls for meetings, community and arts centres, theatres and music venues. Such facilities contribute towards the quality of intellectual, artistic, and social 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 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 through both the retention of existing facilities and the introduction of new facilities. The location of such facilities in towns, districts and other areas with higher levels of public transport accessibility, together with a diverse range of complementary uses, can make a significant contribution to the vitality and viability of urban areas and the aims of sustainable development.

**Objective CI39**

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

Objective CI40

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

Objective CI41

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

BURIAL GROUNDS

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

**Objective CI42**

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

Objective CI43

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

Objective CI44

Facilitate the provision of a crematorium within the life of the Development Plan subject to environmental assessment and Appropriate Assessment Screening as appropriate.

FIRE STATIONS

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

Objective CI45

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

CHAPTER 8

RURAL FINGAL

AIM

Ensure that the rural landscape of Fingal is a place, in which people can live, work and recreate while appreciating, protecting and promoting the County's biodiversity, landscape integrity and built cultural heritage. As a result of this interaction, the rural area will serve the economic, social and cultural needs of all the citizens of Fingal, and contribute to promoting Ireland's economic and social well-being.



SECTIONS

8.1	BACKGROUND	279
8.2	RURAL VALUE	284
8.3	RURAL LIVING	287
8.4	RURAL ENTERPRISE	312

8.1 BACKGROUND

NATIONAL AND REGIONAL CONTEXT

THE NATIONAL SPATIAL STRATEGY 2002-2020 (NSS)

The NSS categorises the Irish countryside into five Rural Area types, Areas that are Strong, Areas that are Changing, Areas that are Weak, Areas that are Remote and Areas that are Culturally Distinct. The rural area of Fingal is considered to be an 'Area that is Strong', where pressure for development, "is high and some rural settlements are under stress". Development Plan objectives need to be consistent with NSS direction to support agriculture, strengthen the rural villages and reduce urban sprawl.

SUSTAINABLE RURAL HOUSING GUIDELINES FOR PLANNING AUTHORITIES APRIL 2005

The Sustainable Rural Housing Guidelines state that planning authorities should seek to:

- (1) Ensure the needs of rural communities are identified in the development plan process, and that policies are put in place to ensure that the type and scale of residential and other development in rural areas, at appropriate locations, necessary to sustain rural communities is accommodated, and
- (2) Manage pressure for overspill development from urban areas in the rural areas closest to the main cities and towns such as gateways, hubs and other large towns.

Building on the direction given within the NSS, the Sustainable Rural Housing Guidelines highlight four Rural Area Types which are Areas under Strong Urban Influence, Stronger Rural Areas, Structurally Weak Areas, and Areas with Clustered Settlement Patterns.



As a result of its characteristics, the rural area of Fingal is classified as 'an Area under strong Urban Influence'. Development Plan objectives for such an area will serve, "to facilitate the housing requirements of the rural community...while...directing urban-generated development to areas zoned for new housing development in cities, towns and villages".

REGIONAL PLANNING GUIDELINES, GREATER DUBLIN AREA 2010-2022 (RPG)

The RPG work within the overall strategic approach taken by the NSS. The policy of the RPG is based on the consolidation of the Metropolitan Area with a reduction in urban sprawl. Greenbelts are to be managed with the aim of retaining the rural qualities of the countryside. Rural development policy is based on 'key' villages being chosen to receive services and employment, with related sustainable population growth, as a vehicle for delivering accessible services into more peripheral areas. The Guidelines set out a clear hierarchy of sustainable settlement and target populations for both the Metropolitan and Hinterland Areas based on a policy of consolidation and integrated transport and land use.

THE PHYSICAL LAYOUT OF THE RURAL AREA

A substantial part of the lands within Fingal are rural and most, but not all, of these lands are located in the northern part of the County. The rural area is contiguous with the rural area of County Meath in the north and west, and with Counties Kildare and South Dublin in the south west. There is also a relatively large tract of rural land in the south of Fingal, creating a buffer between the urban areas of Dublin City and the towns of Malahide, Portmarnock and Swords. A strip of countryside is located

along the coastline with the Irish Sea on the eastern side of the County.

The rural area is subject to one of a range of rural zoning objectives (i.e. either GB “Greenbelt”, HA “High Amenity”, RU “Rural”, RV “Rural Village”, RC “Rural Cluster”, or RB “Rural Business”), and has an area of approximately 31,977 hectares within the Development Plan. The Electoral Districts (EDs) which are included within rural Fingal (but not exclusively) are Ballyboghil, Balbriggan Rural, Balscadden, Clonmethan, Garristown, Hollywood, Holmpatrick, and Kilsallaghan.

The rural area can be divided into a number of distinct geographic areas (described within the Landscape Character Assessment) which together constitute an area rich in both natural and built resources, which include:

- Fertile soils which contribute to making the area highly suitable for agriculture and horticulture
- Natural and scenic landscape components including rolling hills; a “patchwork” pattern of fields delineated by hedgerows; and a coastline with beaches and low cliffs
- A rich biodiversity of fauna and flora
- A built heritage including a large number of archaeological and historical sites in which are recorded the traditions and history of the area
- A well-established rural settlement pattern with several recognised and well-defined villages and clusters, and a significant number of occupied “one-off” houses located across this countryside area (approximately 5,592 as of November 2009)

POPULATION TRENDS

Population growth is a key driver for the settlement, commercial and social demands within the rural area. Approximately 4% of the total population of Fingal live within the rural EDs. Overall population growth within these rural EDs over the recent intercensal periods has not been substantial but there has been significant growth in a number of key locations. The rural EDs (excluding Balbriggan Rural) have a population recorded in Census 2006 of 9,643 versus 9,515 for Census 2002.

The ED of Balbriggan Rural, while previously rural in character, has been increasingly developed with the expansion of Balbriggan. As a result, the population of this ED has greatly increased from 4,501 in 2002 to 9,615 persons in 2006. Including Balbriggan Rural in the rural area of the County would be misleading given the urban nature of its growth which is associated with Balbriggan town.

TABLE RU01: RURAL POPULATION, CENSUS 2006 VERSUS 2002

	Census 2002	Census 2006	% Growth
Rural ED's (excluding Balbriggan Rural)	9,515	9,643	1%
Balbriggan Rural	4,501	9,615	114%
Rural ED's (including Balbriggan Rural)	14,016	19,258	37%
Total Fingal	196,413	239,992	22%

Population growth for each of the rural EDs within Fingal for the intercensal period 2002 to 2006 has generally been positive but less than the growth for Fingal County as a whole. Population trends for the Rural Villages have been mixed, with the villages of Ballyboghil and Oldtown experiencing growth led by significant housing development within these villages, while the population within the villages of Garristown and the Naul has declined over the recent Census period. The increase in the population of the rural area of Lusk is primarily due to the expansion of the town of Lusk.

TABLE RU02: POPULATION OF RURAL ED'S AND ASSOCIATED VILLAGES AND TOWNS, CENSUS 2006 VERSUS CENSUS 2002

	Census 2002	Census 2006	% Growth 2002 – 2006
(A) ED – TOTAL			
Ballyboghil	859	950	10.6 %
Balscadden	577	653	13.2%
Clonmethan	605	625	3.3%
Garristown	1,162	1,182	1.7%
Hollywood	952	998	4.8%
Holmpatrick	3,328	3,154	-5.2%
Kilsallaghan	2,032	2,081	2.4%
Lusk	4,131	7,048	70.6%
(B) VILLAGE/TOWN			
Ballyboghil	313	321	2.6%
Garristown (in Garristown ED)	289	257	-11.1%
Lusk town (in Lusk ED)	2,456	5,236	113.2%
Naul (in Hollywood ED)	215	196	-8.8%
Oldtown (located between C'methan and B'oghil EDs)	162	220	35.8%
(A-B) RURAL ED WITHOUT VILLAGES/TOWNS			
Ballyboghil (net of Ballyboghil village, and est. portion of Oldtown village in B'oghil ED)	527	629	19%
Clonmethan (less est. portion of Oldtown village in C'methan ED)	462	368	-20%
Garristown (net of Garristown village)	873	925	6%
Hollywood (net of Naul village)	736	802	9%
Holmpatrick (net of Loughshinny village)	2,665	2,513	-6%
Lusk (net of Lusk town)	1,675	1,812	8%

CURRENT LEVELS OF RURAL HOUSING DEVELOPMENT

There continues to be a high level of demand for housing in the countryside. The number of planning applications for houses within the rural area reached a peak in the years 2006 and 2007. As of November 2009, there were 5,592 completed 'one-off' homes within the rural zoned area of the County (i.e. excluding in the Rural Villages).

TABLE RU03: RURAL ONE-OFF HOUSE PLANNING APPLICATIONS

Zoning Objective	2005	2006	2007	2008	2009	2010
RU	95	96	129	76	43	51
GB	19	30	24	23	10	14
HA	20	27	24	20	20	10

The 2005-2011 Fingal Development Plan adopted a Variation to the Rural Housing Policy in April 2007. The Variation potentially allowed up to a maximum of five applicants associated with each existing rural house to receive planning permission for an additional house within the rural area i.e. by being involved in agriculture in the rural area (up to two additional houses), by having close family ties with the rural area, by being employed in an occupation predominantly serving the rural area, and/or by having a need for medical reasons to live close to the family home.

THE RURAL 'ONE-OFF' HOUSING CHALLENGE

Housing in the open countryside presents several challenges both to the population of Fingal, and to the wider society as a consequence of the higher costs (versus residential development within established settlements), both financial and environmental, of servicing a rural house. Some of these costs which are incurred both by the individual occupying a rural house, and by society as a whole are outlined below.

- The costs of provision of electricity, phone, roads, and water supply to a rural one-off house, which are typically borne both by the individual developing a rural house, and by the community as a whole, are significantly higher than to a house in an urban setting
- A rural house is more likely to rely on the use of a car or truck for access (including travel to work, education, recreation, shops, and for delivery of supplies) contributing to higher energy consumption versus a house in an established settlement, and consequential dissipation of a valuable resource, environmental degradation and global warming
- The low population density within the rural area, resulting from the dispersed settlement pattern of one-off houses, means that there are significant financial and infrastructural constraints against the viable provision of public transport within the rural area. Such one-off housing does not have the critical mass to allow an adequate financial and social return to a public transport operator. An increased use of public transport and resultant reduction in the use of the private car are key elements in a more sustainable lifestyle

- Improperly functioning and serviced waste water treatment systems have a potentially serious and negative impact on the quality of the ground water system. The fact that a large proportion of soils in the County are unsuitable for percolation exacerbates the possible polluting impact of waste water systems. The required minimum land-take for a rural house by the Council is 0.2 ha. This minimum area is based on the need to deliver effective operation of the house's waste water treatment system
- The countryside is a significant habitat for plant and animal life, and is for this reason important for biodiversity. Rural housing can have an adverse impact on the quality of the rural habitat, with consequent negative impacts on habitats and the resultant biodiversity of the countryside if not carefully managed
- The rural area is strategically important for the production of food, with the area around Rush and Lusk particularly suited to horticulture. Given Fingal's location adjacent to the Metropolitan Area of Dublin and the fertility of the soil in the area, the County has a rich natural asset in its agricultural and horticultural resource. Fingal has soil which is graded (according to *A Census Atlas of Agriculture in the Republic of Ireland, 1999*) as having a "High Suitability" for Grazing, and being "Moderately Suitable" for Tillage. The importance of the food production capability of the Fingal countryside is likely to increase in the short to medium term with the impact of rising world population, climate change, and energy supply issues. The site area requirement for rural houses means that each one-off rural house reduces the area of land within the County which is available for food production. The minimum site area for a rural house required by the Council is 0.2 ha
- Residential development within the rural area has sterilised a significant amount of land area from use in natural resource development e.g. the generation of energy from the wind. Wind energy development is strategically important given Ireland's forecasted increased reliance on wind-generated electricity in the near to medium future (i.e. over the next ten to fifteen years). Given the noise contribution and physical mass of wind turbines, any proposed wind energy development needs to be sited at least 200 metres from any existing or proposed residence. Therefore, the location of a house in rural Fingal sterilises an area of radius 200 metres around a house from being developed for wind energy. Critically, the cumulative amount of current residential development within the County's rural area has sterilised a significant land area from use for wind energy
- The rural area is particularly suited for the development of rural-related tourism and recreation because of its landscape character and proximity to the Dublin Metropolitan Area. The potential amenity of the rural landscape and its character are compromised by the development of multiple 'one-off' rural houses
- The provision of fire services to a rural house can be problematical, given potentially inadequate water pressure or supplies, and the difficulties of access to many rural houses

The potential costs and challenges of providing rural housing have to be balanced against the genuine need and requirement to provide for rural generated housing for people who are living and working in the rural area and have strong social and/or economic connections to the area.

STATEMENT OF POLICY

- Protect and promote agriculture and horticulture within the rural area
- Protect and promote location dependent and rural related enterprise within the rural area of Fingal

- Protect and enhance the natural biodiversity, the integrity of the landscape and the built and cultural heritage of the rural area
- Protect and promote the social and cultural value of the rural area

APPROPRIATE ASSESSMENT

Plans and projects which might negatively impact Natura 2000 sites must be screened for Appropriate Assessment and full Appropriate Assessment must be carried out unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 site.

Objective AA1

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening.

8.2 RURAL VALUE

See also Chapter 5, Natural Heritage

This section serves to define the value of the rural area to the citizens of Fingal and the wider public, and state objectives which protect and promote the natural biodiversity, landscape integrity, and the built and cultural heritage of the rural area, given the defined value of the rural area.

The value of the rural area derives from a combination of different elements of the landscape and their associated benefits. This value is often referred to as “rural amenity” and is based on: (i) sensory remoteness from significant and distinctive urban influences e.g. a density of buildings, tall buildings, traffic, and commercial activity, (ii) a high level of natural and built heritage features, and (iii) aesthetic value of the rural area including views. These elements of the countryside provide a benefit through their amenity value to the population at large.



In addition to the amenity value, the rural area has an economic and social value associated mainly with its agricultural resources serving both the local and wider community and a social value deriving from the formation and interaction of the rural community and from the area’s culture and heritage.

KEY FEATURES DETERMINING RURAL VALUE

- The landscape character and biodiversity of the County, including the coastline located along the eastern boundary of the County, the expanse of gently rolling countryside in the central area of

the County, the hilly land around Garristown and the Naul which is located in the northern part of the County, and the flora and fauna inhabiting this area

- The various waterways and their valleys which cross the County, including the Liffey Valley, Tolka Valley and Royal Canal in the south, the Broadmeadow, Ward, Ballyboghil and Ballough rivers in the mid area of the County, and the Delvin River in the north of the County
- The County's quality soils with the consequence that the area is extremely suitable for agriculture and horticulture. This rural asset is set to become increasingly important as instability in world food production and supplies, as a result of global warming and increased world population, results in the loss of food production areas and associated uncertainty with security of food supply
- The archaeological and historical sites present within the area
- The community which lives in the rural setting and which provides for a strong "sense of place" and high social interaction

These key features translate into distinct and important benefits for those who live, work and/or recreate in the rural area. Maximum efforts will be made to guarantee and promote the benefits of the natural and built heritage of the area and the community which lives within it.

BENEFITS OF RURAL VALUE

- Opportunity to recreate and enjoy the area and to gain an appreciation of the natural and historic surroundings
- Opportunity to participate in the life of the rural community
- Opportunity to benefit from the key strategic enterprise opportunities (identified in the section on rural enterprise) of the rural area

The Plan will encourage development within the rural area which recognises, promotes and benefits from the key features determining rural value. These key features are important and sometimes sensitive assets which are of benefit to the people of Fingal and the wider population.

Objective RU01

Support development which protects and promotes the biodiversity, built and cultural heritage of the rural area, and the integrity of the rural landscape as defined within the Landscape Character Type.

Objective RU02

Require that all development within rural Fingal respects its surroundings as defined within the Landscape Character Types in terms of siting, design, form, materials used and scale.

GREENBELTS

Several Greenbelts are located within the rural area of Fingal. The *Regional Planning Guidelines for the Greater Dublin Area 2010-2022* state that Greenbelts, "divide the built up areas of towns from each other or the city (and) shall be identified as long term green belt lands to avoid their future coalescence and the loss of definition between rural and urban places".

The Greenbelts are permanent areas which are based on the following principles:

- Serve to ensure that existing urban areas within Fingal do not merge into one another
- Serve to demarcate the urban and rural areas notably between Fingal and the Dublin City Council area, and between rural Fingal and built-up areas of other bordering counties, and thus to ensure that any urban area does not encroach upon any adjacent urban or rural area
- Provide people, and residents of Fingal specifically, with areas close to where they live within which they can engage in recreation and enjoy the rural area



Proposed development within the Greenbelt must clearly demonstrate a functional need for such a location, and consistency with the character of the landscape within the Greenbelt. The location of public parks and outdoor sports facilities will be particularly encouraged within the Greenbelt which will support the emerging Green Infrastructure strategy. This will help to promote access to the countryside and assure the permanency of the Greenbelt which is one of its key attributes.

Objective GB01

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

Objective GB02

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

Objective GB03

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

THE INFORMAL HORTICULTURE SECTOR

The informal horticulture sector within Fingal has the strategic role of allowing families to provide for their own needs, and promoting hobby growing to feed into the informal food sector which may be marketed through licensed local markets.

The increasing density of urban housing has reduced the opportunity to grow fruit and vegetables within private rear gardens. In this context, the Council will seek to provide opportunities for allotments within the Greenbelts adjacent to built up areas. Two large allotment schemes are currently in place in Powerstown, Dublin 15 and in Turvey, Donabate. New opportunities will be sought for the Balbriggan/Skerries, Rush and Malahide/Baldoyle areas. The Council will endeavour to facilitate well managed new allotment schemes on private lands.

Objective GB04

Promote the provision of allotments within the rural areas of the County especially within the Greenbelt, which have good access from the built-up and residential areas.

8.3 RURAL LIVING

The social component of rural Fingal thrives on the dynamic interaction of members of communities who live both in established settlements located within the rural area and in individual (or “one-off”) houses located in the open countryside. The development of these communities, and services to support their operation, is a key factor in ensuring their well-being. To this end, this Section indicates general objectives for villages, clusters and houses in the open countryside, and objectives for layout and design associated with each settlement type. It sets out the Rural Settlement Strategy which guides and promotes the formation of the rural community by providing a strategic approach to settlement. Finally, this section deals with issues around the social component of rural life.

The Rural Villages are a distinctive and valuable asset within the rural area with opportunities for the establishment of sustainable rural communities. Development Plan objectives enhance this particular community aspect and spirit by building upon unique and key strengths. A particular focus is to promote key infrastructure which delivers life and vitality to these established rural communities. The villages also provide an area where those who wish to live in a rural settlement, but do not accord with the provisions of the Rural Settlement Strategy as it applies to the open countryside, can live.



A sustainable Rural Settlement Strategy plays a key part in supporting the rural nature of the countryside and maintaining life and vibrancy in the villages. Specifically, the Rural Settlement Strategy promotes a sustainable pattern for rural settlement, which orders settlement within the villages, clusters and the open countryside and encourages the reuse and adaptation of the existing building stock in preference to new build. It seeks to deliver a critical mass of population within established settlements thus ensuring the provision of core services and reducing the need to travel. The Rural Settlement Strategy will guide the location of residential development within the rural area in a manner which recognises the rural area of Fingal as “an area under strong urban influence”, and therefore provides for rural-generated housing need within the rural area, and directs urban-generated need away from the open countryside to towns and villages.

RURAL VILLAGES

The designated Rural Villages of Fingal are Ballyboghil, Balscadden, Coolquay, Garristown, Hollystown, Kinsaley, Naul, Oldtown, Rivermeade and Rolestown. These are mostly traditional village-type settlements, and have the RV zoning objective which aims to protect the special character of Rural Villages and provide for improved village facilities and local housing need in accordance with approved Local Area Plans and infrastructure provision. Most of these villages have developed over time around an historic core and consequently have an historic building stock that adds to their character. The re-use of the existing building stock is encouraged to maintain the vitality of the area.



Residential development within these villages is intended to provide for a sustainable form of rural living in which rural communities can thrive through the provision of local needs within a vibrant and coherent village setting. Sustainable development initiatives, including eco-development, will be promoted and supported within the RV zoning. Rural Villages should also offer a viable alternative to living in the open countryside.

Objective RV01

Ensure that Rural Villages provide local access to the essential services for living including community, social, employment and retailing services.

Objective RV02

Provide the Rural Villages as areas within the rural landscape where housing needs can be satisfied with minimal harm to the countryside while also providing residents with the advantages of a rural setting.

Objective RV03

Encourage the re-use and adaptation of the existing building stock within the Rural Villages.

RURAL VILLAGES – SETTLEMENT STRATEGY

Settlement within the designated Rural Villages will be open to all. This policy will promote the vitality of the villages and facilitate the provision of appropriate facilities. This policy recognises the low levels of growth in many of the villages over recent years. At the same time, the level of growth within villages will be managed. Rapid expansion will not be permitted as it would put undue pressure on services and the environment and encourage higher levels of commuting.

Sustainable development of the Rural Villages is to be managed through the Local Area Plan (LAP) process. As stated above, settlement within the designated Rural Villages will be open to all. Therefore the settlement strategy for each village will not require that a person be from a rural or urban area. The objective of the settlement strategy is to encourage a critical “mass” or population within each of the Rural Villages to ensure the viability of an essential range of village services. The Rural Village settlement strategy recognises the low levels of population growth over recent years in many of the Rural Villages. Therefore, it seeks to promote the vitality of the villages and facilitate the provision of appropriate facilities. The Local Area Plan and the settlement strategy will work together to consolidate the existing footprint of each village, while achieving managed expansion of the village in line with Government Guidelines set down in the *Sustainable Residential Development in Urban Areas, 2009*, and with the settlement strategy for rural villages set out in the RPG. This expansion will occur in a way which does not detract from the distinct character of each village. Rapid expansion, which would put undue pressure on services and the environment and encourage higher levels of commuting, will not be permitted.

In the course of preparation of LAPs for each of the Rural Villages, consideration may be given to the extent of the RV zoning objective. This may result in a reduction or small scale extension of the existing zoning. Changes to the RV zoning will be considered only where it can be clearly shown that this contributes significantly to the development objectives for the village, and that there is a clear evidence base for such a proposed change.

A particular need within the rural community is for sites where houses are designed to the applicants’ own requirements. To this end, serviced sites within the villages will serve to meet peoples’ needs for sites on which they can develop houses. These houses will accord with design parameters which will be stated within the proposed Village Design Statements.

Objective RV04

Ensure that a suitable mix of housing type and tenure is available within the villages.

Objective RV05

Ensure that Local Area Plans for the designated Rural Villages contain a provision for the location of serviced sites within the Rural Village boundaries.

RURAL VILLAGES – COMMUNITY AND VITALITY

The vitality of the Rural Village is dependent on a dynamic framework which involves people living, working, and interacting for social and community reasons. A key factor which impacts on the quality of life within Rural Fingal is the level of community activity within the area. This community activity will be supported by objectives focusing on enabling the provision of commercial and community infrastructure which will allow community to thrive and prosper. A mix of uses is also considered an essential element of promoting life within the Rural Village.

The majority of the villages zoned RV have approved Local Area Plans (LAPs). Where existing LAPs reach the end of their statutory lifetime, new ones will be prepared. These LAPs describe the proposed development of the Rural Villages, including standards on residential density and design, public realm, provision of retail and commercial space, the provision of water services, green infrastructure and the protection of natural and built heritage. The LAPs which are prepared for each of the Rural Villages will serve to protect and promote appropriate facilities and services.

Institutions such as older persons' residences, health services clinics and educational centres should have connection and interaction with the local community and will be considered in the rural area within the boundaries of the Rural Villages. Institutional uses in rural locations can leverage the advantages of any such proposed location in a manner which improves the nature and qualities of the services offered, and which can contribute significantly to the dynamism and economy of the local community.

In line with the *Economic Strategy for Fingal 2006-2011*, LAPs for the villages will seek to achieve a reduction in the need for travel, by provision within the boundaries of the villages of areas suitable for the development of small and medium-sized enterprises.

Objective RV06

Prepare a Local Area Plan for each of the villages which will provide a planning framework for village development. The LAPs will protect and promote:

- (i) Village character through preparation of a Village Design Statement
- (ii) A sustainable mix of commercial and community activity within an identified village core which includes provision for enterprise, residential, retail, commercial, and community facilities
- (iii) The water services provision within the village
- (iv) Community services which allow residents to meet and interact on a social basis, and include churches, community and sports halls, libraries and pubs
- (v) A mix of housing types and tenure which will appeal to a range of socio-economic groups.
- (vi) Retail activity, consistent with the Fingal Retail Strategy, in the form of village shops which will meet the needs of the local catchment

- (vii) A public realm within the village which allows people to circulate, socialise and engage in commercial activity in a manner which balances the needs of all involved
- (viii) The provision of Green Infrastructure, including natural, archaeological and architectural heritage, and green networks within the village

All proposed LAPs will be screened for assessment under the Habitats Directive and Strategic Environmental Assessment Directive. The cumulative and in-combination effects of the village LAPs on the County will be revisited as the LAPs are developed.

Objective RV07

Reduce the need for travel through the provision within the boundaries of the Rural Villages of areas suitable for the development of small and medium sized enterprises.

Objective RV08

Encourage the provision of local shops in the Rural Villages, which are in accordance with the Fingal Retail Strategy.

Objective RV09

Protect and promote the existing network of schools within the rural community and actively encourage the provision of safe access routes to such schools. The identification of such routes will be included within the Rural Village Local Area Plans.

Objective RV10

Support the provision of childcare facilities within Rural Villages to meet local demand and encourage the location of such facilities near schools in order to facilitate parents.

Objective RV11

Promote suitable institutional uses, including residences for older people, health services clinic, and educational centres, within the areas zoned RV, subject to their scale, and impact on the proper planning and sustainable development of the area.

RURAL VILLAGES – LAYOUT AND DESIGN

The *Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities* state that, “development in smaller towns and villages must be plan-led” (p. 48). Each Rural Village within Fingal has its own particular character which new development should protect and promote. The preparation of a Village Design Statement will be a key to protecting and promoting local distinctiveness and character. This distinctiveness and character will contribute to the development and growth of the rural village. The Village Design Statement will provide specific guidelines on the appropriate form, character, and urban design of each of the rural villages. Any plan for a village must also contribute towards assuring its compactness. The Village Design Statement will be informed by the design, form, grain, and scale of the existing buildings within the village.

Objective RV12

Promote local distinctiveness and character through a Village Design Statement which will be prepared as part of the Local Area Plan for each of the Rural Villages. The Village Design Statement will focus on promoting local distinctiveness and character and will set out comprehensive guidelines on urban design for the villages which include environmental considerations.

RURAL CLUSTERS

Many Rural Clusters have more limited characteristics and a more residential focus with fewer services available than the villages. They provide an alternative to one-off housing in the countryside through the consolidation of rural residential development within existing small clusters. For the most part, they will provide an opportunity for family members of existing households within the cluster to build a new home, or reuse and adapt an existing structure, in proximity to their family home, by sub-dividing large sites. They will also provide the rural community with an opportunity to choose more rural-style housing to that which is provided within the Rural Villages. Existing clusters are diverse in their role and function within the rural area. For instance, clusters such as Ballymadun offer limited existing services which have traditionally served the local community. Other clusters have a lesser role, being simply based on an existing small number of individual houses with little or no associated services. Consideration of planning applications within the clusters will have regard to the role and form of the cluster within the wider rural area with particular care being taken that clusters do not compete with villages in the services they provide or the role and function they play within the rural area.

There are twenty eight Rural Clusters within Fingal located at:

Balcarrick, Baldwinstown Cross, Blackhills (Ardgillan), Ballymadun, Balcultry, Castlefarm (Kilsallaghan), Colecut, Dallyhaysy (Balbriggan), Dermotstown (Bog O' the Ring), Dubber Cross, Effelstown (Lusk/Rush train station), Holmpatrick, Hedgestown (Five Roads), Jordanstown, Killalane, Malheney (Man O' War), Milverton, Moyne Road, New Haggard, Palmerstown, Staffordstown/Corduff, The Quay (Portrane), Thornton, Tobersool, The Commons (Lusk), Turvey Lane, Wimbletown (Ballyboghil) and Wyantown (Oldtown).

Objective RC01

Encourage consolidation of rural housing within a limited number of existing Rural Clusters which will cater for rural generated housing demand, as an alternative to housing in the open countryside, and encourage the reuse of existing buildings within the cluster over any new development.

RURAL CLUSTERS – SETTLEMENT STRATEGY

The Rural Clusters serve as areas where members of the rural community can live as an alternative to housing in the open countryside. The Settlement Strategy encourages appropriate

levels of consolidation and allows families living in such clusters to build a needed new home by sub-dividing large sites, where drainage requirements allow. Settlement within the Rural Clusters will be open to members of the Fingal rural community who demonstrate a rural-generated housing need, and who are defined within this section 'Rural Clusters – Settlement Strategy'.

Objective RC02

Permit only persons with a rural-generated housing need, as defined within this Section of the Development Plan, planning permission for a house within a Rural Cluster where the site size is a minimum of 0.2 hectares for on-site treatment systems, and conforms to the drainage and design standards required by the Council, and 0.125 hectares where connecting to a public sewer.

Objective RC03

Ensure that the requirements set out by the Council in the "Housing in the Countryside – Rural Drainage" Section of this chapter for on-site treatment systems are strictly complied with, or with the requirements as may be amended by future national legislation or guidance.

For the purposes of the settlement strategy for Rural Clusters, rural-generated housing need is defined as either:

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

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

In defining the catchment area of the 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.

RURAL CLUSTERS – LAYOUT AND DESIGN

Sensitive layout and design of new houses within the Rural Clusters will ensure that they contribute positively to the rural character of the area. The layout and design of new housing within the Rural Clusters should be consistent with Fingal's *Design Guidelines for Rural Development* which is to be delivered within the lifetime of the Plan (in the interim refer to Guidance provided in Appendix 5).

Careful attention must be paid to ensuring that the development of any individual site within a Cluster allows for adequate access to potential future sites within the Cluster. Therefore, an important element of the strategy for the development of the Cluster is to ensure that any proposed site layout does not compromise access to any potential future development sites within the Cluster. The provision of sustainable drainage infrastructure and adequate vehicular and pedestrian access to all sites within the Rural Cluster must also be facilitated.

Rural Clusters are particularly sensitive to inappropriate development which does not respect the rural character of the location and the pattern of the existing development within the area. New housing will be required to be rural in character, with suburban or urban type development not being permitted. Entrances to new sites within Rural Clusters will, where possible, be by shared access with an existing dwelling, or alternatively through an existing entrance. This will help to maintain the rural character of the area including the hedgerows and trees and reduce the number of entrances onto rural roads.

Objective RC04

Permit only development within the Rural Clusters which has regard to the existing character and role of the cluster within the wider rural area, with particular care being taken that clusters do not compete with villages in the services they provide or the role and function they play within their rural area.

Objective RC05

Ensure that the site layout for any proposed development within a Rural Cluster does not compromise access to any potential future development sites within the Cluster, and facilitates the provision of sustainable drainage infrastructure and adequate vehicular and pedestrian access to other potential sites within the Rural Cluster.

Objective RC06

Allow for small scale home-based economic activity and local services at a level commensurate with the size, scale and character of the Rural Cluster.

Objective RC07

Require that the number of new entrances to sites within a Rural Cluster are minimised, where possible, by shared access with an existing dwelling, or alternatively through an existing entrance. Any removal of hedgerows, trees or walls or other distinctive boundary treatment required to accommodate sight lines must be limited in extent and must be replaced by the same type of boundary treatment. Where appropriate, use of native species for replacement planting will be required.

HOUSING IN THE COUNTRYSIDE

The countryside for the purposes of this section of the Plan are those areas with the rural zoning objectives identified as Agriculture and Rural Amenity (RU), Greenbelt (GB), and High Amenity (HA). In response to the typology identified in *Sustainable Rural Housing; Guidelines for Planning Authorities*, the rural area of Fingal is considered to be 'an area under strong urban pressure' due to its proximity to Dublin City and the Metropolitan Area, and the resultant pressures for housing in the open countryside. Therefore, those with a rural-generated need for a house will be accommodated while those with urban-generated housing need will be directed to the towns and villages. The reuse of existing buildings within the countryside for residential development will be encouraged.

Objective RH01

Ensure the vitality and regeneration of rural communities by facilitating those with a genuine rural generated housing need to live within their rural community.

Objective RH02

Recognise and promote the agricultural and landscape value of the rural area and prohibit the development of urban generated housing in the open countryside.

Objective RH03

Encourage the re-use and adaptation of the existing rural residential building stock and other building types, where practical, in preference to new build.

HOUSING IN THE COUNTRYSIDE – SETTLEMENT STRATEGY**RURAL GENERATED HOUSING NEED**

The Settlement Strategy for housing in the open countryside serves to meet settlement needs which are the result of a genuine rural-generated housing need. Rural-generated housing needs are considered to be the housing needs of people who have social ties, or occupations which are functionally related to the rural areas of the County, and are specifically defined as:

- Members of farming families who are actively involved in the family farm which is located within rural Fingal as defined in Objective RH12
- Persons who have close family ties to the Fingal rural community as defined in Table RH03 paragraph (i)
- Persons who have been in long term employment which is related to, and supportive of, the rural community as defined in Table RH03 paragraph (ii) and where the employment is dependent on the residence of the person within the rural community
- Persons who are a member of a rural-located family, who are considered because of exceptional and demonstrated health reasons to have a need to reside beside their family home in the rural area as defined in Table RH03 paragraph (iii)
- Persons who are “a bona fide” applicant, as defined in Table RH03 paragraph (iv), and who have a demonstrated commitment to set up a rural-related business and who may not already live in the area, nor have family connections there, or be engaged in particular employment or business classified with the local needs criteria. The applicant must have a clearly demonstrated need to live in the rural area to ensure the functioning of the business

People who have a genuine rural-generated housing need will be considered for planning permission for a house in those parts of the open countryside which have zoning objective RU or GB. Only members of families actively involved in farming within the rural area will be considered for a rural house in areas of the County which have a zoning objective HA.

To ensure the sustainability of new housing in the countryside, such that the assets and values of the countryside are not negatively impacted upon and that any proposed development of rural houses does not detract from the experience of the rural value, the maximum number of incremental houses which will receive planning permission within the rural area on the basis of an existing house is limited. The limitation is two incremental houses within the areas which have

the zoning objective RU, but where exceptional health circumstances are demonstrated an additional house will be considered. In areas with the HA or GB zoning objective, only one incremental house will be permitted but, where exceptional health circumstances are demonstrated, an additional house will be considered. The maximum number of dwellings permitted under any of the above zonings will be less any additional house which has been granted planning permission since 19th October 1999. The maximum number of houses permitted for each rural zoning type is shown in Table RH01.

TABLE RH01: MAXIMUM NUMBER OF HOUSES WHICH WILL BE PERMITTED PER EXISTING HOUSE

Area zoning objective	Maximum no. of houses to be granted planning permission per existing house
RU	2 (+1 for exceptional health reasons)
GB	1 (+1 for exceptional health reasons)
HA	1 (+1 for exceptional health reasons)

A grant of planning permission to any farming family member, in an area subject to the zoning objective, RU, for a rural house on the basis of their being involved in the running of the family farm will not preclude any other member of the family from applying for planning permission on the basis of any other of the reasons for which a person might be eligible for a house within the rural area. The total number of incremental houses within the area with zoning objective, RU, for which planning permission is granted to members of any one family within the rural area shall not exceed two, except for exceptional health reasons (in which case the total number of incremental houses will be limited to three). Table RH02 outlines eligibility for housing in the open countryside under the Rural Settlement Strategy.

TABLE RH02: WHO IS ELIGIBLE FOR PLANNING PERMISSION?

Zoning objective	Maximum no. of houses permitted per existing house	Involved in the family farm	Close family ties	Employment related to the community	Exceptional health reasons	“bona fide” business
RU	2 + 1	✓	✓	✓	✓	✓
GB	1 + 1	✓	✓	✓	✓	✓
HA	1 + 1	✓			✓	

Objective RH04

Provide that the maximum number of dwellings permitted under any of the rural zonings will be less any additional house which has been granted planning permission to a family member since 19th October 1999.

Objective RH05

Permit a maximum number of two incremental houses for those who meet the relevant criteria set out in this chapter within areas with zoning objective RU plus one house for a person with exceptional health circumstances.

Objective RH06

Permit a maximum number of one incremental house for those who meet the relevant criteria set out in this chapter within areas with the zoning objective HA or GB plus one house for a person with exceptional health circumstances.

Objective RH07

Permit houses in areas with a zoning objective HA, only to those who have a defined essential housing need based on their involvement in farming or exceptional health circumstances.

Objective RH08

Require that any house which is granted planning permission in the areas with the zoning objective, RU, HA, or GB will be subject to a requirement of occupancy of seven years upon the applicant.

NEW HOUSING FOR FARMING FAMILIES

Planning permission will be considered for one incremental house in areas which have the HA or GB zoning objective, and up to two houses in areas with the RU zoning objective, on a family farm for close family members who are demonstrated to be actively and directly engaged in the running of the family farm. In recognition that farming is no longer a full-time occupation for many farmers, consideration will also be given to farmers whose income is supplemented by off-farm work. In all applications for planning permission for a rural house on the basis of involvement in an existing farm, proof of direct participation in farming must include evidence of family ownership of a working farm.

Objective RH09

Permit up to two additional dwellings per farm family in areas with zoning objective, RU, and one additional dwelling per farm family within areas with the zoning objective, GB or HA, where the applicant demonstrates close family ties with the rural area, and, by their direct participation in running the family farm, is considered to have a demonstrated need related to the working of the farm to reside on the family farm.

Objective RH10

Demonstrate that any proposed dwelling is for use as the applicant's primary residence and the proposed dwelling will be located on a farm where the applicant's family currently reside.

Objective RH11

Allow for consideration of any additional house, in the case of a fragmented farm, to be located on an area of the farm not physically connected to the main portion of the farm, and which area has been in the applicant family's ownership and part of the overall active farm holding for at least three years prior to the date of application.

Objective RH12

Demonstrate that the farm has been a working and actively managed farm in the ownership of the applicant's family for a minimum of three years preceding the date of the application for planning permission.

The applicant will be required to demonstrate the following in relation to their working of the family farm:

- (i) The applicant is a member of a family which operates a farm within the rural area of Fingal, and is actively engaged in farming the family farm. Documentary evidence (such as dated and stamped Land Registry Documentation) showing details of the farm ownership, details of the family relationship with the farm owner, and the nature of the applicant's involvement in farming the family farm will be required
- (ii) The farm on which the application for planning permission for a rural house has been submitted has been a working and actively-managed farm in the ownership of the applicant's family for a minimum of three years preceding the date of the application for planning permission
- (iii) The location of the family home on the existing farm
- (iv) The location of all other houses on the family farm which have been granted planning permission since the 19th October 1999. Submission details will include the date of grant of planning permission and the Council's file Register Reference under which any Planning Permissions were granted
- (v) The family farm has been a working farm for the preceding three years. The criteria which are considered to constitute a working farm and the size thresholds for various types of farm are set out below. The minimum threshold area of a farm excludes the area of the farm occupied by the farm yard and farm buildings, the area of the existing family home and its curtilage, and the area of the site of the proposed dwelling
- (vi) Documentary evidence that the applicant resides on a working family farm within the planning application

Documentary evidence (i.e. of a working farm) which is required is detailed below:

- a) For livestock (including equestrian), tillage and mixed livestock/tillage farms:
 - A Herd Number or other Business Number which is allocated by the Department of Agriculture

- Single Farm Payment details for the preceding three years
- A REPS number for those farmers who participate in REPS
- A Forestry number for those farmers who manage forestry
- For dairy farms, details of the previous year's supplies to a milk processor
- For equestrian farms, depending on the type of equestrian farm, current horse training licences issued by the Irish Turf Club, racing licences, documentation demonstrating that the farm is a recognised teaching school, records of bloodstock sales, details of stud production for the preceding three years or equine identification documents, i.e. passports issued by Horse Board Ireland or by Wetherbys

b) For horticulture farms:

- Confirmation of involvement in the Quality Assurance Scheme managed by An Bord Bia for the previous three years
- Evidence of investment within the farm to demonstrate its current active engagement in the horticulture sector
- Details of the supply of product from the farm which demonstrates that the applicant was supplying substantial produce to market in the preceding year

c) Size thresholds for farms:

The minimum size for an active livestock, tillage, or mixed livestock/tillage farm is 15 hectares.

The minimum size for a horticultural farm is:

- For a vegetable farm, six hectares
- For an apple farm, thirteen hectares
- For glasshouse production, 0.4 hectares

Applications for planning permission will be considered where the documentary evidence clearly and comprehensively demonstrates that a farm has been an active and viable holding for the preceding three years, even though it falls below the thresholds set above, or is a specialist operator not of the types described above. The applicant must demonstrate a need for the applicant to be resident on the farm in such cases.

HOUSING WITHIN THE AIRPORT NOISE ZONES

See also Section 2.10, Dublin Airport, Noise

The development of new housing for those who are not involved in farming will be actively resisted within the area delineated by the inner noise zone for Dublin Airport. However, consideration will be given to the development of new housing for those not involved in farming but who have family homes within the inner noise zone in locations on suitable sites outside the inner noise zone but within two kilometers from that noise zone. To ensure that the need to live as close as possible to the existing family is met and to avoid undue pressure on certain areas of the Greenbelt, the M1 will provide an east-west boundary, with those living to the east being considered for housing on suitable sites to the east, and those living to the west being considered for housing on suitable sites to the west. Site selection should ensure that the rural character of the area is maintained and that multiple sites on single landholdings are avoided.

Objective RH13

Apply the provisions of the Rural Settlement Strategy, only with regard to 'New Housing for Farming Families' as set out within this chapter, within the Airport Inner Noise Zone, and subject to the following restrictions,

- Under no circumstances shall any dwelling be permitted within the predicted 69dB LAeq 16 hours noise contour
- Comprehensive noise insulation shall be required for any house permitted under this objective
- Any planning application shall be accompanied by a noise assessment report produced by a specialist in noise assessment which shall specify all proposed noise mitigation measures together with a declaration of acceptance of the applicant with regard to the result of the noise acceptance report

Objective RH14

Apply the provisions of the Rural Settlement Strategy as it applies to "New Housing for the Rural Community other than for those who are actively engaged in farming" for rural community members located within the Inner Noise Zone on suitable sites located within two kilometres outside the Inner Noise Zone. For those living to the east of the M1, only suitable sites located to the east of the M1 will be considered, and for those living to the west of the M1, only suitable sites located to the west of the M1 will be considered.

NEW HOUSING FOR THE RURAL COMMUNITY OTHER THAN FOR THOSE WHO ARE ACTIVELY ENGAGED IN FARMING

New dwellings will also be considered in areas which have an RU or GB zoning objective for members of the rural community who are not involved in farming.

Objective RH15

Permit new rural dwellings in areas which have zoning objectives RU, or GB, on suitable sites where the applicant meets the criteria set out in Table RH03.

TABLE RH03: CRITERIA FOR ELIGIBLE APPLICANTS FROM THE RURAL COMMUNITY FOR PLANNING PERMISSION FOR NEW RURAL HOUSING

- (i) One member of a rural family who is considered to have a need to reside close to their family home by reason of close family ties, and where a new rural dwelling has not already been granted planning permission to a family member by reason of close family ties since 19th October 1999. The applicant for planning permission for a house on the basis of close family ties shall be required to provide documentary evidence that:
- S/he is a close member of the family of the owners of the family home

- S/he has lived in the family home identified on the application or within the locality of the family home for at least fifteen years

(ii) A person who has been in employment in a full-time occupation which is considered to satisfy local needs by predominantly serving the rural community/economy for fifteen years prior to the application for planning permission, and has not already been granted planning permission for a new rural dwelling since the 19th October 1999. Documentary evidence of such employment is required.

(iii) A person who is an immediate member of a rural family who has not been granted permission for a rural dwelling, since the 19th October 1999, and is considered to have a need to reside adjacent to the family home by reason of that person's exceptional health circumstances. The application for a rural dwelling must be supported by two sworn affidavits from relevant and qualified professionals, with at least one from a registered medical practitioner. A qualified representative of an organisation which represents or supports persons with a medical condition or disability may supply the other.

It is to be noted that criterion no. (iii) applies in areas which have zoning objective, HA, as well as in areas with zoning objective GB and RU.

(iv) A "bona fide" applicant who may not already live in the area, nor have family connections there or be engaged in particular employment or business classified with the local needs criteria, subject to the following considerations:

Such applicants will be required to satisfy the Council of their long term commitment to operate a full-time business from their proposed home in a rural area, as part of their planning application.

The applicants will outline within a submitted business plan how their business will contribute to and enhance the rural community, and will demonstrate to the satisfaction of the Council that the nature of their employment or business is compatible with, and addresses and satisfies local needs, and will protect and promote the rural community.

The applicant will satisfy the Council that the nature of their employment or business is dependent on its location within the rural area so as to discourage applicants whose business is not location-dependent.

The applicant will demonstrate their commitment to the proposed business through the submission of a comprehensive and professionally-prepared Business Plan, and through submission of legal documentation that they have sufficient funding committed to start and operate the business.

Applicants whose business is not location-dependent will not be considered.

Documentary evidence to demonstrate compliance with Objective RH15 will be required in all planning permission applications for a new house in the open countryside including a sworn affidavit by the applicant stating that the applicant conforms to the requirements of the objective.

HOUSING IN THE COUNTRYSIDE – LAYOUT AND DESIGN

It is an aim of the Development Plan to limit the visual impact of new houses upon the countryside. The Government Policy on Architecture 2009-2015 states that,

“High quality architecture offers opportunities to adapt the experience and lessons of past rural building design to the current need for buildings to be carbon efficient while making the most effective use of the natural advantages that rural locations may offer for sustainable design. Contemporary architecture and design also have an important role to play in the design of rural buildings that make the best use of their location, while still blending into and enhancing the natural landscape”.

Prior to the decision on planning permission, the visual impact of any proposed house upon the rural landscape must be evaluated. The visual impact of a house on the rural landscape is strongly related to siting and design and must reflect the nature of the site and the surrounding landscape.

By requiring high standards for siting and design, the impact of any proposed house on the landscape can be minimised. The siting of new dwellings should take into account the nature of the site, existing site contours, and the scale, form and layout of any existing or adjoining dwellings, where appropriate. Design and materials need to reflect the County’s rural built tradition. High quality modern designs which reflect the tradition will be supported but dwellings which are suburban in design or dominant, intrusive, or incongruous in a rural setting, will not be permitted. To promote the objective of high quality house design within the rural area, the Council will develop Design Guidance for Rural Development. In the interim, practical advice is given on rural house design in Appendix 5.

The location of any proposed new house should be such as to limit the increase of new entrances onto any public road (*see later section on Rural Accessibility*). Therefore, newly constructed homes will be directed, where possible, to sites which are located adjacent to existing homes or farmyards belonging to the family of the owner of the new home. Such sites should be served by a single entrance for both the existing and the proposed development.

Objective RH16

Ensure that new dwellings in the rural area are sensitively sited, demonstrate consistency with the immediate Landscape Character Type, and make best use of the natural landscape for a sustainable, carbon efficient and sensitive design. A full analysis/feasibility study of the proposed site and of the impact of the proposed house on the surrounding landscape will be required in support of applications for planning permission.

Objective RH17

Ensure that the design for any new house conforms to the principles of proposed *Design Guidelines for Rural Development*. These Guidelines will be published by the Council within the period of this Development Plan. In the interim, proposed development should conform to the design criteria in the *Interim Siting and Design Guidance for Rural Houses* set out in Appendix 5.

Objective RH18

Ensure that any planning application for a house within an area which has a Greenbelt or High Amenity zoning objective is accompanied by a comprehensive Visual Impact Statement.

Objective RH19

Encourage new dwellings in the rural area to be sited at a location in close proximity to the family home where the drainage conditions can safely accommodate the cumulative impact of such clustering and where such clustering will not have a negative visual and amenity impact on the original house. Where such an arrangement is clearly demonstrated not to be available, permit the new dwelling to be located on an alternative site which is within two kilometres from the family home, or, in the case of applications made under Objective RH14, within two kilometres outside the Inner Noise Zone.

Objective RH20

Ensure that the design of entrances and front boundary treatment is sensitive to the rural setting. In this regard, block walls and ornamental features will be discouraged.

HOUSING IN THE COUNTRYSIDE – RIBBON DEVELOPMENT

“Ribbon development” is formed by the development of a row of houses along a country road. It can promote the unsafe proliferation of vehicular entrances onto country roads, negatively impact on views and the character of the area, and reduce biodiversity, in particular, by loss of hedgerows. Therefore, ribbon development will be discouraged. Attention is drawn to Objectives T053 and T054 which also address the retention of hedgerows in the area of new development.

Objective RH21

In areas which are subject to either the RU, GB, or HA zoning objective, ensure that the development of any house, or houses, will not result in five or more houses on any one side of a given 250 metres of road frontage. A relaxation may be considered where permission is sought on the grounds of meeting the housing needs of the owner of land which adjoins an existing house of a member of his/her immediate family where it is clearly demonstrated that no other suitable site is available.

Objective RH22

Presume against the opening up of a new additional vehicular entrance into the site of any proposed house unless necessary in the interest of safety or because no viable alternative exists.

Objective RH23

Require that the provision of safe access to a new house be designed so that it avoids the need to remove long or significant stretches of roadside hedging and trees. Where this is not possible, an alternative site or access should be identified.

HOUSING IN THE COUNTRYSIDE – RURAL DRAINAGE

See also Section 4.2, Water Services, Foul Drainage and Wastewater Treatment

The issue of drainage is increasingly critical as the number of houses in the countryside grows. The use of on-site waste water treatment systems has the potential to negatively impact on ground water quality, and the ability to breach statutory obligations to prevent deterioration in the status of any waters under the Water Framework Directive. A large proportion of the soils in the County are unsuitable for percolation which effects the proposed location of on-site waste water treatment systems. Climate change is predicted to cause changes to water availability which will pose a further potential problem for the dilution of water-borne effluent. In conjunction with Geological Survey of Ireland (GSI) a Groundwater Protection Scheme has been prepared for Fingal. This scheme provides guidelines for planning authorities in carrying out their functions, and a framework to assist in decision making on the location, nature and control of developments and activities in order to protect groundwater. See www.gsi.ie for further information.

In assessing an application for development in the rural area, the protection of our water resources and water bodies, and the prevention of ground and surface water pollution, as detailed in the Physical Infrastructure chapter of the Development Plan, is critical.

Development requirements where on-site treatment systems are proposed are:

1. Ensure each new dwelling has a minimum site area of 0.2ha.
2. Prevent possible pollution of groundwater and surface water via:
 - The design and installation of the proposed proprietary treatment plant must be in accordance with an appropriate harmonised standard, a European technical approval, a National technical specification, an appropriate Irish standard, an Irish Agreement Board Certificate, or an alternative national technical specification of any EU Member State
 - The proposed plant and secondary treatment is to be located in accordance with the *Code of Practice: Wastewater Treatment and Disposal Systems serving Single Houses (p.e. ≤10)* published by the EPA, 2009
 - The applicant must enter into a maintenance agreement for the proposed treatment plant
3. A site characterisation test form must be completed by a suitably qualified and competent person. Notwithstanding this, the Council may require additional tests to be carried out under its supervision.
4. Pending the installation of the treatment plant and polishing filter/percolation area, the applicant will be required to lodge a monetary deposit with the Council. The deposit will be refunded on receipt of a certificate from a suitably qualified and competent person confirming that all necessary works have been carried out in accordance with the manufacturer's instructions.

Objective RH24

Ensure that the requirements set out for on-site treatment systems are strictly complied with, or with the requirements as may be amended by future national legislation, guidance, or Codes of Practice.

Objective RH25

Implement the recommendations of the Ground Water Protection Scheme.

REPLACEMENT OF CHALETS AND SEASIDE HUTS

There are a number of areas in Fingal, primarily but not exclusively, in Portrane and Rush, where chalets and seaside huts have been constructed over time on an ad-hoc basis. There has been increasing pressure over the last number of years to replace these holiday homes with structures for permanent dwellings. The Council will resist this pressure because:

1. Most of the structures are located within the coastal regions and could be liable to the impacts of climate change in the form of coastal erosion and flooding.
2. Given the ad hoc nature of their development, there is little or no sewerage infrastructure and replacement with permanent dwellings would create the potential for greater pollution.
3. There are limited services including roads infrastructure or utilities in these areas.
4. The creation of permanent housing would be unsustainable and significantly alter the character of the areas in which they are located.

Therefore, the replacement or conversion of existing chalets and seaside huts by dwellings which can be resided in all the year round will not be permitted.

Objective RH26

Prohibit the replacement or conversion of existing chalets and seaside huts by dwellings which can be resided in all the year round.

HOUSES DISPLACED BY INFRASTRUCTURAL WORKS

The Council recognises the situation of rural dwellers whose houses must be acquired, whether compulsorily or by agreement, to facilitate infrastructural improvements and works which are in the interest of the common good. The Council will undertake to consider any planning application by a member of the family of such a home owner for a rural house subject to the same provisions that would apply if the dwelling, which has been acquired, were the original and long-standing family home of the applicant.

Objective RH27

Consider any planning application by a member of the family whose house has been acquired in the interest of the common good, whether compulsorily or by agreement, for a rural house subject to the same provisions that would apply if the dwelling which has been acquired were the original and long-standing family home of the applicant.

SOUTH SHORE AREA OF RUSH

The South Shore area of Rush consists mainly of small landholdings with a mixture of market gardening and single and cluster housing. The pattern of development is increasingly residential, with some significant vacant sites and some retained horticultural activities. The road infrastructure within the area is limited and sub-standard in terms of modern road requirements but it forms part of the overall rural residential character of the area. The area also borders on Rogerstown Estuary, which hosts two Natura 2000 sites, Rogerstown Estuary SAC and Rogerstown Estuary SPA. These sites are subject to strict protection afforded by the Habitats Directive and the Council must ensure that development does not adversely affect the ecological integrity of these sites. Certain areas of the South Shore are also prone to flooding and are at risk from coastal erosion.

Recognising the established mix of horticulture and residential land uses within this area, and the availability of water services infrastructure, the settlement strategy for housing in the open countryside will be more flexible within the area demarcated on the Development Plan maps. This area is located to the south and east of the R128 from the junction with Spout Road, immediately to the west of Rush.

Housing will be considered for persons who have been resident in the South Shore, or within the development boundary of Rush or within one kilometre by road of either of these areas for a minimum of ten years. Housing will also be considered for a mother, father, son or daughter of a resident who qualifies. Houses will be sympathetic to the rural and coastal character of the area. Given the sensitivities of the area, because of its location adjacent to the coast and to Rogerstown Estuary, there will be a requirement on applicants to demonstrate that any proposed new development will not be at risk of flooding or erosion and will not negatively impact, either directly or indirectly, the designated sites within Rogerstown Estuary.

Objective RH28

Consider planning applications for a house located within the South Shore area of Rush from persons who have been resident for a minimum of ten years within the South Shore area or within the development boundary of Rush or within one kilometre by road of either of these areas.

Objective RH29

Consider planning applications for a house located within the South Shore area of Rush from a mother, father, son or daughter of a resident who qualifies under Objective RH28.

Objective RH30

Require that any house which is granted planning permission in the South Shore area will be subject to a requirement of occupancy of seven years upon the applicant.

Objective RH31

Require that an applicant for a house in the South Shore area demonstrates, to the satisfaction of the Planning Authority, that the site is not and will not be subject to flooding or erosion.

Objective RH32

Require that an applicant demonstrates that the impact of any proposed house will not adversely affect, either directly or indirectly, the ecological integrity of any Natura 2000 site.

Objective RH33

Allow for new houses within the South Shore area, subject to normal planning criteria, which have demonstrated to the satisfaction of the Planning Authority that they cannot connect to a public sewer within a reasonable period of time, on sites no less than 0.2ha in size.

LOCATION OF HOUSES BETWEEN THE SEA AND ADJOINING ROADS

The development of houses between a road and the sea will be discouraged because of the possible impact of climate change such as rising sea levels and coastal erosion, the potential impact of any new development upon scenic landscapes or vistas and the potential cumulative impacts of rural housing on Natura 2000 sites. No new houses will be permitted on lands with a High Amenity zoning objective which are located between the sea and the coast road. In the case of applicants for planning permission for a dwelling who comply with the settlement strategy for houses in the countryside, where the existing family farm is located entirely between the coast and the road, and no opportunities exist to convert existing/vernacular buildings to a new dwelling on the farm or extend the existing farm house, a suitable alternative site will be considered on the land holding.

Objective RH34

Require that no new houses are permitted on High Amenity zoned lands which are located between the sea and the coast road except in such cases indicated in Objective RH35.

Objective RH35

Consider a suitable alternative site for a new house, in the case of applicants who comply with the Settlement Strategy for houses in the countryside and whose existing family farm is located entirely between the coast and the road, and where no opportunities exist to convert existing/vernacular farm buildings as a new dwelling or to extend the existing house.

Objective RH36

Ensure that the development of any coastal site through the extension or replacement of existing buildings or development of any new buildings is of an appropriate size, scale and architectural quality and that it does not detract from the visual amenity of the area or impact negatively on the natural or built heritage.

RESTORATION OF VERNACULAR BUILDINGS

See also Section 6.3, Architectural Heritage, Historic Building Stock/Vernacular Heritage and Section 7.2, Urban Design

A key part of the rural landscape are the historic vernacular buildings dotted throughout the countryside. "Vernacular" is a term used to describe something that is common to a specific place or area. When the term is used in relation to buildings or architecture it refers to the ordinary structures that functioned as the homes, farms, workplaces and community buildings of a locality. They were generally built using

locally sourced materials, such as timber, stone, mud, lime and thatch. However, some materials such as slate came from further afield. The buildings tend to be simple in design and form. Most of these structures date from the 18th, 19th and early 20th century. Fingal has a significant number of particularly attractive vernacular structures within the rural area some of which are on the Record of Protected Structures, either in their own right, or as part of the curtilage of a Protected Structure and therefore are subject to the objectives set out in Chapter 6, Archaeology and Architectural Heritage, Section 6.3, Archaeology. However, many have no protection and have often been neglected in preference for new buildings. Rather than continue to lose the vernacular built heritage of Fingal, the Council will promote the retention and appropriate refurbishment of vernacular buildings within the County.



VERNACULAR DWELLINGS

To encourage the viable re-use of historic vernacular dwellings, applications for the sensitive restoration of disused vernacular houses and cottages will not be subject to the Rural Settlement Strategy for housing in the countryside that applies to new dwellings as long as:

- The distinctive character of the vernacular dwelling is retained
- The original historic fabric is repaired using appropriate traditional construction methods and materials
- The structure must have been a residence. Where the dwelling has been unoccupied for a long period of time evidence must be supplied to prove that it was previously in residential use
- Where the building is derelict it must be proved that it is structurally capable of supporting the proposed works
- Measures are taken to support and protect the building from collapse prior to, and during, the construction works
- The proposal complies with the drainage standards for new dwellings in rural areas

Where it is proposed to increase the size of the vernacular dwelling by extending it then the design, scale, footprint and materials used for the extension should be in keeping or sympathetic to the existing dwelling and its setting. The Council will consider the re-use of vernacular outbuildings in extending vernacular dwellings.

VERNACULAR OUTBUILDINGS

Another element of the vernacular building form is the traditional farm complex and associated buildings which play an important role in the sense of place and local distinctiveness enjoyed by both the rural community and visitors. Due to changes in farming methods, some of these buildings may no longer be suitable for modern farming practices and therefore their traditional economic function within the rural economy has changed. Where this is the case, it may be appropriate to

consider their sensitive re-use. These buildings could provide an opportunity for a high quality environment for farm diversification into tourism or other uses, as long as these uses are permitted within the relevant land use zoning. Where the conversion of an outbuilding to residential use is proposed then the terms of the Rural Settlement Strategy for housing in the countryside will pertain unless the outbuilding is a Protected Structure or the conversion is proposed as an extension to a vernacular dwelling as outlined above, and as long as the proposed development conforms with the following;

- The re-use of any historic outbuilding, whether protected or not, must ensure that the original historic fabric is repaired using appropriate traditional construction methods and materials
- The conversion of protected outbuildings must be sensitively designed, respecting the setting, form, scale and materials of the existing structures
- Any proposal must comply with the drainage standards for new dwellings in rural areas
- Where the building is derelict it must be proved that it is structurally capable of supporting the proposed works
- Measures are taken to support and protect the building from collapse prior to, and during, the construction works

Objective RR01

Protect the varied types of vernacular building stock in rural areas of the County.

Objective RR02

Promote the sensitive restoration and/or conversion of vernacular rural buildings and discourage their demolition or replacement.

Objective RR03

Demonstrate within planning applications for the refurbishment and extension of an existing vernacular dwelling in rural areas, that:

- The structure to be refurbished or extended was previously used as a dwelling
- The external and internal walls of the structure are substantially intact
- The design, scale, and materials used in the refurbishment and extensions are in keeping with, and sympathetic to, the existing dwelling and consistent with Fingal's *Design Guidelines for Rural Development* or the *Interim Siting and Design Guidance for Rural Houses* in Appendix 5 of the Development Plan
- The proposed extension is considerate of the siting and size of the existing dwelling and does not erode the siting and design qualities of the existing building which make it attractive

Objective RR04

Require that proposals for the conversion for residential use of vernacular outbuildings, that are not Protected Structures and are not proposed as an extension to a vernacular dwelling, conform to the requirements of the Rural Settlement Strategy for housing in the countryside.

Objective RR05

Permit alternative economic uses for vernacular outbuildings subject to the scale of such use being appropriate to and sensitive to the rural setting and that the proposed new use is in accordance with the land use zoning objective for the area.

Objective RR06

Ensure that the proposed works both to vernacular dwellings and outbuildings comply with the Council's drainage requirements for new dwellings in rural areas.

Objective RR07

Promote the retention and restoration of thatched dwellings as an important component of the heritage of Fingal.

Objective RR08

Ensure that where restoration and/or conversion of any vernacular building is proposed, suitable mitigation and/or protection measures which meet with the satisfaction of the NPWS are taken to protect bats.

EXTENSION OF EXISTING DWELLINGS

To protect and promote the rural community, and to counter the increasing number of rural one-off houses, the Council will encourage the refurbishment and extension of existing dwellings, both historic and modern, in the rural area where they do not impact negatively upon the adjoining property or on rural activities. Extensions to existing rural homes represent an important way of responding to changing residential needs and consequent desires for increased living space. Proposed extensions will be considered favourably where they do not have a negative impact on adjoining properties, or on the rural nature of the surrounding area, and where any proposed extension is considered to be in keeping with the existing home. They shall also reflect the design principles contained within the proposed Fingal's *Design Guidelines for Rural Development* or the *Interim Siting and Design Guidance for Rural Houses* (Appendix 5), and be consistent with Objective RRO3.

Objective RX01

Encourage sensitive extensions to existing homes within the rural area as an alternative to new houses in the countryside.

Objective RX02

Ensure that extensions to existing houses in rural Fingal are sensitively designed in order to protect the rural nature and character of the area.

FAMILY FLATS

Applications for a separate living area and bedroom (granny flat) which is attached to the existing house on site, for a member of the immediate family of the house owner will be considered favourably.

Objective RF01

Allow for planning permission for one “family flat” attached to the owner’s main dwelling house for members of the immediate family of the house owner. Evidence to support this need will be required. The unit shall be subservient to the main house and will have a shared entrance with, and be linked to, the existing house on site. This unit will not be sold or leased separate to the existing house, and when there is no longer a need for a family flat, it shall revert to forming part of the main dwelling.

RURAL ACCESSIBILITY

Improved accessibility within the rural area is an important way of promoting the development of community, vitality and tourism within the area. Emphasis will be put on provision being made for facilities for cycling and walking within the Rural Villages and Rural Clusters. This can be achieved in part through good design and layout.

The availability of public rural transportation is a key element in delivering the objective of making life in the rural area of Fingal more sustainable and building connections within the rural community. While not directly responsible for the provision of public transport, the Council recognises the contribution of public transport to the rural area of Fingal and is supportive of all initiatives to build a coordinated rural public transport strategy for rural Fingal.

Noting the importance of sustainability, road transportation is currently, and is likely to remain as, a key element on which the rural community relies. The presence of a comprehensive rural road network allows access to, and ensures the permeability of, the rural area. The provision of a satisfactory and sign-posted road network ensures the legibility of the area, the growth of community and the ability of the area to reach its full potential as a tourist destination.

Objective RA01

Ensure the provision of a network of footpaths on all roadways within the villages.

Objective RA02

Facilitate the development of a rural public transport strategy covering the rural area.

Objective RA03

Promote permeability within the rural area by facilitating provision of clear sign-posting.

Objective RA04

Prohibit direct vehicular access from any new entrance onto a National Route outside the built-up areas of towns and villages, and promote the closure of existing entrances onto a National Route.

Objective RA05

Permit direct access from proposed development sites onto regional routes outside towns and village only where it can be clearly demonstrated that,

- a. Such development will not cause a traffic hazard
- b. Such development will not seriously reduce the capacity of the road to serve adjacent towns and villages for social and economic purposes
- c. There is no alternative means of access, and
- d. Such development does not require the removal of long or significant lengths of hedgerows and trees

8.4 RURAL ENTERPRISE

This section is concerned with the promotion of enterprise which leverages, in a sustainable manner, the strategic economic opportunities within rural Fingal. The Development Plan will be supportive of rural enterprise in appropriate locations given that such rural enterprise is a key element in delivering the area's sustainability. Ultimately, the Development Plan will leverage economic opportunities, deliver employment, and provide vitality to the area.

The sustainability of rural life depends on both agricultural and small business activity which is located within the rural area, and economic activity which occurs in adjacent urban areas. More than 75% of the population of the rural EDs aged five years or over, commute five miles or more to education or work which suggests that these adjacent urban areas provide a significant amount of employment for the rural residents. In the villages, enterprise serves to promote local economic opportunities and thus to provide employment and vitality to the local community and to reduce the amount of commuting from the rural area. Within the open countryside, agriculture and horticulture has a strategic role in food-production and thus acts to reduce our dependency on food imports. Given the raised threat to our food supplies from the growth in world population, global warming and declining stocks of fossil fuels, the promotion of agriculture and horticulture and the land upon which it depends must be viewed as a finite and valuable resource.

Objective RE01

Protect and promote the sustainability of rural living by facilitating rural-related enterprise for rural dwellers.

Objective RE02

Reduce the need for commuting to employment in adjacent urban areas.

Objective RE03

Maintain commerce and vitality within the rural area and particularly within the villages.

STRATEGIC ENTERPRISE OPPORTUNITIES

Several strategic enterprise opportunities are dependent on locations within the rural area:

- (i) Agriculture, Horticulture, and Forestry
- (ii) Agribusiness
- (iii) Farm Diversification
- (iv) Country Markets located within Villages
- (v) Tourism related to the Rural Area
- (vi) Home-Based Economic Activity
- (vii) Small and Medium-Sized Enterprises which are appropriate to the Rural Area

(i) AGRICULTURE, HORTICULTURE AND FORESTRY

The economic and social pressures which Ireland faces from both the growing and looming world energy crisis, rising world population, global warming, and consequent issues around food supply security are increasing the strategic value of home-grown produce, and consequently the importance of the agricultural and horticultural industries. In this context, efforts must be made to ensure that farming land is not threatened. Agricultural activity in Fingal includes tillage of cereals and other crops, pasture especially in the west of the county and dairying, and horticulture, especially around Rush and Lusk. The soil around Lusk and Rush is particularly valuable for horticulture.

The employment value of agriculture is low within the County, but is important at a local level. In CSO Census 2006, only 0.9% of the working population of Fingal were reported as employed directly in the agricultural or horticultural sectors. The Council will support initiatives to promote agricultural employment.

The importance of the horticultural industry to Fingal's rural economy is recognised. This industry is a labour-intensive sector, with seasonal and all-year round labour demands. It is considered that this labour demand requires the provision of acceptable standards of housing within existing towns and Rural Villages.



The Indicative Forestry Statement produced by the Department of Agriculture, Fisheries and Food Service provides guidance in relation to the location of land for forestation within Ireland. Ireland currently has an area of land under forestry which is below the direction set by the national government. The objective of the *Strategic Plan for the Development of Forestry Sector in Ireland, 1996* was 17% of Ireland's land area under forest cover by 2030. At the end of 2007, Ireland had approximately 10% of its land area under forest cover. The Council will prepare an Indicative Forestry Strategy (as resources allow), for its area which will particularly emphasise the promotion of broad leaf forestry. The Council will welcome planning applications which give particular emphasis to wood as a sustainable form of fuel.

Objective RE04

Support the maximum number of viable and suitably located farms within the County, and ensure that any new development does not irreversibly harm the commercial viability of existing agricultural or horticultural land.

Objective RE05

Require a Visual Impact Statement where an application is lodged for agricultural buildings in areas which have a HA zoning objective.

Objective RE06

Facilitate the preparation of an Indicative Forestry Strategy for Fingal, as resources allow, which makes reference to the Programmes of Measures in the Eastern River Management Plan, and which includes "plan-level" screening of the Strategy for assessment under the Habitats Directive.

Objective RE07

Encourage access to forestry for walking routes, mountain bike trails, bridle paths and other non-noise generating activities.

(ii) AGRIBUSINESS

"Agribusiness", for the purposes of this Plan, refers to a business which is directly related to the agricultural or horticultural sectors, involving the processing of produce of which a significant portion is sourced locally. The creation of value-added products is an important aspect of agribusiness which can complement locally sourced produce and increase competitiveness and innovation. The designation can also cover support services for agriculture and horticulture. Agribusiness generally requires being located close to the agricultural areas from which it sources inputs. Development of agribusiness will generally be encouraged. Various locations are designated under the Rural Business zoning objective from where agribusiness based primarily on local food production can operate. The possible large physical size of such agribusinesses and the impact of associated vehicular traffic required on the rural road network means that decisions on the possible location of such enterprises will be supported by a full analysis of the potential vehicular traffic generated. Location of a proposed agribusiness within the areas subject to



the RB zoning objective which are involved with processing and finishing food and produce, the majority of which is reliant on imports, will not be regarded favourably.

Objective RE08

Encourage agri-businesses and support services which are directly related to the local horticultural or agricultural sectors in RB zoned areas.

Objective RE09

Require that any proposal to locate an agribusiness within the rural area is supported by a comprehensive traffic impact study of the vehicular, including HGV, traffic generated by such an enterprise.

Objective RE10

Direct and encourage agribusiness which relies primarily on imported food and produce into areas which have adequate road infrastructure and which are appropriately zoned.

(iii) FARM DIVERSIFICATION

There is an increasing economic need for farmers to consider ways to develop their land holding outside traditional farming. This proposed development provides additional or alternative income which is especially important given the recent declines in incomes sourced from purely agricultural outputs. Diversification will be facilitated, provided the proposal is consistent with, and enhances, the rural nature of the surrounding area, and does not compromise the future potential for food production on the proposed site, or within the surrounding vicinity.

Objective RE11

Support proposals for farm diversification where the proposal is related directly either to the agricultural operation engaged upon on the farm or the rural nature of the area.

Objective RE12

Ensure that any proposal for diversification takes account of and is compatible with the existing road infrastructure in the area.

Objective RE13

Promote farm diversification where it does not unacceptably impact on the landscape and character of the area.

Objective RE14

Promote farm diversification where the proposal does not necessitate the permanent removal of quality agricultural land from production.

Objective RE15

Promote the sensitive re-use and adaptation of existing farm buildings for farm diversification. Where a new building is necessary, it shall be sited in, or adjacent to, the existing group of farm buildings and shall relate to existing buildings and the surrounding countryside in terms of design, siting, and materials.

**(iv) COUNTRY MARKETS**

Country markets are occasions at which farmers and other producers can sell home-grown, home-made, and other rural-related or sourced produce directly to the public. Such country markets can increase the commercial and social vitality of the area in which they are held.

Objective RE16

Support the licensed operation of local country markets at suitable locations within towns and Rural Villages.

(v) TOURISM RELATED TO THE RURAL AREA

The Council will seek to promote the economic and social opportunity which tourism within the rural area represents to both Fingal and the wider area. Tourism-related opportunities within rural Fingal include eco-tourism, sports, passive recreation, and activities related to the biodiversity of the area and the coast. The Council will look favourably on sustainable tourism developments and especially on supporting tourism infrastructure, which is consistent with the proper planning and sustainable development of the County.

Objective RE17

Support sustainable tourism initiatives which develop the tourist potential of the rural area while recognising and enhancing the quality and values of the rural area.

PROVISION OF VISITOR ACCOMMODATION WITHIN RURAL FINGAL

The provision of visitor accommodation is an important way in which to promote any social and economic benefits which can be derived from tourism. The Council will support the provision of such accommodation, in the form of hotels, guesthouses, bed and breakfast and campsites. Hotels and guesthouses should generally be located in towns or villages, although the conversion of large houses within the countryside to tourist accommodation will also be considered. The provision of bed and breakfast accommodation, subject to the requirements of the Rural Settlement Strategy, and campsite accommodation will be considered within the open countryside. The Council will pay particular attention to the visual impact of any proposed campsite development on the rural landscape.

Objective RE18

Support proposed extensions to existing dwellings, within areas which have zoning objectives, RU, GB, HA, RV, or RC, which provide for bed and breakfast or guest house accommodation where the size, design, and drainage arrangements for the proposed development does not erode the rural quality and character of the surrounding area.

Objective RE19

Require that applications for planning permission for caravan parks and campsites are accompanied by Visual Impact Statements and appropriate landscaping proposals which will reduce any visual impact of the proposed development on the surrounding landscape.

GOLF COURSES

The location of golf courses within rural Fingal has been particularly popular over recent years and has contributed to the economic and social development of rural Fingal. The impacts of any proposed golf course development upon the landscape and the ecosystems and biodiversity of the rural area, and the cumulative impact of additional proposed golf courses upon the rural landscape must be considered in any new proposals for golf courses.

Objective RE20

Facilitate the creation of golf courses, pitch and putt courses, and driving ranges in the Greenbelt where such development does not contravene the vision and zoning objective for the Greenbelt, impact on any historic designed landscapes, and subject to screening under the Habitats Directive.

Objective RE21

Require that all applications for planning permission for golf courses are accompanied by Impact Statements, including proposed mitigation measures, which assess 1. the visual impact, 2. the cumulative effect of the proposed additional golf course upon the landscape, 3. the impact of the proposed golf course on the existing biodiversity, archaeological and architectural heritage, 4. the impact on drainage, water usage, and waste water treatment in the area, and proposed mitigation of these impacts, and 5. screening for assessment under the Habitats Directive of the potential for impacts on Natura 2000 Sites.

Objective RE22

Ensure that, as part of the Impact Statement, proposals for golf course developments include an Environmental Management Plan which provides comprehensive details on managing and mitigating the impact of the proposed golf course on the environment.

Objective RE23

Ensure that golf courses, pitch and putt courses and driving ranges do not adversely affect nature conservation sites or sites of historic or architectural interest.

RECREATIONAL PURSUITS REQUIRING NATURAL LANDSCAPE FEATURES

Many forms of sport require the use of, and access to, natural landscape features such as cliff faces, water bodies, forests, and hills in the rural environment. Examples of such sports are walking, orienteering, biking, rock climbing and canoeing. Innovation in this area which supports the potential for tourism will generally be encouraged. Where there is the potential for any negative impact of such activities upon the rural environment it must be satisfactorily managed.

Objective RE24

Support recreational pursuits which promote the use of natural landscape features in a way which does not detract or cause undue damage to the features upon which any such proposed initiatives rely. Where the proposed pursuit involves land use changes either within or adjacent to Natura 2000 sites, proposals will be subject to screening for assessment under the Habitats Directive.

Objective RE25

Require that applications for a recreational activity with potential to impact on a natural landscape feature should be accompanied by a Management Plan which will indicate the projected number of users, hours and dates of operation, a risk management statement based on the possible environmental impact of the proposed activity, screening for assessment under the Habitats Directive of the potential for impacts on Natura 2000 sites, proposed mitigating efforts to counter any negative impacts of the proposed activity on the environment, and a monitoring management plan to ensure the effectiveness of mitigation measures put in place.

Objective RE26

Ensure that proposals for tourism reliant on natural landscape features do not create a negative impact on the biodiversity, soil, water, cultural heritage or landscape.

WATER-BASED SPORTS

The rural area of Fingal offers many excellent locations for various water-based sports, including fishing, boating, and swimming. The impact of any proposed development related to such water-based activity should be carefully managed.

Objective RE27

Support the development of water-based leisure activities provided that such development is consistent with the natural and recreational value of the water body, and any natural heritage designation. The potential for such developments to result in direct and indirect negative impacts on Natura 2000 Sites, including those designated for the protection of seabirds, which may be located some distance from the site of the proposed development, will be subject to screening for assessment under the Habitats Directive.

Objective RE28

Require that in the consideration of planning applications for water-based leisure activities, the primary functions of the water body will be paramount (i.e. natural habitat, scenic landscape element, and/or transportation corridor) and that the environmental objectives of the water body, either under the Water Framework Directive or the Habitats Directive, be an overriding consideration for approval of planning applications for water-based activities.

Objective RE29

Require that planning applications for water-based leisure activities will be accompanied by an Impact Statement indicating that cultural heritage, water quality and hydrology will not be negatively impacted upon by the proposed activity. The potential for such developments to result in direct and indirect negative impacts on Natura 2000 Sites, particularly those designated for the protection of seabirds, which may be located some distance from the proposed development, will be subject to screening for assessment under the Habitats Directive.

Objective RE30

Require that any proposed development associated with water-based activity should be minimised and should be sited and designed to be unobtrusive and sensitive to the receiving environment. The potential for such developments to result in direct and indirect negative impacts on Natura 2000 Sites, particularly those designated for the protection of seabirds, will be subject to screening for assessment under the Habitats Directive.

CYCLING AND WALKING

Cycling and walking represent an important way to discover and enjoy the pleasures of the rural area. The Council will support initiatives to provide strategic cycling and walking routes which open access to the scenic coastal, river and hill features within the rural area. The retention of traditional rights of way will be facilitated, as will any proposed expansion of these rights of way which are consistent with the proper planning and sustainable development of the rural area. A route selection process will be undertaken for the proposed coastal footpath, and an investigation will be undertaken on the potential for the expansion of the existing Ward River footpath.



Objective RE31

Promote informal recreation, particularly walking and cycling, through the development and expansion of a network of safe cycle and walking routes through and across towns, accessing parkland in the built up areas and into and through rural areas. Such routes can link in with existing way marked trails, Slí na Slainte walks and parts of the Green Infrastructure Network and other local resources such as existing or new rights of way. Supporting facilities, such as access points and signage or web information for example, play a role in encouraging outdoor activity and good health.

Objective RE32

Support the provision of proposed long distance walking trails which give access to scenic coastal and river features, subject to screening for assessment under the Habitat's Directive.

Objective RE33

Map and document existing rights of way on a phased basis, within the life cycle of this Development Plan. This work will be completed in consultation with the public, for inclusion in the Development Plan by way of a Variation, subject to the availability and prioritisation of resources within the Council.

Objective RE34

Seek to negotiate the implementation of rights of way as part of new developments where appropriate.

Objective RE35

Support existing rights of way, and facilitate their further expansion throughout the County, resisting development which would prejudice public access to rights of way unless specific arrangements are made for suitable alternative linkages, in a manner which is consistent with the sustainable development and land use zoning objectives of the area.

Objective RE36

Support the development of Slí na Slainte, National Trails Network and the Fingal Coastal Way in partnership with Fingal Tourism, the Council's Community, Culture and Sports' Department, and the Department of Arts, Sports and Tourism with any proposed works related to this issue being subject to screening for assessment under the Habitat's Directive.

Objective RE37

National Trails Network, Slí na Slainte and other defined walking trails and cycle routes should be promoted, improved, developed and listed in Development Plans with accompanying maps.

Objective RE38

Improve signposting on existing public rights-of-way where they are in the control of the Council.

Objective RE39

Investigate the possibility of developing named linear cycle routes within Fingal utilising existing natural or human-made corridors such as riversides and abandoned road and rail infrastructure.

Objective RE40

Support the provision of facilities for pedestrians and access facilities for people with special mobility needs in line with the aims of the *European Charter of Pedestrian Rights (1988)*.

Objective RE41

Facilitate the provision of car parks for walkers at appropriate access points to amenities.

Objective RE42

Support cycling, walking groups and local communities in the development of possible way-marked walking and cycling routes.

Objective RE43

Allow rural landscape into urban landscapes through the provision of greenways and linear parks.

Objective RE44

Reinforce county signage through enforcement action against illegal signage and provision of directional signage and information along designated pedestrian routes.

(vi) HOME-BASED ECONOMIC ACTIVITY IN FINGAL RURAL AREA

Opportunities which exist for home-based economic activity in rural areas (such as a home-based childcare facilities, business, or craft workshop) will be positively considered provided the proposed business protects and promotes the physical environment, does not impact, in an excessively negative way, the existing character or nature of any area, and does not encourage significant increases in traffic.

Objective RE45

Permit home-based economic activities in existing dwellings, where by virtue of their nature and scale, the activities can be accommodated such that the proposed activity does not impact in an excessively negative way on:

- (i) the operation of agriculture or horticulture farms in the vicinity
- (ii) the rural ecology and landscape of the area
- (iii) any adjacent residential use
- (iv) the primary use of the dwelling as a residence

(vii) SMALL AND MEDIUM-SIZED ENTERPRISES

The presence of small and medium-sized enterprises in strategic locations within the rural setting provides locations from which entrepreneurs can exploit locally-based economic opportunities. These local enterprises ensure that rural residents can work without the excessive need for travel and provide the economic development facilities which meet the needs of the local agricultural economy.

Provision for small and medium-sized enterprises will be made in two areas i.e. within the Rural Villages, and within areas with the zoning objective RB.

LAPs will encourage the location of a mixture of development, including small and medium sized enterprises, within the commercial area of a Rural Village which will, in turn, promote the delivery of a dynamic and vital village.

Objective RE46

Encourage and support local enterprise within the Rural Villages by facilitating the provision of space for small scale employment including office development through the Local Area Plan process.

Objective RE47

Encourage the re-use of redundant buildings within Rural Villages as accommodation for small and medium sized enterprises.

LAND RECLAMATION AND AGGREGATE EXTRACTION

See also Section 2.5, Rural Enterprise/The Rural Economy

The issue of land reclamation and aggregate extraction impacts particularly on the rural area. Land reclamation is generally exempt from requiring planning permission except in the case of:

- The reclamation of “callows” or estuarine marshes where there is an objective within the Development Plan requiring the preservation of the effected land
- Reclamation within the area covered by the Howth Special Amenity Area Order (SAAO)

Outside any requirements under planning legislation, a permit may be necessary for reclamation under the *Waste Facility (Facility Permit and Registration) Regulations 2007* for proposed development which accords with the Third Schedule Part I of the Regulations.

Reference should also be made to Section 4(1) (l) of the *Planning and Development Act, 2000*, and Section 5 (a) (iii) of the *Planning and Development (Amendment) Act, 2010*, and any subsequent relevant revisions to legislation.

Aggregate extraction from the coastal zone results in increased levels of erosion in coastal areas. This type of development has the potential to interfere with natural coastal processes such as those occurring in ecologically rich dune systems. In a similar manner, land reclamation in the coastal zone, particularly around the estuaries, has the potential to disrupt natural coastal processes and to degrade or destroy valuable coastal habitats.

Objective LR01

Prohibit mineral extraction and land reclamation along the coast, particularly in proximity to estuaries, except where it can be demonstrated that there will be no significant adverse impact on the environment, visual amenity, heritage or the Conservation Objectives of Natura 2000 Sites.

Objective LR02

Ensure that any future proposals for extraction of aggregates and land reclamation proposals include an assessment of the impact(s) on the natural and cultural heritage, and on the coastal processes of erosion, deposition and flooding. Any such proposals may need to be accompanied by an Environmental Impact Statement and/or screening for assessment under the Habitats Directive.

Objective LR03

Carry out processing and storage of extracted aggregates in a manner which minimises the impact on the natural environment and residential amenities.

Objective LR04

Prohibit the removal of beach material, aggregates, sand and gravel, including the removal of material from sand dune ecosystems.

Objective LR05

Preserve and protect wetlands, coastal habitats, and estuarine marsh lands in the coastal zone from inappropriate development, including land reclamation. Any proposals for land reclamation in the coastal zone shall be subject to screening for assessment under the Habitats Directive and to an assessment of impacts on any such wetlands, coastal habitats, and estuarine marsh lands and its impacts on coastal processes including erosion, deposition, and flooding.

Objective LR06

Require that applications for planning permission for any proposed land reclamation are supported by a Visual Impact Statement which comprehensively describes the visual impact of the proposed development.



CHAPTER 9
**LAND USE
ZONING**



9.1 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 promote the orderly development of the County by eliminating potential conflicts between incompatible land uses and to establish an efficient basis for investment in public infrastructure and facilities.

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

Each land use zoning objective has a supporting Vision which elaborates on the zoning objective and sets the context for the type of development which would be acceptable. Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision.

Objective Z01

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

Objective Z02

Prepare technical guidance notes on the use classes within 3 months of the adoption of the Development Plan.

9.2 LOCAL AREA PLANS

There is a requirement to prepare Local Area Plans on lands which are either identified on the zoning objective or the Development Plan maps. The preparation of Local Area Plans will provide an essential and important means for the implementation of the Council's sustainable development and land use objectives for the County and will facilitate the provision of the necessary social and physical infrastructure. The preparation of Local Area Plans will enable a high degree of flexibility in the application of zoning and planning policies and assist in the application of the Council's policies in relation to:

- Ensuring appropriate residential densities, especially where near to public transport links, with a requirement for a high standard of layout design and a mix of housing types
- Providing for industrial and commercial uses to a high standard of design
- Providing for the implementation of the Council's objectives in relation to Green Infrastructure which seeks to address provision for biodiversity, parks and open space, sustainable water management, landscape character, and architectural and archaeological heritage in a coherent and integrated manner

- Considering the feasibility of facilitating specific uses to provide appropriate employment opportunities
- Providing for appropriate, viable and sustainable uses of the Greenbelts
- Providing for the development of land to be phased with the provision of infrastructural and social facilities
- Ensuring an appropriate mix of social, affordable and private housing
- Providing for the development of viable rural communities

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

Objective Z03

Prepare and implement Local Area Plans where required.

9.3 TRANSITIONAL ZONAL AREAS

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

Objective Z04

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

9.4 NON-CONFORMING USES

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

Objective Z05

Generally, permit reasonable intensification of, extensions to and improvement of premises accommodating nonconforming uses within the existing curtilage of the development and subject to normal planning criteria.

9.5 ANCILLARY USES

Planning permission sought for developments which are ancillary to the parent use, i.e. they rely on the permitted parent use for their existence and rationale, should be considered on their merits irrespective of what category the ancillary development is listed in the 'Zoning Objectives, Vision and Use Classes' Section of Chapter 9.

Objective Z06

Ensure that developments ancillary to the parent use of a site are considered on their merits.



9.6 ZONING OBJECTIVES, VISION AND USE CLASSES

ZONING OBJECTIVE “CI” COMMUNITY INFRASTRUCTURE

Objective: Provide for and protect civic, religious, community, education, health care and social infrastructure.

Vision: Protect and promote an inclusive county, accessible to all members of the community, facilitating the sustainable development of necessary community, health, religious, educational, social and civic infrastructure. A wide range of different community facilities, civic facilities and social services exist within the County ranging from those of regional importance such as education and health facilities, to those of local and neighbourhood importance such as places of worship, community centres and childcare facilities. It is important to facilitate the development and expansion of such services in order to deliver a quality environment whilst improving the quality of life for all.

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Childcare Facilities	Community Facility	Cultural Facility
Education	Health Centre ¹⁹	Hospital ¹⁹
Open Space	Place of Worship	Residential Care Home /Retirement Home ¹⁹
Utility Installations		
Not Permitted		
Abattoir	Aerodrome/Airfield	Agri-Business
Agricultural Buildings	Agricultural Farm	Agricultural Machinery Supplies Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Boarding Kennels
Builders Providers	Car Hire Holding Area	Caravan Park – Holiday
Caravan Park – Residential	Cargo Yards	Carpark – Non-Ancillary
Civic Waste Facility	Concrete/Asphalt	Enterprise Centre

Exhibition Centre	Extractive Industry /Quarrying	Fast Food Outlet /Take-Away
Farm Shop	Food, Drink and Flower Preparation/Processing	Fuel Depot /Fuel Storage
Funeral Home/Mortuary	Garden Centre	General Aviation
Golf Course	Guest House	Heavy Vehicle Park
High Technology Manufacturing	Holiday Home /Apartments	Home-Based Economic Activity
Hotel	Industry – General	Industry – Light
Industry – High Impact	Logistics	Office ≤ 100 sqm
Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm	Park and Ride Facilities
Petrol Station	Plant Storage	Public House
Public Transport Station	Research and Development	Residential
Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa
Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail Warehouse
Retail – Warehouse Club	Retirement Village	Road Transport Depot
Taxi Office	Vehicle Sales Outlet Small Vehicles	Vehicle Sales Outlet Outlet – Large Vehicles
Vehicle Servicing /Maintenance Garage	Veterinary Clinic	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	Wholesale

¹⁹ For public operators only.

Note: Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



ZONING OBJECTIVE “DA” DUBLIN AIRPORT

Objective: Ensure the efficient and effective operation and development of the airport in accordance with the adopted Dublin Airport Local Area Plan.

Vision: Facilitate air transport infrastructure and airport related activity/uses only (i.e. those uses that need to be located at or near the airport). All development within the Airport Area (as designated by the Dublin Airport Local Area Plan) should be of a high standard reflecting the status of an international airport and its role as a gateway to the country and region. Minor extensions or alterations to existing properties located within the Airport Area which are not essential to the operational efficiency and amenity of the airport may be permitted, where it can be demonstrated that these works will not result in material intensification of land use.

Air Transport Infrastructure includes: aircraft areas, air traffic control/tower, ancillary health, safety and security uses, aprons, cargo handling, maintenance hangers, meteorology, retail – airside/duty free, runways, taxiways, terminals and piers.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle

Aerodrome/Airfield	Air Navigation Installations	Air Transport Infrastructure
Car Hire Holding Area	Cargo Yards	Carpark – Non-Ancillary
Childcare Facilities	Food, Drink and Flower Preparation /Processing ²²	Fuel Depot/Fuel Storage
General Aviation	Hotel	Logistics ¹⁸
Office Ancillary to Permitted Use	Office ≤ 100 sqm ¹⁸	Office > 100 sqm and < 1,000 sqm ¹⁸
Office ≥ 1,000 sqm ¹⁸	Open Space	Petrol Station
Place of Worship	Public House	Public Transport Station
Restaurant/Café	Retail – Local < 150 sqm nfa	Retail – Comparison > 500 sqm nfa ¹⁷
Taxi Office	Telecommunications Structures	Training Centre ¹⁵
Utility Installations	Warehousing ¹⁸	

Not Permitted		
Abattoir	Agri-Business	Agricultural Buildings
Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance	Agri-Tourism
Bed and Breakfast	Boarding Kennels	Builders Provider/Yard
Burial Grounds	Caravan Park – Holiday	Caravan Park – Residential
Casual Trading	Civic Waste Facility	Concrete/Asphalt
Dancehall/Nightclub	Education	Enterprise Centre
Extractive Industry /Quarrying	Farm Shop	Garden Centre
Golf Course	Guest House	High Technology Manufacturing
Holiday Home/Apartments	Home-Based Economic Activity	Hospital
Industry – General	Industry – Light	Industry – High Impact
Park and Ride Facilities	Residential	Residential Care Home /Retirement Home
Residential Institution	Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail Warehouse
Retail – Warehouse Club	Retirement Village	Traveller Community Accommodation
Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)	Wholesale	

¹⁵ Airport and Air Transport Related Training Only.

¹⁷ Air-Side Only.

¹⁸ Air Transport Related Only.

²² Air Catering Only.

Note: Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



ZONING OBJECTIVE “FP” FOOD PARK

Objective: Provide for and facilitate the development of a Food Industry Park.

Vision: Facilitate the development of a state of the art Food Park incorporating the growing, preparation, processing, ripening, packaging, storing, distribution and logistics relating to food, drink, flowers and related products on lands adjacent to major transport infrastructure, operating at a national and international scale and optimising its strategic value to the regional economy. The Park will be primarily devoted to developing value added opportunities within the food sector.

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Exhibition Centre ¹⁶	Farm Shop ¹	Food, Drink and Flower Preparation/Processing
Logistics ¹⁶	Office Ancillary to Permitted Use	Open Space
Research and Development ¹⁶	Restaurant/Café ⁵	Retail – Local < 150 sqm nfa ⁵
Sustainable Energy Installation	Telecommunications Structures	Training Centre ¹⁶
Utility Installations	Wholesale ¹⁶	
Not Permitted		
Abattoir	Aerodrome/Airfield	Agricultural Farm Supplies
Agricultural Machinery Sales and/or Maintenance	Agri-Tourism	Air Transport Infrastructure
Amusement Arcade	Bed and Breakfast	Betting Office
Boarding Kennels	Builders Provider/Yard	Burial Grounds
Car Hire Holding Area	Caravan Park – Holiday	Caravan Park – Residential
Cargo Yards	Carpark – Non-Ancillary	Casual Trading
Civic Waste Facility	Community Facility	Concrete/Asphalt
Conference Centre	Cultural Facility	Dancehall/Nightclub
Education	Extractive Industry /Quarrying	Fast Food Outlet /Take-Away

Funeral Home/Mortuary	Garden Centre	General Aviation
Golf Course	Guest House	Health Centre
Health Practitioner	Heavy Vehicle Park	High Technology Manufacturing
Holiday Home /Apartments	Home-Based Economic Activity	Hospital
Hotel	Industry – General	Industry – Light
Industry – High Impact	Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm
Office ≥ 1,000 sqm	Park and Ride Facilities	Petrol Station
Place of Worship	Plant Storage	Public House
Public Transport Station	Recreational Facility /Sports Club	Residential
Residential Care Home /Retirement Home	Residential Institution	Retail – Convenience ≤ 500 sqm nfa
Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa
Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre
Retail Warehouse	Retail – Warehouse Club	Retirement Village
Road Transport Depot	Taxi Office	Traveller Community Accommodation
Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing /Maintenance Garage
Veterinary Clinic	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)		

¹ Farm shop of up to 500sq m. Any increase on this size will have to be justified in terms of overall zoning vision for the lands, traffic implications and public transport linkages.

⁵ To serve the local working population only.

¹⁶ Foodpark related only.

Note: Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



ZONING OBJECTIVE “GB” GREENBELT

Objective: *Protect and provide for a Greenbelt.*

Vision: *Create a rural/urban Greenbelt zone that permanently demarcates the boundary i. between the rural and urban areas, or ii. between urban and urban areas. The role of the Greenbelt is to check unrestricted sprawl of urban areas, to prevent coalescence of settlements, to prevent countryside encroachment and to protect the setting of towns and/or villages. The Greenbelt is attractive and multifunctional, serves the needs of both the urban and rural communities, and strengthens the links between urban and rural areas in a sustainable manner. The Greenbelt will provide opportunities for countryside access and for recreation, retain attractive landscapes, improve derelict land within and around towns, secure lands with a nature conservation interest, and retain land in agricultural use. The zoning objective will have the consequence of achieving the regeneration of undeveloped town areas by ensuring that urban development is directed towards these areas.*

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Agricultural Buildings	Agri-Tourism	Bed and Breakfast ³
Boarding Kennels ³	Burial Grounds	Childcare Facilities ³
Community Facility	Farm Shop ²⁰	Golf Course
Guest House ³	Health Practitioner ³	Holiday Home /Apartments ⁷
Office Ancillary to Permitted Use	Open Space	Recreational Facility /Sports Club
Research and Development ¹⁴	Residential ⁴	Restaurant/Café ¹³
Veterinary Clinic ²¹		
Not Permitted		
Advertising Structures	Aerodrome/Airfield	Agri-Business
Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance	Air Transport Infrastructure
Amusement Arcade	Betting Office	Builders Provider/Yard
Car Hire Holding Area	Caravan Park – Residential	Cargo Yards
Concrete/Asphalt	Conference Centre	Dancehall/Nightclub

Enterprise Centre	Exhibition Centre	Fast Food Outlet /Take-Away
Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage	Funeral Home/Mortuary
General Aviation	Health Centre	Heavy Vehicle Park
High Technology Manufacturing	Hospital	Industry – General
Industry – Light	Industry – High Impact	Logistics
Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm
Plant Storage	Public House	Residential Care Home /Retirement Home
Residential Institution	Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa
Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa
Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre
Retail Warehouse	Retail – Warehouse Club	Retirement Village
Road Transport Depot	Taxi Office	Training Centre
Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing /Maintenance Garage
Warehousing	Waste Disposal and Recovery Facility (High Impact)	Wholesale

³ Where the use is ancillary to the use of the dwelling as a main residence.

⁴ Subject to compliance with rural settlement strategy.

⁷ Only permitted where the development involves conversion of a protected structure.

¹³ Ancillary to tourism uses or conversion of protected or vernacular structures where appropriate.

¹⁴ Rural related research and development only.

²⁰ Only where the bulk of the produce is produced on the farm.

²¹ Only where a demonstrated need to locate in a rural environment because of the nature of the clinic required is established.

Note: Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



ZONING OBJECTIVE “GE” GENERAL EMPLOYMENT

Objective: Provide opportunities for general enterprise and employment.

Vision: Facilitate opportunities for compatible industry and general employment uses, logistics and warehousing activity in a good quality physical environment. General Employment areas should be highly accessible, well designed, permeable and legible.

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Builders Provider/Yard	Civic Waste Facility	Enterprise Centre
Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage	High Technology Manufacturing
Industry – General	Industry – Light	Logistics
Office Ancillary to Permitted Use	Open Space	Petrol Station
Research and Development	Restaurant/Café ⁵	Retail – Local < 150 sqm nfa ⁵
Road Transport Depot	Sustainable Energy Installation	Telecommunications Structures
Training Centre	Utility Installations	Vehicle Sales Outlet – Small Vehicles
Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing /Maintenance Garage	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Wholesale	
Not Permitted		
Abattoir	Aerodrome/Airfield	Agri-Tourism
Air Transport Infrastructure	Amusement Arcade	Bed and Breakfast
Betting Office	Boarding Kennels	Burial Grounds
Caravan Park – Holiday	Caravan Park – Residential	Concrete/Asphalt

Cultural Facility	Dancehall/Nightclub	Education
Exhibition Centre	Extractive Industry /Quarrying	Farm Shop
General Aviation	Golf Course	Guest House
Health Practitioner	Holiday Home /Apartments	Hospital
Hotel	Office \geq 1,000 sqm	Place of Worship
Public House	Residential	Residential Care Home /Retirement Home
Residential Institution	Retail – Comparison \leq 500 sqm nfa	Retail – Comparison $>$ 500 sqm nfa
Retail – Supermarket \leq 2,500 sqm nfa	Retail – Superstore $>$ 2,500 sqm nfa	Retail – Hypermarket $>$ 5,000 sqm nfa
Retail – Factory Outlet Centre	Retail Warehouse*	Retail – Warehouse Club
Retirement Village	Traveller Community Accommodation	Waste Disposal and Recovery Facility (High Impact)

* Unless otherwise indicated on Development Plan maps by way of local objective. See Map 4 Balbriggan and Map 12 Blanchardstown North.

⁵ To serve the local working population only.

Note: Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



ZONING OBJECTIVE “HA” HIGH AMENITY

Objective: *Protect and enhance high amenity areas.*

Vision: *Protect these highly sensitive and scenic locations from inappropriate development and reinforce their character, distinctiveness and sense of place. In recognition of the amenity potential of these areas opportunities to increase public access will be explored.*

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Agri-Tourism	Bed and Breakfast ³	Boarding Kennels ³
Burial Grounds	Childcare Facilities ³	Farm Shop ²⁰
Guest House ³	Health Practitioner ³	Holiday Home/Apartments ⁷
Office Ancillary to Permitted Use	Open Space	Residential ⁴
Restaurant/Café ¹³		
Not Permitted		
Abattoir	Advertising Structures	Aerodrome/Airfield
Agri-Business	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Air Transport Infrastructure	Amusement Arcade	Betting Office
Builders Provider/Yard	Car Hire Holding Area	Caravan Park – Residential
Cargo Yards	Casual Trading	Civic Waste Facility
Concrete/Asphalt	Conference Centre	Dancehall/Nightclub
Enterprise Centre	Exhibition Centre	Fast Food Outlet/Take-Away
Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage	Funeral Home/Mortuary
General Aviation	Health Centre	Heavy Vehicle Park
High Technology Manufacturing	Hospital	Industry – General
Industry – Light	Industry – High Impact	Logistics

Office ≤ 100sqm	Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm
Park and Ride Facilities	Petrol Station	Place of Worship
Plant Storage	Public House	Public Transport Station
Research and Development	Residential Care Home /Retirement Home	Residential Institution
Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa
Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail Warehouse
Retail – Warehouse Club	Retirement Village	Road Transport Depot
Taxi Office	Training Centre	Traveller Community Accommodation
Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing /Maintenance Garage
Veterinary Clinic	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)	Wholesale	

³ Where the use is ancillary to the use of the dwelling as a main residence.

⁴ Subject to compliance with rural settlement strategy.

⁷ Only permitted where the development involves conversion of a protected structure.

¹³ Ancillary to tourism uses or conversion of protected or vernacular structures where appropriate

²⁰ Only where the bulk of the produce is produced on the farm.

Note: Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE “HI” HEAVY INDUSTRY

Objective: Provide for heavy industry.

Vision: Facilitate opportunities for industrial uses, activities and processes which may give rise to land use conflict if located within other zonings. Such uses, activities and processes would be likely to produce adverse impacts, for example by way of noise, dust or visual impacts. HI areas provide suitable and accessible locations specifically for heavy industry and shall be reserved solely for such uses.

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Abattoir	Concrete/Asphalt	Extractive Industry /Quarrying
Fuel Depot/Fuel Storage	Heavy Vehicle Park	Industry – High Impact
Office Ancillary to Permitted Use	Open Space	Plant Storage
Restaurant/Café ⁵	Retail – Local < 150 sqm nfa ⁵	Sustainable Energy Installation
Telecommunications Structures	Utility Installations	Waste Disposal and Recovery Facility (High Impact)
Not Permitted		
Aerodrome/Airfield	Agricultural Buildings	Agricultural Farm Supplies
Agricultural Machinery Sales and/or Maintenance	Agri-Tourism	Air Transport Infrastructure
Amusement Arcade	Bed and Breakfast	Betting Office
Boarding Kennels	Builders Provider/Yard	Burial Grounds
Car Hire Holding Area	Caravan Park – Holiday	Caravan Park – Residential
Cargo Yards	Carpark – Non-Ancillary	Casual Trading
Childcare Facilities	Civic Waste Facility	Community Facility
Conference Centre	Cultural Facility	Dancehall/Nightclub

Education	Enterprise Centre	Exhibition Centre
Fast Food Outlet /Take-Away	Farm Shop	Food, Drink and Flower Preparation/Processing
Funeral Home/Mortuary	Garden Centre	General Aviation
Golf Course	Guest House	Health Centre
Health Practitioner	High Technology Manufacturing	Holiday Home /Apartments
Home-Based Economic Activity	Hospital	Hotel
Industry – General	Industry – Light	Logistics
Office ≤ 100sqm	Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm
Park and Ride Facilities	Petrol Station	Place of Worship
Public House	Public Transport Station	Recreational Facility /Sports Club
Residential	Residential Care Home /Retirement Home	Residential Institution
Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa
Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa
Retail – Factory Outlet Centre	Retail Warehouse	Retail – Warehouse Club
Retirement Village	Taxi Office	Traveller Community Accommodation
Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles	Veterinary Clinic
Warehousing	Wholesale	

⁵ To serve the local working population only.

Note: Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE “HT” HIGH TECHNOLOGY

Objective: Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.

Vision: Facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high end, high quality, value added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity.

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Enterprise Centre	High Technology Manufacturing	Hospital
Industry – Light	Office Ancillary to Permitted Use	Office ≤ 100sqm
Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm	Open Space
Research and Development	Restaurant/Café ⁵	Retail – Local < 150 sqm nfa ⁵
Sustainable Energy Installation	Telecommunications Structures	Training Centre
Utility Installations		
Not Permitted		
Abattoir	Aerodrome/Airfield	Agri-Business
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards

Carpark – Non-Ancillary	Casual Trading	Civic Waste Facility
Concrete/Asphalt	Dancehall/Nightclub	Extractive Industry /Quarrying
Fast Food Outlet /Take-Away	Farm Shop	Fuel Depot/Fuel Storage
Funeral Home/Mortuary	Garden Centre	General Aviation
Golf Course	Guest House	Health Practitioner ²⁴
Heavy Vehicle Park	Holiday Home /Apartments	Industry – High Impact
Logistics	Park and Ride Facilities	Place of Worship
Plant Storage	Public House	Residential
Residential Care Home /Retirement Home	Residential Institution	Retail – Comparison ≤ 500 sqm nfa
Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail Warehouse*
Retail – Warehouse Club	Retirement Village	Road Transport Depot
Traveller Community Accommodation	Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles
Vehicle Servicing /Maintenance Garage	Veterinary Clinic	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	Wholesale

* Unless otherwise indicated on Development Plan maps by way of local objective. See Map 4 Balbriggan and Map 12 Blanchardstown North.

⁵ To serve the local working population only.

²⁴ Unless located within a local centre.

Note: Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



ZONING OBJECTIVE “LC” LOCAL CENTRE

Objective: *Protect, provide for and/or improve local centre facilities.*

Vision: *Provide a mix of local community and commercial facilities for the existing and developing communities of the County. The aim is to ensure local centres contain a range of community, recreational and retail facilities, including medical/dental surgeries and childcare facilities, at a scale to cater for both existing residential development and zoned undeveloped lands, as appropriate, at locations which minimise the need for use of the private car and encourage pedestrians, cyclists and the use of public transport. The development will strengthen local retail provision in accordance with the County Retail Strategy.*

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Betting Office	Childcare Facilities	Community Facility
Cultural Facility	Education	Fast Food Outlet/Take-Away
Funeral Home/Mortuary	Guest House	Health Centre
Health Practitioner	Home-Based Economic Activity	Office Ancillary to Permitted Use
Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm ¹⁰	Open Space
Place of Worship	Public House	Public Transport Station
Recreational Facility /Sports Club	Residential	Residential Care Home /Retirement Home
Residential Institution	Restaurant/Café	Retail – Local < 150 sqm nfa
Retail – Convenience ≤ 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa	Taxi Office
Telecommunications Structures	Traveller Community Accommodation	Utility Installations
Veterinary Clinic		
Not Permitted		
Abattoir	Aerodrome/Airfield	Agri-Business
Agricultural Buildings Maintenance	Agricultural Farm Supplies	Agricultural and/or Machinery Sales

Agri-Tourism	Air Transport Infrastructure	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark – Non-Ancillary	Civic Waste Facility	Concrete/Asphalt
Conference Centre	Dancehall/Nightclub	Exhibition Centre
Extractive Industry /Quarrying	Farm Shop	Food, Drink and Flower Preparation/Processing
Fuel Depot/Fuel Storage	General Aviation	Golf Course
Heavy Vehicle Park	High Technology Manufacturing	Hospital
Industry – General	Industry – Light	Industry – High Impact
Logistics	Office ≥ 1,000sqm	Park and Ride Facilities
Plant Storage	Retail – Comparison > 500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail Warehouse
Retail – Warehouse Club	Retirement Village	Road Transport Depot
Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing /Maintenance Garage
Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)
Wholesale		

¹⁰ Of a scale appropriate to a local centre.

Note: Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



ZONING OBJECTIVE “MC” MAJOR TOWN CENTRE

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

Vision: *Consolidate the existing Major Towns in the County, (Blanchardstown, Swords and Balbriggan). The aim is to further develop these centres by densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment which will enhance the quality of life of resident, visitor and workers alike. The zone will strengthen retail provision in accordance with the County Retail Strategy, emphasise urban conservation, ensure priority for public transport, pedestrians and cyclists while minimising the impact of private car based traffic and enhance and develop the existing urban fabric. In order to deliver this vision and to provide a framework for sustainable development, masterplans will be prepared for each centre in accordance with the Urban Fingal Chapter objectives.*

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Bed and Breakfast	Betting Office	Carpark – Non-Ancillary
Childcare Facilities	Community Facility	Conference Centre
Cultural Facility	Dancehall/Nightclub	Education
Exhibition Centre	Fast Food Outlet /Take-Away	Funeral Home /Mortuary
Garden Centre	Guest House	Health Centre
Health Practitioner	Holiday Home /Apartments	Home-Based Economic Activity
Hospital	Hotel	Office Ancillary to Permitted Use
Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm
Open Space	Petrol Station	Place of Worship
Public House	Public Transport Station	Recreational Facility /Sports Club
Research and Development	Residential	Residential Care Home /Retirement Home
Residential Institution	Restaurant/Café	Retail – Local < 150 sqm nfa

Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa
Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa ⁸
Retail – Factory Outlet Centre	Retail Warehouse	Retirement Village
Taxi Office	Telecommunications Structures	Training Centre
Traveller Community Accommodation	Utility Installations	Vehicle Sales Outlet – Small Vehicles
Vehicle Servicing /Maintenance Garage	Veterinary Clinic	Wholesale
Not Permitted		
Abattoir	Aerodrome/Airfield	Agri-Business
Agricultural Buildings	Agricultural Machinery Sales and/or Maintenance	Agri-Tourism
Air Transport Infrastructure	Boarding Kennels	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Civic Waste Facility	Concrete/Asphalt	Extractive Industry /Quarrying
Farm Shop	Fuel Depot/Fuel Storage	General Aviation
Golf Course	Heavy Vehicle Park	Industry – General
Industry – High Impact	Logistics	Plant Storage
Road Transport Depot	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)		

⁸ Excluding Balbriggan.

Note: Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE “ME” METRO ECONOMIC CORRIDOR

Objective: Facilitate opportunities for high density mixed use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development within the Metro Economic Corridor.

Vision: Provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the Metro within a setting of exemplary urban design, public realm streets and places, which are permeable, secure and within a high quality green landscape. Landmark buildings will provide strong quality architectural features, which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure.

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Betting Office	Childcare Facilities	Community Facility
Conference Centre	Cultural Facility	Dancehall/Nightclub
Education	Exhibition Centre	Funeral Home/Mortuary
Guest House	Health Centre	Health Practitioner
Home-Based Economic Activity	Hospital	Hotel
Office Ancillary to Permitted Use	Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm
Office ≥ 1,000 sqm	Open Space	Place of Worship
Public House	Public Transport Station	Research and Development
Residential	Residential Care Home /Retirement Home	Residential Institution
Restaurant/Café	Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa
Retail – Comparison ≤ 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa	Sustainable Energy Installation
Taxi Office	Telecommunications Structures	Training Centre

Traveller Community Accommodation	Utility Installations	Veterinary Clinic
Not Permitted		
Abattoir	Aerodrome/Airfield	Agri-Business
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Civic Waste Facility	Concrete/Asphalt	Extractive Industry /Quarrying
Farm Shop	Fuel Depot/Fuel Storage	General Aviation
Golf Course	Heavy Vehicle Park	Industry – General
Industry – High Impact	Logistics	Plant Storage
Retail – Comparison > 500sqm nfa	Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa
Retail – Factory Outlet Centre	Retail Warehouse	Retail – Warehouse Club
Road Transport Depot	Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles
Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)

Note: Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



ZONING OBJECTIVE “OS” OPEN SPACE

Objective: *Preserve and provide for open space and recreational amenities.*

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

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Community Facility	Golf Course	Open Space
Recreational Facility /Sports Club		
Not Permitted		
Abattoir	Advertising Structures	Aerodrome/Airfield
Agri-Business	Agricultural Buildings	Agricultural Farm Supplies
Agricultural Machinery Sales and/or Maintenance	Agri-Tourism	Air Transport Infrastructure
Amusement Arcade	Bed and Breakfast	Betting Office
Boarding Kennels	Builders Provider/Yard	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark – Non-Ancillary	Childcare Facilities	Civic Waste Facility
Concrete/Asphalt	Conference Centre	Dancehall/Nightclub
Education	Enterprise Centre	Exhibition Centre
Extractive Industry /Quarrying	Fast Food Outlet /Take-Away	Farm Shop
Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage	Funeral Home/Mortuary
Garden Centre	General Aviation	Guest House
Health Centre	Health Practitioner	Heavy Vehicle Park



High Technology Manufacturing	Holiday Home /Apartments	Home-Based Economic Activity
Hospital	Hotel	Industry – General
Industry – Light	Industry – High Impact	Logistics
Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm
Park and Ride Facilities	Petrol Station	Place of Worship
Plant Storage	Public House	Research and Development
Residential	Residential Care Home /Retirement Home	Residential Institution
Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa
Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa
Retail – Factory Outlet Centre	Retail Warehouse	Retail – Warehouse Club
Retirement Village	Road Transport Depot	Taxi Office
Training Centre	Traveller Community Accommodation	Vehicle Sales Outlet – Small Vehicles
Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing /Maintenance Garage	Veterinary Clinic
Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)
Wholesale		

Note: Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE “RA” RESIDENTIAL AREA

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

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

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Amusement Arcade ⁹	Bed and Breakfast	Betting Office ⁹
Childcare Facilities	Community Facility	Education
Funeral Home/Mortuary ⁹	Guest House	Health Centre
Health Practitioner	Hospital	Office Ancillary to Permitted Use
Office ≤ 100 sqm ⁹	Office > 100 sqm and < 1,000 sqm ¹¹	Open Space
Place of Worship	Public House ⁹	Public Transport Station
Recreational Facility /Sports Club	Residential	Residential Care Home /Retirement Home
Restaurant/Café ⁹	Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa ⁹
Retail – Comparison ≤ 500 sqm nfa ⁹	Retail – Supermarket ≤ 2,500 sqm nfa ⁹	Retirement Village
Sustainable Energy Installation	Taxi Office	Traveller Community Accommodation
Utility Installations	Veterinary Clinic	
Not Permitted		
Abattoir	Aerodrome/Airfield	Agri-Business
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Boarding Kennels

Builders Provider/Yard	Car Hire Holding Area	Caravan Park – Holiday
Caravan Park– Residential	Cargo Yards	Carpark – Non-Ancillary
Casual Trading	Concrete/Asphalt	Conference Centre
Dancehall/Nightclub	Enterprise Centre	Exhibition Centre
Extractive Industry /Quarrying	Farm Shop	Food, Drink and Flower Preparation/Processing
Fuel Depot/Fuel Storage	General Aviation	Golf Course
Heavy Vehicle Park	High Technology Manufacturing	Industry – General
Industry – High Impact	Logistics	Office ≥ 1,000 sqm
Plant Storage	Retail – Comparison > 500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail Warehouse
Retail – Warehouse Club	Road Transport Depot	Vehicle Sales Outlet – Small Vehicles
Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing /Maintenance Garage	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	Wholesale

⁹ In a local centre only.

¹¹ Only located in a local centre and of a scale appropriate to that centre.

Note: Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



ZONING OBJECTIVE “RB” RURAL BUSINESS

Objective: Provide for and facilitate rural-related business which has a demonstrated need for a rural location.

Vision: Provide a location for the development of business within the rural area which is directly related to the rural location and to the agricultural or horticultural sectors. Such business involves either the processing of produce of which a significant portion is sourced locally or support services for the local agricultural or horticultural sector. Provide a balance between the need for competitiveness and efficiency within the agricultural and horticultural sectors and the need to protect and promote the values of the rural area.

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Agri-Business	Agricultural Buildings	Agricultural Farm Supplies
Agricultural Machinery Sales and/or Maintenance	Office Ancillary to Permitted Use	Open Space
Research and Development ¹⁴	Utility Installations	
Not Permitted		
Aerodrome/Airfield	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Builders Provider/Yard
Burial Grounds	Car Hire Holding Area	Caravan Park – Holiday
Caravan Park – Residential	Cargo Yards	Carpark – Non-Ancillary
Civic Waste Facility	Community Facility	Concrete/Asphalt
Conference Centre	Cultural Facility	Dancehall/Nightclub
Education	Exhibition Centre	Extractive Industry /Quarrying
Fast Food Outlet /Take-Away	Funeral Home/Mortuary	General Aviation
Golf Course	Guest House	Health Centre
Health Practitioner	Heavy Vehicle Park	High Technology Manufacturing

Holiday Home /Apartments	Home-Based Economic Activity	Hospital
Hotel	Industry – High Impact	Logistics
Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm
Park and Ride Facilities	Petrol Station	Place of Worship
Public House	Public Transport Station	Recreational Facility /Sports Club
Residential	Residential Care Home /Retirement Home	Residential Institution
Restaurant/Café	Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa
Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa
Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre
Retail Warehouse	Retail – Warehouse Club	Retirement Village
Road Transport Depot	Taxi Office	Traveller Community Accommodation
Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles	Veterinary Clinic
Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)
Wholesale		

¹⁴ Rural related research and development only.

Note: Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



ZONING OBJECTIVE “RC” RURAL CLUSTERS

Objective: Provide for small scale infill development serving local needs while maintaining the rural nature of the cluster.

Vision: Provide a viable alternative to settlement in the open countryside, and support small-scale infill development by providing the rural community with an opportunity to choose more rural-style housing than is provided within the Rural Villages, and by facilitating the development of small scale and home-based enterprise among members of the rural community.

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Bed and Breakfast ³	Childcare Facilities ³	Guest House ³
Health Practitioner ³	Home-Based Economic Activity	Open Space
Residential ⁴	Utility Installations	Veterinary Clinic ²¹
Not Permitted		
Abattoir	Advertising Structures	Aerodrome/Airfield
Agri-Business	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Air Transport Infrastructure	Amusement Arcade	Betting Office
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark – Non-Ancillary	Casual Trading	Civic Waste Facility
Concrete/Asphalt	Conference Centre	Dancehall/Nightclub
Enterprise Centre	Exhibition Centre	Extractive Industry /Quarrying
Fast Food Outlet /Take-Away	Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage
Funeral Home/Mortuary	Garden Centre	General Aviation
Golf Course	Health Centre	Heavy Vehicle Park
High Technology Manufacturing	Holiday Home/Apartments	Hospital

Hotel	Industry – General	Industry – Light
Industry – High Impact	Logistics	Office ≤ 100 sqm
Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm	Park and Ride Facilities
Petrol Station	Plant Storage	Public House
Public Transport Station	Research and Development	Residential Care Home /Retirement Home
Residential Institution	Restaurant/Café	Retail – Local < 150 sqm nfa
Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa
Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa
Retail – Factory Outlet Centre	Retail Warehouse	Retail – Warehouse Club
Retirement Village	Road Transport Depot	Taxi Office
Training Centre	Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles
Vehicle Servicing /Maintenance Garage	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)	Wholesale	

³ Where the use is ancillary to the dwelling as a main residence.

⁴ Subject to compliance with the rural settlement strategy.

²¹ Only where a demonstrated need to locate in a rural environment because of the nature of the clinic required is established.

Note: Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE “RS” RESIDENTIAL

Objective: Provide for residential development and protect and improve residential amenity.

Vision: Ensure that any new development in existing areas would have a minimal impact on and enhance existing residential amenity.

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Bed and Breakfast	Childcare Facilities	Community Facility
Education	Guest House	Office Ancillary to Permitted Use
Open Space	Residential	Residential Care Home /Retirement Home
Retirement Village	Traveller Community Accommodation	Utility Installations
Not Permitted		
Abattoir	Advertising Structures	Aerodrome/Airfield
Agri-Business	Agricultural Buildings	Agricultural Farm Supplies
Agricultural Machinery Sales and/or Maintenance	Agri-Tourism	Air Transport Infrastructure
Amusement Arcade	Betting Office	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark – Non-Ancillary	Casual Trading	Civic Waste Facility
Concrete/Asphalt	Conference Centre	Dancehall/Nightclub
Enterprise Centre	Exhibition Centre	Extractive Industry /Quarrying
Fast Food Outlet /Take-Away	Farm Shop	Food, Drink and Flower Preparation/Processing
Fuel Depot/Fuel Storage	Funeral Home/Mortuary	Garden Centre

General Aviation	Golf Course	Heavy Vehicle Park
High Technology Manufacturing	Industry – General	Industry – High Impact
Logistics	Office ≤ 100 sqm	Office > 100sqm and < 1,000 sqm
Office ≥ 1,000 sqm	Park and Ride Facilities	Plant Storage
Public House	Research and Development	Retail – Comparison ≤ 500 sqm nfa
Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail Warehouse
Retail – Warehouse Club	Road Transport Depot	Taxi Office
Training Centre	Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles
Vehicle Servicing /Maintenance Garage	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)	Wholesale	

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ZONING OBJECTIVE “RU” RURAL

Objective: *Protect and promote in a balanced way, the development of agriculture and rural-related enterprise, biodiversity, the rural landscape, and the built and cultural heritage.*

Vision: *Protect and promote the value of the rural area of the County. This rural value is based on:*

- *Agricultural and rural economic resources*
- *Visual remoteness from significant and distinctive urban influences*
- *A high level of natural features*

Agriculture and rural related resources will be employed for the benefit of the local and wider population. Building upon the rural value will require a balanced approach involving the protection and promotion of rural biodiversity, promotion of the integrity of the landscape, and enhancement of the built and cultural heritage.

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Agricultural Buildings ⁶	Agri-Tourism	Bed and Breakfast ³
Boarding Kennels ³	Burial Grounds	Childcare Facilities ³
Community Facility ²	Extractive Industry /Quarrying	Farm Shop ²⁰
Golf Course	Guest House ³	Health Practitioner ³
Holiday Home /Apartments ⁷	Office Ancillary to Permitted Use	Open Space
Research and Development ¹⁴	Recreational Facility Sports Club ²	Residential ⁴
Restaurant/Café ¹³	Sustainable Energy Installation	Utility Installations
Veterinary Clinic ²¹		
Not Permitted		
Agri-Business	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Air Transport Infrastructure	Amusement Arcade	Betting Office
Builders Provider/Yard	Car Hire Holding Area	Caravan Park – Residential

Cargo Yards	Carpark – Non-Ancillary	Conference Centre
Dancehall/Nightclub	Enterprise Centre	Exhibition Centre
Fast Food Outlet /Take-Away	Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage
Funeral Home/Mortuary	Health Centre	Heavy Vehicle Park
High Technology Manufacturing	Hospital	Industry – General
Industry – Light	Industry – High Impact	Logistics
Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm
Public House	Residential Care Home /Retirement Home ¹²	Retail – Local < 150 sqm nfa
Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa
Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa
Retail – Factory Outlet Centre	Retail Warehouse	Retail – Warehouse Club
Retirement Village	Road Transport Depot	Taxi Office
Training Centre	Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles
Vehicle Servicing /Maintenance Garage	Warehousing	Wholesale

² Where it is in proximity to residential settlements and would not generate unacceptable traffic problems.

³ Where the use is ancillary to the use of the dwelling as a main residence.

⁴ Subject to compliance with the rural settlement strategy.

⁶ Including buildings to provide for preparation of produce sourced from the site/farm.

⁷ Only permitted where the development involves conversion of a protected structure.

¹² Except where a demonstrated need to locate in a rural environment because of the nature of the care required is established.

¹³ Ancillary to tourism uses or conversion of protected or vernacular structures where appropriate.

¹⁴ Rural related research and development only.

²⁰ Only where the bulk of the produce is produced on the farm.

²¹ Only where a demonstrated need to locate in a rural environment because of the nature of the clinic required is established.

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ZONING OBJECTIVE “RV” RURAL VILLAGE

Objective: *Protect and promote the character of the Rural Village and promote a vibrant community in accordance with an approved local area plan, and the availability of physical and community infrastructure.*

Vision: *Protect and promote established villages within the rural landscape where people can settle and have access to community services. The villages are areas within the rural landscape where housing needs can be satisfied with minimal harm to the countryside and surrounding environment.*

The villages will serve their rural catchment, provide local services and smaller scale rural enterprises. Levels of growth will be managed through local area plans to ensure that a critical mass for local services is encouraged without providing for growth beyond local need and unsustainable commuting patterns.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle

Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance	Agri-Tourism
Bed and Breakfast	Betting Office	Burial Grounds
Childcare Facilities	Civic Waste Facility	Community Facility
Cultural Facility	Dancehall/Nightclub	Education
Enterprise Centre	Fast Food Outlet /Take-Away	Farm Shop
Food, Drink and Flower Preparation/Processing	Funeral Home/Mortuary	Garden Centre
Guest House	Health Centre	Health Practitioner
Holiday Home /Apartments	Home-Based Economic Activity	Office Ancillary to Permitted Use
Office ≤ 100 sqm	Open Space	Petrol Station
Place of Worship	Public House	Public Transport Station
Recreational Facility /Sports Club	Research and Development	Residential
Residential Care Home /Retirement Home	Residential Institution	Restaurant/Café

Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa
Retail – Supermarket ≤ 2,500 sqm nfa	Retirement Village	Taxi Office
Telecommunications Structures	Training Centre	Traveller Community Accommodation
Utility Installations	Vehicle Servicing /Maintenance Garage	Veterinary Clinic
Not Permitted		
Abattoir	Aerodrome/Airfield	Air Transport Infrastructure
Car Hire Holding Area	Caravan Park – Residential	Cargo Yards
Concrete/Asphalt	Extractive Industry /Quarrying	General Aviation
Heavy Vehicle Park	Industry – High Impact	Logistics
Office ≥ 1,000 sqm	Retail – Comparison > 500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail Warehouse
Retail – Warehouse Club	Road Transport Depot	Warehousing
Waste Disposal and Recovery Facility (High Impact)		

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ZONING OBJECTIVE “RW” RETAIL WAREHOUSING

Objective: Provide for retail warehousing development.

Vision: Facilitate the sale of bulky goods within high quality settings and highly accessible locations, with an emphasis on exemplar sustainable design and aesthetic quality.

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Offices Ancillary to Permitted Use	Open Space	Restaurant/Café ²³
Retail Warehouse (see Chapter 2 in Development Plan)	Sustainable Energy Installation	Telecommunications Structures
Utility Installations		
Not Permitted		
Abattoir	Aerodrome/Airfield	Agri-Business
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Boarding Kennels
Burial Grounds	Car Hire Holding Area	Cargo Yards
Caravan Park – Holiday	Caravan Park – Residential	Carpark – Non-Ancillary
Childcare Facilities	Civic Waste Facility	Community Facility
Concrete/Asphalt	Conference Centre	Cultural Facility
Dancehall/Nightclub	Education	Enterprise Centre
Exhibition Centre	Extractive Industry /Quarrying	Fast Food Outlet /Take-Away
Farm Shop	Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage
Funeral Home/Mortuary	General Aviation	Golf Course
Guest House	Health Centre	Health Practitioner

Heavy Vehicle Park	High Technology Manufacturing	Holiday Home /Apartments
Home-Based Economic Activity	Hospital	Hotel
Industry – General	Industry – Light	Industry – High Impact
Logistics	Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm
Offices ≥ 1,000 sqm	Park and Ride Facilities	Place of Worship
Plant Storage	Public House	Public Transport Station
Recreational Facility /Sports Club	Research and Development	Residential
Residential Care Home /Retirement Home	Residential Institution	Retirement Village
Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa
Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2500 sqm nfa	Retail – Superstore > 2500 sqm nfa
Retail – Hypermarket > 5000 sqm nfa	Retail – Factory Outlet Centre	Retail – Warehouse Club
Road Transport Depot	Taxi Office	Training Centre
Traveller Community Accommodation	Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles
Vehicle Servicing /Maintenance Garage	Veterinary Clinic	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	Wholesale

²³ Only where contained within and ancillary to a retail warehouse unit.

Note: Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.



ZONING OBJECTIVE “TC” TOWN AND DISTRICT CENTRE

Objective: *Protect and enhance the special physical and social character of town and district centres and provide and/or improve urban facilities.*

Vision: *Maintain and build on the accessibility, vitality and viability of the existing Urban Centres in the County. Develop and consolidate these Centres with an appropriate mix of commercial, recreational, cultural, leisure and residential uses, and to enhance and develop the urban fabric of these Centres in accordance with the principles of urban design, conservation and sustainable development. Retail provision will be in accordance with the County Retail Strategy, enhance and develop the existing urban fabric, emphasise urban conservation, and ensure priority for public transport, pedestrians and cyclists while minimising the impact of private car based traffic. In order to deliver this vision and to provide a framework for sustainable development, Urban Centre Strategies will be prepared for centres in accordance with the Urban Fingal Chapter objectives.*

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Bed and Breakfast	Betting Office	Carpark – Non-Ancillary
Childcare Facilities	Community Facility	Cultural Facility
Dancehall/Nightclub	Education	Exhibition Centre
Fast Food Outlet /Take-Away	Funeral Home/Mortuary	Garden Centre
Guest House	Health Centre	Health Practitioner
Holiday Home /Apartments	Home-Based Economic Activity	Hospital
Hotel	Office Ancillary to Permitted Use	Office ≤ 100 sqm
Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm	Open Space
Petrol Station	Place of Worship	Public House
Public Transport Station	Recreational Facility /Sports Club	Research and Development
Residential	Residential Care Home /Retirement Home	Residential Institution
Restaurant/Café	Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa

Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa
Retirement Village	Taxi Office	Telecommunications Structures
Training Centre	Traveller Community Accommodation	Utility Installations
Vehicle Sales Outlet – Small Vehicles	Vehicle Servicing /Maintenance Garage	Veterinary Clinic
Not Permitted		
Abattoir	Aerodrome/Airfield	Agri-Business
Agricultural Buildings	Agri-Tourism	Air Transport Infrastructure
Boarding Kennels	Car Hire Holding Area	Caravan Park – Holiday
Caravan Park – Residential	Cargo Yards	Civic Waste Facility
Concrete/Asphalt	Extractive Industry /Quarrying	Farm Shop
Fuel Depot/Fuel Storage	General Aviation	Golf Course
Heavy Vehicle Park	Industry – General	Industry – High Impact
Logistics	Plant Storage	Retail – Hypermarket > 5,000 sqm nfa
Road Transport Depot	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)		

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ZONING OBJECTIVE “WD” WAREHOUSING AND DISTRIBUTION

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

Vision: Facilitate logistics and warehouse type activity including storage, distribution and associated re-packaging of goods and products. Distribution and storage uses have specific transportation requirements as they can generate considerable traffic volumes and hence benefit from being located within a purpose built, well designated environment which is well connected to the strategic road network and allows for the efficient movement of goods.

USE CLASSES RELATED TO ZONING OBJECTIVE		
Permitted in Principle		
Cargo Yards	Fuel Depot/Fuel Storage	Heavy Vehicle Park
Logistics	Office Ancillary to Permitted Use	Open Space
Plant Storage	Restaurant/Café ⁵	Retail – Local < 150 sqm nfa ⁵
Road Transport Depot	Sustainable Energy Installation	Telecommunications Structures
Utility Installations	Vehicle Servicing /Maintenance Garage	Warehousing
Wholesale		
Not Permitted		
Abattoir	Aerodrome/Airfield	Agri-Business
Agri-Tourism	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Boarding Kennels
Burial Grounds	Caravan Park – Holiday	Caravan Park – Residential
Casual Trading	Community Facility	Concrete/Asphalt
Conference Centre	Cultural Facility	Dancehall/Nightclub
Education	Enterprise Centre	Exhibition Centre
Extractive Industry /Quarrying	Fast Food Outlet /Take-Away	Farm Shop

Food, Drink and Flower Preparation/Processing	Funeral Home/Mortuary	Garden Centre
General Aviation	Golf Course	Guest House
Health Centre	Health Practitioner	High Technology Manufacturing
Holiday Home /Apartments	Home-Based Economic Activity	Hospital
Hotel	Industry – General	Industry – Light
Industry – High Impact	Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm
Office ≥ 1,000 sqm	Place of Worship	Public House
Recreational Facility /Sports Club	Research and Development	Residential
Residential Care Home /Retirement Home	Residential Institution	Retail – Convenience ≤ 500 sqm nfa
Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa
Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre
Retail Warehouse	Retail – Warehouse Club	Retirement Village
Taxi Office	Traveller Community Accommodation	Vehicle Sales Outlet – Small Vehicles
Vehicle Sales Outlet – Large Vehicles	Veterinary Clinic	Waste Disposal and Recovery Facility (High Impact)

⁵ To serve the local working population only.

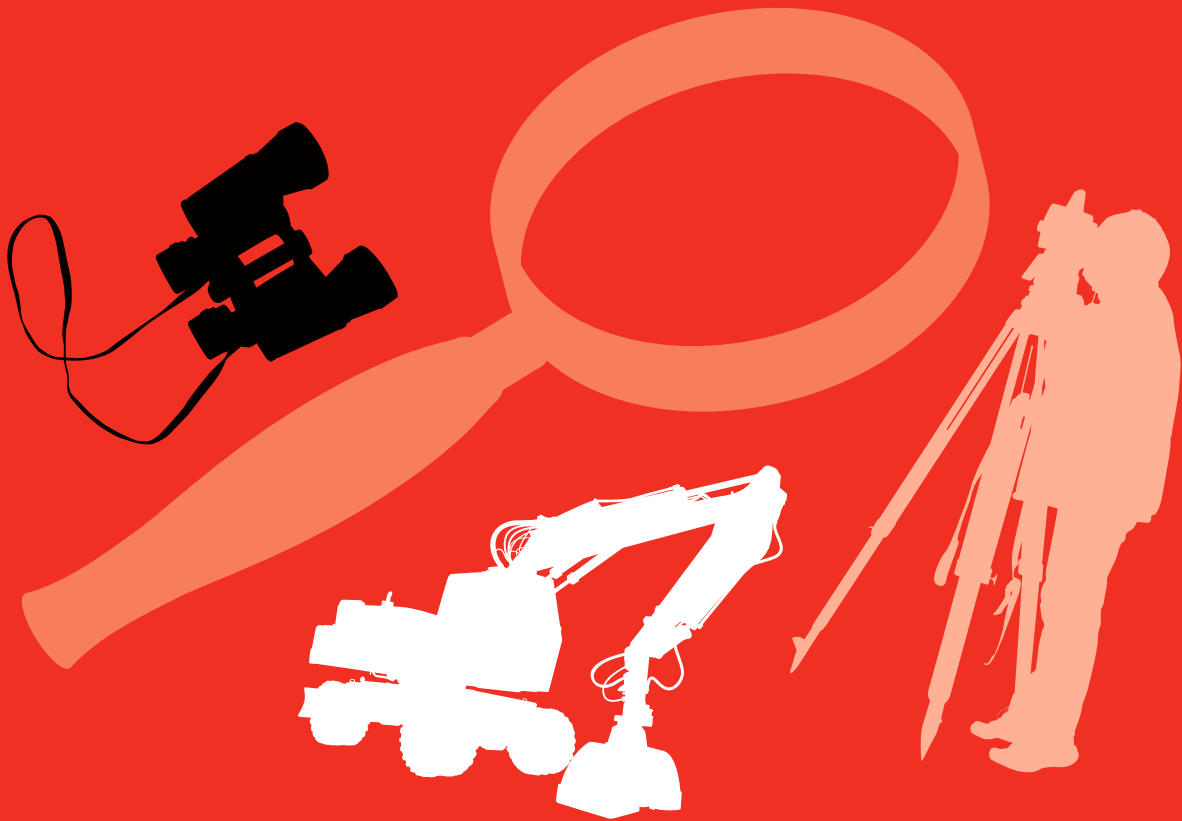
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INDEX

NOTE

Page references in **bold** indicate where the subject/ place is treated in more detail.





A

- ABBOTSTOWN, 28
 ADVERTISING SIGNAGE/STRUCTURES, 125, **242–3**, 336, 340, 352, 358, 360
 AFFORDABLE HOUSING. *see* housing affordability; social housing
 AGGREGATE/EXTRACTIVE INDUSTRY, **75–6**, 187, **322–3**. *see also* quarries
 AGRIBUSINESS, **314–15**
 AGRICULTURAL LAND, 184
 AGRICULTURE, 178, 187, 188, 190, 283, **313–14**
 farm diversification, 315–16
 historic farm buildings. *see* vernacular heritage
 housing for farming families, 295–9
 statement of policy, 283
 AIMS OF THE DEVELOPMENT PLAN, 8
 AIR QUALITY, **163**, 164
 AIRPORT. *see* Dublin Airport
 ALLOTMENTS, 100, 287
 ALTERNATIVE ENERGY. *see* renewable energy
 ANNA LIFFEY MILLS, 222
 APARTMENTS, 112, 245. *see also* residential development
 car parking, 123, 125
 management companies, 252
 privacy/amenity, 230–1, 263, **264**
 refuse bins, 253
 sound transmission levels, 251
 unit and room sizes, 247, 248, 250
 APPLEWOOD, *App. 2*: 74
 APPROPRIATE ASSESSMENT. *see* Natura 2000 sites
 ARCHAEOLOGY, 6, 10, 31, 51, 56, 85, 152, 184, 185, 186, 203, 205, **206–11**, 280, 285, 317
 archaeological impact assessment, 210
 awareness and access, 102, 223–4
 burials and cemetery sites, 206, 211
 coast area, 193
 constraints, 207–8
 development, and, 177, 209–11
 green infrastructure strategy, 92, 95, 96, 97, 291, 327
 objectives for LAPs and development proposals, 101–2
 Historic Landscape Characterisation (HLC), 190–1, 207
 investigations/excavations, 208, 209, 210
 islands, 192
 national monuments, 207, 208, 209 (table)
 National Monuments Acts, 207
 preservation by record, 210
 preservation *in situ*, 209, 210
 preservation orders, 208
 Record of Monuments and Places (RMP), 207–8, 210
 Record of Protected Structures (RPS), 208, 212
 recorded monuments, 208
 statement of policy, 206
 unknown or newly discovered archaeology, 208–9
 ARCHITECTURAL CONSERVATION AREAS (ACAS), 35, 36, 38, 39, 41, 44, 47, 49, 51, 54, 56, **214–16**, 218
 green infrastructure objectives, 95, 101

harbours, 199
 list of, 215–16
 objectives, 216
 rural villages, in, 58–60
 vernacular heritage, 221
 ARCHITECTURAL DESIGN, v, 231, 232. *see also* urban design
 ARCHITECTURAL HERITAGE, 177, 186, 192, 203, 205, **211–23**, 317
 ACAs. *see* Architectural Conservation Areas
 awareness and access, 102, 223–4
 designed landscapes, 216–18
 development proposals and, 212–14, 223
 energy efficiency measures, 223
 green infrastructure strategy, 93, 95, 97, 291, 327
 historic building stock, 219–21
 industrial heritage, 221–3
 Record of Protected Structures (RPS), 208, 212–14, 218
 statement of policy, 211
 vernacular heritage, 219–21
 ARDGILLAN DEMESNE, 6, 56, 185, 215, 217, 254
 ART AND CULTURAL FACILITIES, **274–5**

B

BALBRIGGAN, 9, 13, 14, 17, 29, **48–50**, 66, 85, 134, 160, 222, 237, 280
 Architectural Conservation Areas, 49, 215
 development strategy, 49–50, 238, 348
 disadvantaged area, v, 241
 fishing industry, 201
 HLC study (Historic Landscape Characterisation), 190, 207
 Masterplan, 239
 retail strategy, 25, 78, *App. 2*: 68, 81, 88 (map)
 zoned lands, 18, 19, 20, 21, 23, 48
 BALDONGAN CHURCH & TOWER, 209
 BALDOYLE, 12, 14, 28, 29, **38–9**, 136, 142, 160, 192, 215, 237, 240, 272
 ACA (Architectural Conservation Area), 38
 development strategy, 9, 38–9
 land use zoning, 17, 18, 21, 22
 retail strategy, 25, *App. 2*: 72
 BALDOYLE BAY, 175, 193
 BALDOYLE ESTUARY, 38, 42, 172, 177, 185
 BALGRIFFIN, 14, 44
 BALLEALLY LANDFILL SITE, 161
 BALLOUGH RIVER, 285
 BALLYBOGHIL, 14, 25, 29, **58**, 137, 185, 288, 292
 development strategy, 58
 population, 281
 BALLYBOGHIL RIVER, 179, 180, 285
 BALLYMUN, 14, 28, 44, 69, 115
 ME zoning, 19, 20
 Regeneration Masterplan, 241
 retail strategy, 78, *App. 2*: 61
 BALROTHERY, 14, 29, **56**, 237



- archaeological and architectural heritage, 56, 206, 208, 209, 215
- development strategy, 56
- land use zoning, 18, 20, 21, 23
- retail strategy, 25, *App. 2: 73–4*
- BALSCADDAN, **58**, 281, 288
- BARNAGEERAGH, 137
- BARNHILL, 28
- BARRYS PARKS, 28
- BATHING WATERS, **200–1**
- BAYSIDE, 44, *App. 2: 77*
- BEACHES, 95, 199, **200–1**
- BELCAMP, 44
- BICYCLES. *see* cycling and walking
- BIODIVERSITY, 94, **170–81**, 284, 285. *see also* trees and hedgerows
 - core biodiversity conservation areas, 94, 173
 - appropriate assessment screening, 171, 174–5
 - ecological corridors and stepping stones, 172–3, **179–81**, 187, 188
 - habitat areas located outside designated areas, 176
 - protected areas, 173–5, 176. *see also* Natura 2000 sites
 - rare and protected species, 176–7
 - ecological buffer zones, 94, 177–8
 - Fingal Biodiversity Plan, 171, 173
 - Fingal Ecological Network, 94, 98, 173
 - Flora Protection Order, 176, 177
 - green infrastructure strategy/objectives, 94, 98–9, 235, 236, 260
 - light pollution, 164
 - National Biodiversity Plan* (NBP), 170
 - nature development areas, 94, 178
 - objectives, 171–2
 - ribbon development, 303
 - wildlife sites, 172
- BIOMASS TECHNOLOGY ENERGY, **154**
- BIRDS DIRECTIVE, 7, 170, 176–7. *see also* biodiversity; Natura 2000 sites
- BLANCHARDSTOWN, 12–13, 14, 17, 29, **32–5**, 66, 71, 116, 272. *see also* Blanchardstown Town Centre;
 - Blanchardstown Village
 - development strategy, 9, 33–5
 - foul drainage and wastewater, 136, 137, 140
 - RAPID area, v, 241
 - zoned lands, 18, 19, 20–1, 22, 27, 28
- BLANCHARDSTOWN INSTITUTE OF TECHNOLOGY, 5, 268
- BLANCHARDSTOWN TOWN CENTRE, 27, 32, **33**, 237, 238, 239, 348
 - Masterplan, 33, 239
 - retail strategy, 25, *App. 2: 67, 81, 87* (map)
- BLANCHARDSTOWN VILLAGE, 32, 33, 237
 - development strategy, 33, 34–5
 - retail strategy, 25, *App. 2: 70*
- BOG OF THE RING, 172, 175, 176, 177, 292
 - proposed NHA, 185
 - water treatment plant, 133
- BOROIMHE, *App. 2: 79*
- BRACKENSTOWN, 222, *App. 2: 74*

BRAZIL HOUSE, SWORDS, 209
 BRAZIL MOTTE, SWORDS, 209
 BREMORE
 archaeological heritage, 10, 206, 208, 209
 new deep water port, 10, 85
 BROADMEADOW ESTUARY, 30, 32, 175, 177
 BROADMEADOW RIVER, 6, 30, 32, 146, 179, 180, 184, 285
 BROADMEADOW RIVER VALLEY LINEAR PARK, 32
 BUILDING ENERGY RATING, 223
 BUILT HERITAGE. *see* archaeology; architectural heritage
 BURIAL GROUNDS, **275**
 historical sites, 95, 206, 211
 BUS SERVICES, 114, **117**
 QBCs (quality bus corridors), 9, 114, **117**, 124, 248
 BUSINESS PARKS, 69–70, *App. 4*: 137–43
 BUSINESS STARTER UNITS, 72–3

C

CAMPSITES, **317**
 CANAL. *see* Royal Canal
 CAR AND BICYCLE PARKING
 bicycle parking, **111–13**
 car parking, **121–2**
 standards, 122–5
 urban design criteria, 231
 CARAVAN PARKS, 123, 187, 188, 190, **317**
 CARPENTERSTOWN, *App. 2*: 78
 CARRICKHILL, *App. 2*: 77
 CASTLE MILLS, *App. 2*: 77
 CASTLEKNOCK, 29, **39**, 44, 117, 215, 237
 development strategy, 39
 retail strategy, *App. 2*: 71
 urban centre strategy, 39, 240
 CHALETS, 305
 CHARLESTOWN, 9, 13, 44, **45**, 46, 237
 retail strategy, 25, *App. 2*: 69
 CHARTER FOR HISTORIC GARDENS, 217
 CHILDCARE FACILITIES, 70, 233, 237, 258, **267–8**
 rural areas/villages, 291, 321
 CHILDCARE FACILITY GUIDELINES FOR PLANNING AUTHORITIES, 267
 CHURCHES. *see* places of worship
 CLIMATE CHANGE, iv, 6, 8, 307
 energy efficiency, 149–50
 flood risk management, 141
 sustainable transport, 105. *see also* transportation
 water supply and drainage systems, 148
 CLONDALKIN, 116
 CLONMETHAN, 280, 281
 CLONSHAUGH, 44
 CLONSILLA, 14, 28, 29, **40**, 117, 216, 237
 development strategy, 40, 240



- retail strategy, 25, *App. 2*: 71
- CLUSTERING, 67
- COASTAL AREAS, 6, **193–201**
 - access to, 199
 - aggregate extraction, 322
 - beaches and bathing, 199, 200–1
 - changing coast, 194
 - coastal zone management, 195–6
 - development in, 196–8
 - location of housing between sea and adjoining roads, 307
 - erosion, 194
 - fishing, aquaculture and mariculture, 201
 - flooding, 194, 198
 - harbours and marinas, 199–200. *see also* marinas and jetties; ports and harbours
 - land reclamation, 322
 - landscape character, 185–6, 195–6
 - protected areas, 193
 - protection and defence, 194, 197
 - seascape assessment, 195–6
 - tourism and recreation, 198–9, 200. *see also* Fingal Coastal Way
 - towns and villages, 193
- COLECOT, 138
- COLT ISLAND, 192
- COMMUNITY INFRASTRUCTURE, 10, **265–76, 330**
 - art and cultural facilities, 274–5
 - burial grounds, 275
 - childcare facilities, 267–8. *see also* childcare facilities
 - community buildings, 266–7
 - educational facilities, 268–9. *see also* schools
 - fire stations, 276
 - health centres/services, 272–3
 - land use zoning (CI), 19, 265–6, 330–1
 - libraries, 273–4
 - places of worship. *see* places of worship
 - residential care homes/retirement homes/nursing homes, 269–70, 271–2
 - retirement villages, 270–1, 271–2
- COMMUTER VILLAGES, 58
- CONNOLLY HOSPITAL, BLANCHARDSTOWN, 117, 272
- CONSOLIDATION AREAS WITHIN GATEWAY, 29
 - settlement strategy, 38–46
- CONSTRUCTION WASTE, 161–2
- CONVENTION ON BIOLOGICAL DIVERSITY (CBD), 170
- COOLQUAY, 14, 25, 29, **58–9**, 288
- CORDUFF, 292, *App. 2*: 79–80
- CORDUFF RIVER, 146, 179, 180
- CORE RETAIL AREAS. *see* retail strategy
- CORE STRATEGY, **10–11**. *see also* housing strategy; retail strategy; settlement strategy
 - economic strategic policy, 27
 - environmental considerations, 27
 - housing targets, 15–16
 - land supply, 16–18

National Spatial Strategy, consistency with, 11–12
 population targets, 15
 proposed new zoning, 18–23
 Regional Planning Guidelines, consistency with, 12–15
 statutory context and background, 11
 transport strategic policy, 24 (map), 27

COUNTRY MARKETS, 240, **316**

COUNTRYSIDE, HOUSING IN. *see* rural housing

COUNTY GEOLOGICAL SITES, 181–2

CRIME PREVENTION, **234–5**

CULTURAL FACILITIES. *see* art and cultural facilities

CYCLING AND WALKING, 9, 55, 67, 105, 106, **108–13**, 254, 266, **319**
 coastal areas, 199. *see also* Fingal Coastal Way
 cycle parking, 34, 111–13
 cycle routes and walking trails, 95, 319–21
 cycleways, 108, 109
 design of buildings and developments, 110–11
 green corridors, 260
 green infrastructure objectives, 91, 94, 95, 320
 integrated approach, 108
 National Cycle Policy Framework 2009–2020, 105
 objectives, 107, 108–9
 park and stride, 111
 rights of way, 319, 320
 rural areas, 311, **319–21**
 urban areas, 229, 238, 241, 242
 walking buses, 110

D

DARDISTOWN, 116

DELIVERING A SUSTAINABLE ENERGY FUTURE FOR IRELAND, 2007–2020, 150

DELIVERING HOMES, SUSTAINING COMMUNITIES 2007, 150, *App. 1:14*

DELVIN RIVER, 6, 146, 180, 193, 285

DEMESNES. *see* designed landscapes

DEMOLITION WASTE, 161–2

DESIGN GUIDELINES
 business parks and industrial areas, 69–70, *App. 4: 137–43*
 rural clusters, 293
 rural housing, 293, *App. 5: 147–9*
 rural villages, 291

urban centres. *see* urban design

DESIGN GUIDELINES FOR RURAL DEVELOPMENT, 293

DESIGNED LANDSCAPES, 185, 186, **216–18**
 ACAs (Architectural Conservation Areas), 218
 demesnes, 217–18
 development proposals, 217–18
 gardens, 216–17
 objectives, 218
 Protected Structures, 218

DEVELOPMENT PROPOSALS
 archaeology and, 209–11



- Architectural Conservation Areas, and, 215–16
- biodiversity conservation, and. *see* biodiversity
- coastal areas, 196–8, 307
- green infrastructure strategy, 96–7, 111
 - objectives, 98–102
- historic designed landscapes, demesnes, etc, 217–18
- landscape character types, and. *see* Landscape Character Assessment (LCA)
- protected structures, and, 212–14, 223
- road network, accessing, 120–1
- rural areas. *see* rural areas; rural housing; rural villages
- section 48 and 49 levies, 130
- sustainable forms of transport, promotion of, 110–11
- telecommunications antennae, 156–7
- vernacular heritage, and, 219–20
- water services, and, 147
- DISABILITIES, PEOPLE WITH. *see also* mobility-impaired people
 - housing provision, *App.* 1:42
- DISADVANTAGED AREAS, v, 241
- DISTRICT CENTRES. *see* town and district centres
- DISWELLSTOWN, 28
- DONABATE, 9, 12, 13, 14, 29, **35**, 48, 140, 144, 185, 195, 201, 215, 237, 287
 - development strategy, 35–6, 240
 - HLC study (Historic Landscape Characterisation), 190, 207
 - land use zoning, 17, 18, 21, 22, 28
 - retail strategy, 25, *App.* 2: 73
- DRAINAGE, 136, 147. *see also* Sustainable Drainage Systems (SuDS); wastewater treatment
- DRINAN, *App.* 2: 75
- DRINKING WATER. *see* water supply
- DRUMANAGH, 208
 - promontory fort, 52, 56, 193, 209
- DUBLIN AIRPORT, 44–5, **79–84**, 118
 - accessibility, 82–3
 - air quality management, 81–2
 - design quality, 82
 - housing within noise zones, 299–300
 - land use zoning (DA), 332–3
 - local area plan, 79
 - noise zones, 80
 - safety zones, 81
 - St. Margaret’s and other residential communities, 83–4
 - surrounding land uses, 83
 - transport objectives, 119
 - water quality management, 81–2
- DUBLIN CITY UNIVERSITY, 5
- DUBLIN GATEWAY, 12
- DUBLIN PORT, 84, 118–19
 - additional port, 10, 85
 - transport objectives, 119
- DUBLIN REGION COASTAL PROTECTION PROJECT, 142, 143
- DUBLIN REGION WATER CONSERVATION PROJECT, 133
- DUBLIN REGIONAL AIR QUALITY MANAGEMENT PLAN, 164

DUBLIN REGION'S WATERMAINS REHABILITATION PROJECT, 133
 DUBLIN-BELFAST CORRIDOR, 68
 DUNSOGLHY CASTLE, 209

E

EASTERN RIVER BASIN DISTRICT (ERBD), 145
ERBD River Basin Management Plan 2009-2015, 145
 ECOLOGICAL BUFFER ZONES, **177-8**
 ECOLOGICAL CORRIDORS AND STEPPING-STONES, 94, 172-3, **179-81**, 187, 188
 ECONOMIC DEVELOPMENT. *see* enterprise and employment
ECONOMIC DEVELOPMENT ACTION PLAN FOR THE DUBLIN CITY REGION, 65-6
 EDUCATIONAL FACILITIES, 113, **268-9**, 330. *see also* schools
 ELECTORAL DISTRICTS (EDS), 280
 ELECTRIC VEHICLES, 127
 ELECTRICITY. *see* energy; utility facilities
 EMPLOYMENT. *see* enterprise and employment
 ENERGY, **149**
 appropriate assessment, 149
 energy efficiency, 149-50, 151, 230
 historic buildings, 223
 overhead cables, 154
 renewable, 150-4. *see also* renewable energy
 statement of policy, 149
 ENTERPRISE AND EMPLOYMENT, **61-88**
 airport. *see* Dublin Airport
 approach to, 65
 business parks and industrial areas, 69-70, *App. 4: 137-43*
 clustering, 67
 Dublin-Belfast Corridor, 68
 Economic Development Action Plan for Dublin City Region, 65-6
 local support facilities, 70
 location of employment, 66-7
 Metro Economic Corridor (ME), 68-9
 "smart growth," 66
 appropriate assessment, 65
 economic overview, 4-5
 economic challenges, 5
 strengths and opportunities, 5
 economic strategic policy, 27
 employment sectors, 70-1
 environmental goods and services (EGS), 72
 financial services, 71-2
 incubation units/workshops/business starter units, 72-3
 research and development (R & D), 71
 small and medium-sized enterprises (SMEs), 72, 75, 322
 fisheries. *see* fisheries, aquaculture and mariculture
 guiding principles, 64
 land use and zoning, 64, 73, 338-9. *see also* land use zoning
 additional objectives, 73-4
 Major Accidents Directive - Seveso sites, 86-8
 ports, marinas and jetties, 84-5. *see also* marinas and jetties; ports and harbours



quarrying/aggregate extraction, 75–6
 regeneration, 76
 retailing, 77–8. *see also* retail strategy
 rural enterprise/rural economy, 75. *see also* agriculture; horticulture; rural enterprise
 statement of policy, 65
 tourism. *see* tourism and recreation
 ENVIRONMENTAL CONSIDERATIONS, 27
 ENVIRONMENTAL GOODS AND SERVICES SECTOR (EGS), 72
 ENVIRONMENTAL LEGISLATION, 27
 ENVIRONMENTAL RESOURCES, 6. *see also* green infrastructure
 ESTATES AND DEMESNES. *see* designed landscapes
 ESTUARIES, 35, 131, 185, 193
 archaeological heritage, 205, 207, 209
 biodiversity conservation, 172
 ecological buffer zones, 177–8
 land reclamation and aggregate extraction, 322, 323
 EUROPEAN LANDSCAPE CONVENTION, 183
 EUROPEAN SITES. *see* Natura 2000 sites
 EXTRACTIVE INDUSTRY. *see* aggregate/extractive industry

F

FACTORY OUTLET CENTRES, *App. 2*: 82–3
 FAITH COMMUNITIES. *see* places of worship
 FAMILY FLATS, 252–3, 311
 FARMING. *see* agriculture
 FARMLEIGH, PHOENIX PARK, 217
 FELTRIM HILL, 175, 185
 FELTRIM QUARRY, 182
 FELTRIM/KINSEALY, *App. 2*: 74
 FEM-FRAMS STUDY. *see* flooding
 FINANCIAL CONTRIBUTIONS
 open space requirements, and, 257
 section 48 and 49 levies, 130
 FINANCIAL SERVICES, 71–2
 FINGAL BIODIVERSITY PLAN, 173
 FINGAL COASTAL WAY, 95, 109, 199, 320
 FINGAL ECOLOGICAL NETWORK. *see* biodiversity
 FINGAL SCHOOLS MODEL, 268
 FIRE STATIONS, 276
 FISHERIES, AQUACULTURE AND MARICULTURE, 84, **85**, 140, **179–81**, 193, **201**, 318
 conservation and protection, 172. *see also* biodiversity
 objectives, 201
 shellfish waters, 94, 201
 FISHING PORTS. *see* ports and harbours
 FLOODING, 9, 147
 coastal, 194, 198
 green infrastructure strategy, 95, 100, 142–3
 risk assessment and management, 141–4, 142, 144
 FEM-FRAMS study, 142, 143
 surface water schemes, 144
 FLORA AND FAUNA. *see* biodiversity

FOOD PARK ZONING (FP), **334–5**
 FORESTRY, 75, 178, 187, 188, 190, 299, **314**
 Indicative Forestry Strategy, 314
 FOSTERSTOWN, 23, 28
 FOUL DRAINAGE. *see* wastewater treatment

G

GARDENS. *see* designed landscapes; horticulture
 GARRISTOWN, 59, 281, 288
 GATED COMMUNITIES, 251
 GATEWAYS AND HUBS, 12
 GB ZONING (GREENBELT), 336–7
 GE ZONING (GENERAL EMPLOYMENT), 74, 338–9
THE GEOLOGICAL HERITAGE OF FINGAL (GSI, 2007), 181
 GEOLOGY, 181
 county geological sites, 95, **181–2**
 GEOTHERMAL ENERGY, **153**
 GOLF COURSES, 56, 59, 123, 124, 185
 development of, **317–18**
 nature development areas, 178
 GRACE DIEU, 208
GREATER DUBLIN STRATEGIC DRAINAGE STUDY (GSDSDS), 136–7, 141
 Climate Change Policy, 148
GREATER DUBLIN WATER SUPPLY STRATEGIC STUDY, 133
 GREEN INFRASTRUCTURE, 6, **90–102**
 appropriate assessment, 92. *see also* Natura 2000 sites
 archaeological and architectural heritage, 95, 101–2. *see also* archaeology; architectural heritage
 biodiversity, 94, 98–9. *see also* biodiversity
 development proposals, and, 96–7
 objectives, 98–102
 green corridors, 260
 green roofs, 101, **235**, 260–1
 green walls, 101, **236**
 landscape, 95, 102. *see also* landscape
 local area plans, 96
 objectives, 98–102
 map-based approach, 92
 parks, open space and recreation, 94, 99–100, 255. *see also* open space
 statement of policy, 92
 strategy for Fingal, 92–7, 286
 sustainable water management, 95, 100–1, 141
 themes, 94–5
 GREENBELTS, 9, **285–6**
 land use zoning (GB), 95, 294, 295, 336–7
 GROUNDWATER PROTECTION SCHEME, 145–6, 304
 GUESTHOUSES. *see* hotels and guesthouses

H

HA ZONING. *see* High Amenity Zoning
 HABITATS DIRECTIVE, 7, 170, 176–7
 appropriate assessment screening, 174–5. *see also* Natura 2000 sites



- HACKNEY SERVICES, **118**
- HANSFIELD SDZ, 19, 27, 28, 116
- HARBOURS. *see* Dublin Port; ports and harbours
- HARTSTOWN, *App.* 2: 78
- HAZARDOUS INDUSTRIES. *see* Seveso sites
- HAZARDOUS WASTE, 162
- HEALTH CENTRES/SERVICES, 113, **272–3**, 330
- HEALTH SERVICE EXECUTIVE (HSE), 272
- HEAVY INDUSTRY ZONING (HI), 342–3
- HEDGEROWS. *see* trees and hedgerows
- HERITAGE RESOURCES, 6. *see also* archaeology; architectural heritage; biodiversity;
green infrastructure
- HIGH AMENITY ZONING (HA), 95, 102, **192**, 294, 340–1
objectives, 192–3
- HIGH TECHNOLOGY ZONING (HT), 74, 344–5
- HIGHLY SENSITIVE LANDSCAPES, 57, 95, 102, 157, 183, 186, **187**, **189**
coastal area, 193
principles for development, 187–8
- HILL OF HOWTH, 182
- HILLFORT MOUND, 184
- HINTERLAND AREA: SETTLEMENT STRATEGY, 29, 48–60
- HISTORIC BUILDINGS. *see* architectural heritage; vernacular heritage
- HISTORIC DESIGNED LANDSCAPES/GARDENS. *see* designed landscapes
- HISTORIC LANDSCAPE CHARACTERISATION (HLC), **190–1**, 207
- HOLIDAY HOMES, 305
- HOLLYSTOWN, 14, 25, 29, 58, **59**, 288
- HOLLYWOOD, 280, 281
- HOLMPATRICK, 281
- HOLYWELL, *App.* 2: 75
- HOME-BASED ECONOMIC ACTIVITY, 321
- HOMELESS AGENCY PARTNERSHIP, *App.* 1:41
- HOMELESS PERSONS, *App.* 1:41
- HORTICULTURE, 52, 53, 187, 188, 190, 283, 306, **313–14**
informal sector, 286–7
new housing for farming families, 297–9
statement of policy, 283
- HOSPITALS, 272, 273
- HOTELS AND GUESTHOUSES, 53, 77, 112, **317**
car parking, 122, 124
- HOUSING. *see* housing affordability; housing strategy; residential development; rural housing;
social housing
- HOUSING AFFORDABILITY, *App.* 1:26–7. *see also* social housing
affordability analysis, *App.* 1:30–4
affordability index, *App.* 1:49
affordable housing demand, *App.* 1:43–5
affordable housing list, *App.* 1:44–5
distribution of social/affordable housing, *App.* 1:45–7
eligible person, definition of, *App.* 1:48
house prices and future projections, *App.* 1:29–34
household incomes, *App.* 1:27–8
methods of providing social/affordable housing, *App.* 1:47

- HOUSING IN IRELAND: POLICY AND PERFORMANCE*, App. 1:14
- HOUSING STRATEGY, 23–5, 244, App. 1: 9–11**
- affordable housing. *see* housing affordability
 - disabilities, people with, App. 1: 42
 - homeless persons, App. 1: 41
 - household growth, App. 1: 17–18
 - household size, App. 1: 18
 - housing mix and housing types, App. 1: 21
 - implications for, App. 1: 21–2
 - land supply, 16–18, App. 1: 23–4
 - nationality and migration flows, App. 1: 19–21
 - policy context, App. 1: 12–15
 - population trends, App. 1: 15–16
 - private housing market, App. 1: 24–5
 - private rented sector, App. 1: 25–6
 - proposed new zoning, 18–23
 - review of, App. 1: 47
 - senior citizens/empty nesters, App. 1: 41–2
 - single persons under 60 years, App. 1: 43
 - social housing. *see* social housing
 - statutory background, App. 1: 12
 - Traveller accommodation, App. 1: 40–1
- HOUSING TARGETS**, 15–16, App. 1: 22–3
- HOWTH**, 9, 14, 29, **41**, 44, 136, 142, 182, 185, 237
- Architectural Conservation Areas, 41, 215
 - development strategy, 41–2, 240
 - fishery industry, 85, 201
 - land use zoning, 17, 18, 20, 21, 22
 - ‘Queen Victoria’ (shipwreck), 209
 - retail strategy, 25, App. 2: 72
 - St Mary’s Church/Abbey, 209
 - special amenity area, 191, 322
- HOWTH CASTLE**, 215, 217
- HOWTH HEAD**, 95, 175
- HT ZONING**. *see* High Technology zoning
- HUNTSTOWN**, 87, 117, App. 2: 78
- HYDRO ENERGY, 153–4**
- HYPERMARKETS**, App. 2: 82
- I**
- INCUBATION UNITS, 72–3**
- INDUSTRIAL AREAS, 69–70, App. 4: 137–43**
- INDUSTRIAL HERITAGE, 221–3**
- INFORMATION AND COMMUNICATION TECHNOLOGIES (ICT), 155–6**
- antennae and support structures, 156–7
 - appropriate assessment, 155
 - DOE Guidelines (1996), 156
 - statement of policy, 155
- INLAND FISHERIES IRELAND GUIDELINES**, 172
- INTEGRATED AREA PLAN (IAP) AREAS**, App. 2: 61
- IRELAND’S EYE**, 175, 182, 192

IRISH COASTAL PROTECTION STRATEGY STUDY, 142
 ISLANDS, 172, 182, **192**, 193, 206, 208
 protected areas, 54, 55, 175, 192, 195

J

JETTIES. *see* marinas and jetties

K

KELLYSTOWN, 28
 KILLSALLAGHAN, 280, 281, 292
 KILSHANE WASTE TRANSFER STATION, 160
 KINSALEY, 14, 288
 KINSEALY, 20, 29, 58, **59**
 retail strategy, 25, *App. 2*: 74
 KITCHENSTOWN, 208
 KNOCK LAKE, 175

L

LAMBAY ISLAND, 175, 182, 192, 206, 208
 LAND RECLAMATION, **322-3**
 LAND SUPPLY, **16-17**, *App. 1*:23-4
 LAND USE ZONING, **325-71**
 ancillary uses, 329
 employment generating land, 64, 73-4
 existing zoned lands, 16-18
 local area plans (LAPs), 327-8
 non-conforming uses, 328-9
 proposed new zoning, 18-23
 public transport corridors, capacity along, 27-8
 residential, 16-21, 245, 354-5, 360-1. *see also* residential zoning
 rural areas, 280, 294, 295, 356-9, 362-5
 transitional zonal areas, 328
 transport policy, integration with, 106-7
 zoning objectives and use classes, 327, **330-71**
 Community Infrastructure "CI," 19, 265-6, 330-1
 Dublin Airport "DA," 332-3
 Food Park "FP," 334-5
 General Employment "GE," 74, 338-9
 Greenbelt "GB," 294, 295, 336-7
 Heavy Industry "HI," 342-3
 High Amenity "HA," 192-3, 294, 340-1
 High Technology "HT," 74, 344-5
 Local Centre "LC," 346-7
 Major Town Centre "MC," 348-9
 Metro Economic Corridor "ME," 19, 20, 21, 350-1
 Open Space "OS," 352-3
 Residential "RA," 245, 354-5
 Residential "RS," 245, 360-1
 Retail Warehousing "RW," 366-7
 Rural Business "RB," 356-7
 Rural Cluster "RC," 358-9

- Rural "RU," 294, 295, 362–3
- Rural Village "RV," 288, 290, 364–5
- Town and District Centre "TC," 368–9
- Warehousing and Distribution "WD," 74, 370–1
- LANDFILLS, 146, 160, **161**, 187, 188, 190
- LANDSCAPE, **182–93**, 284, 285
 - character types, values and sensitivity. *see* Landscape Character Assessment (LCA)
 - coastline. *see* coastal areas
 - European Landscape Convention, 183
 - green infrastructure strategy/objectives, 95, 102
 - high amenity zoning (HA), 192–3, 340–1
 - historic designed landscapes. *see* designed landscapes
 - historic landscape characterisation (HLC), 190–1, 207
 - islands. *see* islands
 - special amenity areas, 95, 102, 185, 191–2, 322
 - views and prospects. *see* views and prospects
- LANDSCAPE CHARACTER ASSESSMENT (LCA), 183
 - character types and value, **183–6**
 - coastal type, 185–6, 189
 - estuary type, 185, 187, 189
 - high lying type, 184–5, 187, 189
 - low lying type, 185, 186, 189
 - river valleys and canal character type, 186, 187, 189
 - rolling hills type, 184, 186, 189
 - objectives, 188–9
 - rural area, 280
 - sensitivity, **186**
 - highly sensitive, 187–8, 189
 - low to medium, 186–7, 189
 - summary of character type, value and sensitivity, 189
- LANDSCAPE CONSERVATION AREAS, 191, 192
- LANESBOROUGH, 45
- LARGE GROWTH TOWNS – LEVEL II, 13, 14, 29
 - settlement strategy, **48–50**
- LAUREL LODGE, *App. 2*: 78
- LEIXLIP WATER TREATMENT PLANT, 133
- LIBRARIES, 36, 232, **273–4**, 290
 - car parking, 123
- LIFFEY RIVER, 6, 133, 144, 146
 - ecological corridor, 179, 180
 - flood risk management, 142, 143
- LIFFEY VALLEY, 95, 186, 285
 - Metro West, 116
 - proposed NHA (natural heritage area), 175, 176, 186
 - special amenity area, 186, 191
 - walking and cycling routes, 100, 109
- LIFFEY VALLEY REGIONAL PARK, 192
- LIGHT
 - daylight, sunlight and overshadowing – residential development, **249–50**
 - pollution, **163**, 164
- LITTER MANAGEMENT, **162–3**

- LOCAL AREA PLANS (LAPS), **327–8**
 green infrastructure objectives, 96, **98–102**, 327
 archaeological and architectural heritage, 101–2
 biodiversity, 98
 parks, open space and recreation, 99–100
 sustainable water management, 100–1
 rural villages, 289, 290, 291, 322
 urban centres, 239
- LOCAL CENTRES. *see* neighbourhood/local centres
- LOCAL PARKS, 255
- LOCAL SUPPORT FACILITIES, 70, *App. 2*: 84
- LOUGHSHINNY, 18, 21, 23, 25, 29, **56–7**, 175, 201, 281
 development strategy, 57
 fishing industry, 85, 201
- LUSK, 9, 13, 14, 29, **50–1**, 130, 140, 185, 237, 292
 ACA (Architectural Conservation Area), 51, 215
 archaeological heritage, 206, 208, 209
 development strategy, 51–2
 horticulture, 283, 313
 land use zoning, 17, 18, 19, 20, 21, 23
 population, 281
 retail strategy, 25, *App. 2*: 69
 round tower and church tower, 209
- M**
- MAJOR ACCIDENTS DIRECTIVE
 Seveso sites in Fingal, 86–8
- MAJOR TOWN CENTRES, 237
 retail strategy, *App. 2*: 64, 65–7
 zoning objective “MC,” 348–9
- MALAHIDE, 9, 12, 13, 14, 29, 35, **36–8**, 43, 44, 185, 201, 237, 279, 287
 Architectural Conservation Areas, 36, 215
 development strategy, 37–8, 240
 land use zoning, 17, 18, 21, 22
 retail strategy, 25, *App. 2*: 68, 81, 86 (map)
 wastewater treatment plant, 137, 140
- MALAHIDE AND SKERRIES CYCLING STUDY, 55
- MALAHIDE CASTLE, 6, 215, 217, 254
- MALAHIDE COAST, 182
- MALAHIDE ESTUARY, 30, 35, 172, 175, 177, 185, 193
- MALAHIDE POINT, 182
- MALAHIDE SHELLFISH AREA, 201
- MAP-BASED LOCAL OBJECTIVES, *App. 6*: 153–95
- MARINAS AND JETTIES, 41, 54, 55, **84**, 198, **199**, **200**
- MARKET GARDENING. *see* country markets; horticulture
- MARKET TOWNS, 13
- MASTERPLANS (MAJOR TOWN CENTRES), 239
- MATT RIVER, 50, 146, 180
- MEAKSTOWN, 9, 14, 44, **45**, 46, 136
- MEATH COUNTY COUNCIL, 142
- METRO ECONOMIC CORRIDOR (ME ZONING), 68–9

- use classes, 350–1
- zoned lands, 19, 20, 21
- METRO NORTH, 115–16
- METRO NORTH ECONOMIC CORRIDOR, 9, 68
- METRO WEST, 116
- METRO WEST ECONOMIC CORRIDOR, 69
- METROPOLITAN AREA: SETTLEMENT STRATEGY, 29, 30–48
- METROPOLITAN CONSOLIDATION TOWNS, 12–13, 14, 29
 - settlement strategy, **30–5**
- MIGRATION AND NATIONALITIES, *App. 1:19–21*
- MILL COMPLEXES, 222
- MIXED USE ZONING, 17
 - proposed new zoning, 18–21
- MOBILE PHONE MASTS. *see* information and communication technologies (ICT)
- MOBILITY AIDS GRANTS, *App. 1:42*
- MOBILITY MANAGEMENT PLANS, 119
- MOBILITY-IMPAIRED PEOPLE
 - transport policy objectives, 119–20
- MODERATE SUSTAINABLE GROWTH TOWNS, 13, 14, 29
 - settlement strategy, **35–8, 50–5**
- MOORETOWN, 209
- MOUNTVIEW, *App. 2: 77*
- MULHUDDART, 14, 29, **42**, 44, 130, 182
 - bridge replacement, 144
 - development strategy, 42
 - land use zoning, 19
 - retail strategy, 25, *App. 2: 71*
 - Seveso sites, 87

N

- NATIONAL BIODIVERSITY PLAN (NBP), 170
- NATIONAL CLIMATE CHANGE STRATEGY 2007–2012, 150
- NATIONAL CYCLE POLICY FRAMEWORK 2009–2020, 105
- NATIONAL HAZARDOUS WASTE MANAGEMENT PLAN, 162
- NATIONAL INVENTORY OF ARCHITECTURAL HERITAGE, 217
- NATIONAL MONUMENTS. *see* archaeology
- NATIONAL PARKS AND WILDLIFE SERVICE (NPWS), 171, 174, 177, 179, 180
- NATIONAL RURAL TRANSPORT SURVEY 2002, 115
- NATIONAL SPATIAL STRATEGY 2002–2020 (NSS), **11–12**, *App. 1:12–13*
 - green infrastructure planning, 91
 - rural area types, 279
- NATIONAL TRAILS NETWORK, 320
- NATURA 2000 SITES, 170, **173–5**, 205–6
 - appropriate assessment screening, 7, 92, 174–5
 - green infrastructure objectives, 92, 93, 98
 - Natura Impact Statements, 171, 174
- NATURAL HERITAGE, **167–201**
 - appropriate assessment, 169, 174–5. *see also* Natura 2000 sites
 - biodiversity conservation. *see* biodiversity; green infrastructure
 - geology, 181–2
 - landscape. *see* landscape



- rural area, value of. *see* rural value
 - statement of policy, 170
 - NATURAL HERITAGE AREAS (NHAS), 172, 176, 181, 186
 - NATURE DEVELOPMENT AREAS, **178**
 - NAUL, 14, 25, 29, 58, **59**, 184, 208, 285, 288
 - ACA (Architectural Conservation Area), 59, 216
 - population, 281
 - wastewater treatment, 137, 140
 - NAVAN RAIL LINE, 116
 - NEIGHBOURHOOD/LOCAL CENTRES
 - retail strategy, *App. 2: 64–5, 74–80*, 83
 - zoning objective “LC,” 346–7
 - NEWBRIDGE HOUSE DEMESNE, 6, 35, 215, 217, 254
 - NOISE POLLUTION, 163, **165**
 - traffic noise, 126–7
 - NOISE ZONES (DUBLIN AIRPORT), 80
 - NORTH BULL ISLAND, 175
 - NORTH DUBLIN BAY, 175
 - NURSING HOMES, 269–70
 - open space provision, 271–2
- O**
- OFFICE OF PUBLIC WORKS (OPW), 142, 217, 218
 - OLDTOWN, 14, 25, 29, 32, 58, **60**, 185, 209, 288, 292
 - ACA (Architectural Conservation Area), 215
 - population, 281
 - wastewater treatment, 137, 140
 - ONGAR, *App. 2: 73*
 - OPEN PLAN ESTATES, 250–1
 - OPEN SPACE, 230, **254–64**
 - accessibility, 254, 255–6
 - basic principles, 254
 - design of public open spaces, 259–60
 - green infrastructure strategy, 94, 254, 255
 - green corridors, 260
 - green roofs, 260–1
 - objectives for LAPs and development proposals, 99–100, 101
 - hierarchy, 254, 255–6
 - intensive recreational/amenity facilities, 258–9
 - land use zoning
 - “CI,” 330
 - “OS,” 352–3
 - local parks, 255
 - playground facilities, 261
 - pocket parks, 255
 - private open space, 254, 263–4
 - public parks, types of, 255
 - quality, 254, 259–62
 - quantity, 256–8
 - regional parks, 254, 255
 - residential care homes/nursing homes/retirement homes, 271–2

- retirement villages, 271–2
- sustainable drainage systems, 261
- tree policy, 262
- urban neighbourhood parks, 255

OVERHEAD CABLES, 154

P

PARK AND RIDE, 111

PARK AND STRIDE, 111

PARKING. *see* car and bicycle parking

PARKS. *see* open space

PETROL-FILLING STATIONS, *App. 2*: 82

PHOENIX PARK, 28, 217, 218

PHYSICAL INFRASTRUCTURE, 10, **103–65**

- air, light and noise, 163–5
- energy. *see* energy; renewable energy
- information and communication technologies (ICT), 155–7
- transport. *see* transportation
- waste management. *see* waste management
- water services, 131–48. *see also* wastewater treatment; water services; water supply

PIGEON LOFTS, **253–4**

PINKEEN RIVER, 146, 180

PLACES OF WORSHIP, 223, 229, 266, **272**

- bicycle parking requirements, 113
- car parking standards, 123

PLANNING SYSTEM AND FLOOD RISK MANAGEMENT GUIDELINES (DOEHLG), 141–2

PLATFORM FOR CHANGE 2000–2016, 105, 117

PLAYGROUND FACILITIES, 255, **261**, 268

POCKET PARKS, 255

POOLBEG WASTE TO ENERGY PLANT, 161

POPULATION, 4

- demographic profile, 4, *App. 1*:16–17
- Fingal’s settlement hierarchy, 14
- household growth, *App. 1*:17–18
- migration and nationalities, *App. 1*:19–21
- rural areas, 280–1
- targets, 15, *App. 1*:13
- trends, *App. 1*:15–16

PORTERSTOWN, 28

PORTMARNOCK, 9, 12, 14, 29, 37, 39, **42–3**, 130, 185, 192, 201, 237, 279

- development strategy, 43, 240
- flood risks, 142
- land use zoning, 17, 18, 21, 22, 28
- retail strategy, 25, *App. 2*: 72
- wastewater treatment, 137

PORTRANE, 13, 14, 29, 36, **46–8**, 201, 292

- Architectural Conservation Areas, 47, 216
- The Burrow, 185
- development strategy, 47–8
- HLC study (Historic Landscape Characterisation), 190, 207
- holiday homes, 305



- land use zoning, 17, 18, 19–20, 21, 22
 - wastewater treatment plant, 137, 140
 - PORTRANE DEMESNE, 185
 - PORTRANE SHORE, 175
 - PORTS AND HARBOURS, **84–5**, 118, **199–200**. *see also* Dublin Port; marinas and jetties
 - historic harbours, 223
 - PRIMARY CARE STRATEGY* (2001), 272
 - PRIVATE OPEN SPACE, 254, 263–4
 - PROGRESSING RURAL PUBLIC TRANSPORT IN IRELAND* 2006, 106
 - PROTECTED STRUCTURES. *see* Record of Protected Structures (RPS)
 - PUBLIC ART, 234
 - PUBLIC TRANSPORT, **9**, **113–20**
 - airport, 118–19. *see also* Dublin Airport
 - bus and quality bus corridors, 117
 - interchanges, 114
 - Metro, 115–16. *see also* Metro North; Metro West
 - mobility management plans, 119
 - park and ride facilities, 111
 - port, 118. *see also* Dublin Port
 - rail service, 116–17
 - rural areas, 106, 115, 311
 - taxi and hackney services, 118
 - PUBLIC TRANSPORT CORRIDORS
 - zoning capacity, 27–8
- Q**
- QBCS. *see under* bus services
 - QUARRIES, **75–6**, 87, 178, 182, 222
 - 'QUEEN VICTORIA' (SHIPWRECK), 209
- R**
- RA ZONING (RESIDENTIAL), 245, 354–5
 - RACECOURSE SHOPPING CENTRE, BALDOYLE, *App. 2*: 76
 - RAIL SERVICE, **116**
 - objectives, 117
 - RAILWAY HERITAGE, 221
 - RAINWATER MANAGEMENT. *see* surface water
 - RAMSAR CONVENTION SITES, 94, 173, 174, 175, 185
 - RAPID AREA, v, 241
 - RARE AND PROTECTED SPECIES, 176–7
 - RATHBEALE, *App. 2*: 80
 - RECORD OF MONUMENTS AND PLACES (RMP), 101, 207–8, 210
 - RECORD OF PROTECTED STRUCTURES (RPS), 101, 208, **212–14**, 218
 - definitions, *App. 3*: 95
 - development/demolition, 212–14
 - energy efficiency measures, 223
 - list of protected structures, *App. 3*: 97–134
 - objectives, 213–14
 - RECREATIONAL/AMENITY FACILITIES. *see also* cycling and walking; open space; tourism
 - and recreation; water-based sports
 - green infrastructure strategy, 99–100

- intensive facilities, **258–9**
- playground facilities, 261
- RECYCLING OF WASTE, **159–60**, 162
- REFUSE BINS, 253
- REFUSE MANAGEMENT. *see* waste management
- REGENERATION, **76**, 199, 237, 238, 241, 336
 - rural communities, 295
- REGIONAL PARKS, 254, 255
- REGIONAL PLANNING GUIDELINES FOR THE GREATER DUBLIN AREA 2010–2022* (RPG),
 - 12–15, *App.* 1:13–14
 - Fingal’s settlement hierarchy, 12–14
 - green infrastructure, 91
 - greenbelts, 285
 - landscapes, 183
 - population/housing targets, 15, *App.* 1:13
 - rural development policy, 279
 - settlement strategy, 12
- RENEWABLE ENERGY, **150–2**
 - bioenergy, 154
 - geothermal energy, 153
 - historic environment, and, 223
 - hydro energy, 153–4
 - objectives, 151, 152
 - solar power, 153
 - wind energy, 152–3
- RESEARCH AND DEVELOPMENT (R & D), **71**
- RESIDENTIAL CARE/RETIREMENT HOMES, 269–70, 271–2, 330
- RESIDENTIAL CHARACTER, 249
- RESIDENTIAL DEVELOPMENT, **244–54**. *see also* housing strategy; rural housing
 - adaptable homes, 245
 - areas of character, 249
 - bicycle parking requirements, 112
 - car parking standards, 123
 - community facilities. *see* community infrastructure
 - daylight, sunlight and overshadowing, 249–50
 - family flats, 252–3
 - gated communities, 251
 - housing density, 250
 - housing mix, 245
 - infill and backland sites, 248
 - land use zoning. *see* residential zoning
 - management companies, 252
 - naming of new residential areas, 252
 - open plan estates, 250–1
 - pigeon lofts, 253–4
 - private open space, 263–4
 - public open space, 254–62
 - refuse bins, 253
 - rural areas. *see* rural housing
 - rural villages, 288, 289
 - separation distances, 251



- sound transmission between residential units, 251
 - specific development standards, 250–4
 - sustainable placemaking, 233
 - unit sizes and room sizes, 245–8
- RESIDENTIAL ZONING, 16–17, 245, *App. 1:23–4*
 - distribution of lands zoned for housing, 17, 18 (table)
 - historic housing land capacity, 18 (table)
 - proposed new zoning, 18–21
 - public transport corridors, 27–8
 - zoning objectives
 - “RA,” 245, 354–5
 - “RS,” 245, 360–1
- RESTAURANTS/CAFES, 70, 124
- RETAIL DEVELOPMENT, 77–8. *see also* retail strategy
 - bicycle parking, 112
 - car parking, 124
- RETAIL HIERARCHY, 25, *App. 2: 63–5*
 - corner shops/small villages (Level 5), *App. 2: 65, 80*
 - major town centres (Level 2), *App. 2: 64, 65–7*
 - neighbourhood centres/local centres (Level 4), *App. 2: 64–5, 74–80*
 - small towns and villages (Level 4), *App. 2: 64, 69–74*
 - town/district centres (Level 3), *App. 2: 64, 68–9*
- RETAIL IMPACT STATEMENT, *App. 2: 84*
- RETAIL PLANNING GUIDELINES FOR PLANNING AUTHORITIES* (2005), *App. 2: 55–6, 62*
- RETAIL PLANNING POLICY, *App. 2: 55–6*
- RETAIL STRATEGY, **25–6**, 77–8, ***App. 2: 62–3***
 - additional floorspace requirements, *App. 2: 60–1*
 - assessment criteria, *App. 2: 84–5*
 - comparison retailing, *App. 2: 59, 61, 81*
 - convenience retailing, *App. 2: 60, 81*
 - core retail areas, *App. 2: 81, 86–9* (maps)
 - discount foodstores, *App. 2: 82*
 - factory outlet centres, *App. 2: 82–3*
 - formats, *App. 2: 81–4*
 - guiding principles, *App. 2: 56–7*
 - hierarchy. *see* retail hierarchy
 - hypermarkets, *App. 2: 82*
 - integrated development, *App. 2: 56*
 - local support facilities, *App. 2: 84*
 - monitoring and review, *App. 2: 85*
 - petrol-filling stations, *App. 2: 82*
 - retail parks, *App. 2: 83*
 - retail trends, *App. 2: 59–60*
 - retail warehouse cap, non-application of, *App. 2: 61*
 - retail warehouses, *App. 2: 83*
 - sequential approach, *App. 2: 57, 81*
 - spatial distribution of new retail development, *App. 2: 57*
 - supermarkets, *App. 2: 82*
 - superstores, *App. 2: 82*
 - sustainability, *App. 2: 56*
 - warehouse clubs, *App. 2: 83*

- RETAIL STRATEGY FOR THE GREATER DUBLIN AREA 2008-2016, App. 2:* 56, 62
 RETAIL WAREHOUSES, 366-7, *App. 2:* 61, 83
 RETIREMENT HOMES. *see* residential care/retirement homes
 RETIREMENT VILLAGES, 270-1, 271-2
 RIBBON DEVELOPMENT, **303**
 RIDGEWOOD, *App. 2:* 79
 RIGHTS OF WAY, 152, 199, **319, 320**
 RINGSEND WASTEWATER TREATMENT PLANT, 17, 23, 136, 137
 RIVERMEADE, 14, 25, 29, 58, **60**, 288
 RIVERS AND STREAMS, 6, 82, 91, 95, 101, 209, 285
 access to, 180
 ecological buffer strips, 100, 146, 186, 187
 ecological corridors, 94, 172-3, 179-80, 187
 flood risk management. *see* flooding
 mill complexes, 222
 pollution control, 141, 144-5
 RIVERSIDE PARKS, 181
 RIVERVALLEY, *App. 2:* 75
 ROAD IMPROVEMENT SCHEMES, 128-30
 ROAD TRANSPORT, **120-30**
 car parking, 121-5
 electric vehicles, 127
 national road network, 120
 new development accessing existing road network, 120-1
 park and ride/park and stride facilities, 111
 road construction/improvement, 127-8
 schemes, 128-30
 road safety, 125
 roadside signage and advertising, 125
 rural areas, 311
 section 48 and 49 levies, 130
 traffic calming and traffic management, 125-6
 traffic noise, 126-7
 ROCKABILL ISLAND, 55, 175, 182, 192
 ROGERSTOWN ESTUARY, 53, 172, 177-8, 185
 management plan, 54
 Natura 2000 sites, 35, 47, 51, 52, 175, 185, 193, 306
 ROLESTOWN, 14, 25, 29, 58, **60**, 288
 ROSELAWN, *App. 2:* 80
 ROYAL CANAL, 40, 186, 187, 285
 built and natural heritage, 175, 176, 221, 222
 RS ZONING (RESIDENTIAL), 245, 360-1
 RU ZONING, 288, 294, 295, 362-3
 RURAL AMENITY. *see* rural value
 RURAL AREAS, 13-14, **277-323**. *see also* rural clusters; rural villages
 accessibility, 311
 appropriate assessment, 284
 classification of areas, 279
 economy/enterprise. *see* rural enterprise
 greenbelts, 285-6
 housing. *see* rural housing

- informal horticulture sector/allotments, 286–7
- land use zoning, 280, 362–5
- national and regional context, 279
- open countryside, housing in. *see* rural housing
- physical layout, 279–80
- population trends, 280–1
- public transport, 106, 115, 311
- residential development. *see* rural housing
- road network, 311
- rural living, 287
- settlement strategy, 13, 287, 289–90, 292–3
- social component, 287
- statement of policy, 283–4
- value of rural area, 284–7
- RURAL CLUSTERS, 9, 292**
 - layout and design, 293–4
 - settlement strategy, 292–3
 - zoning objective “RC,” 358–9
- RURAL DRAINAGE, 304**
- RURAL ENTERPRISE, 75, 283, 312–23**
 - agribusiness, 314–15
 - agriculture, horticulture and forestry, 313–14
 - country markets, 316
 - home-based economic activity, 321
 - land reclamation and aggregate extraction, 322–3
 - land use zoning – rural business (RB), 356–7
 - small and medium-sized enterprises (SMEs), 322
 - strategic enterprise opportunities, 313–23
 - tourism and recreation, 316–21
- RURAL HOUSING, 282, 294**
 - accessibility, 311
 - airport noise zones, within, 299–300
 - chalets and seaside huts, replacement of, 305
 - drainage, 304
 - extension of existing dwellings, 310
 - family flats, 311
 - infrastructural works, houses displaced by, 305
 - interim siting and design guidance, 293, App. 5: 147–9
 - layout and design, 302–3
 - location of houses between sea and adjoining roads, 307
 - new housing for farming families, 297–9
 - new housing for rural community, 300–1
 - “one-off” housing, 282–3
 - open countryside, housing in, **294–312**
 - settlement strategy, 295–301
 - ribbon development, 303
 - rural clusters, 292–4
 - rural-generated housing needs, 294, 295–7
 - South Shore area of Rush, 306–7
 - vernacular buildings, restoration of, 307–10
 - villages. *see* rural villages

- RURAL VALUE, **284–5**
 greenbelts, 285–6
 informal horticulture sector, 286–7
- RURAL VILLAGES, 9, 13–14, 20, 29, 58, 287, **288–92**
 community and vitality, 290–1
 designated villages, 288
 development strategy, 58–60
 land use zoning (RV), 364–5
 layout and design, 291–2
 Local Area Plans (LAPs), 289, 290, 291, 322
 population trends, 281
 residential development, 288, 289
 settlement strategy, 58–60, 289–90
 sustainable development, 289
 Village Design Statement, 291
- RUSH, 9, 13, 14, 29, 35, 51, **52–4**, 140, 185, 195, 201, 237, 292
 development strategy, 52–4, 240
 fishing industry, 85
 holiday homes, 305
 horticulture, 283, 287, 306, 313
 land use zoning, 17, 18, 19, 20, 21, 23
 retail strategy, 25, *App. 2*: 70
 South Shore area, 53, **306–7**
- RV ZONING. *see* rural villages
- S**
- ST. ITA'S HOSPITAL, PORTRANE, 46, **47**, 216, 272
- ST. MARGARET'S, **83–4**
- ST. MARY'S HOSPITAL, BALDOYLE, 272
- ST. PATRICK'S ISLAND, 192, 206, 209
- SANTRY, 9, 14, 44, **45**, 46, 115, 136, 140
 land use zoning, 19, 20, 28
- SANTRY DEMESNE, 175, 185, *App. 2*: 76
- SANTRY WOODS, 46
- SCHOOLS, **268–9**
 bicycle parking requirements, 113
 walking school bus, 110
- SEABURY, *App. 2*: 76
- SEASCAPE, **195–6**
- SEASIDE HUTS, 305
- SEATOWN, 23, 28
- SENIOR CITIZEN DWELLINGS, *App. 1*:41–2
- SEPTIC TANKS, 138
- SETTLEMENT HIERARCHY, 12–14. *see also* settlement strategy
 gateway and hubs, 12
 large growth towns, 13
 metropolitan consolidation towns, 12–13
 moderate sustainable growth towns, 13
 rural areas, 13–14
 small towns, 13
- SETTLEMENT STRATEGY, **29–60**

- consolidation areas within gateway, 38–46
- large growth towns – level II, 48–50
- metropolitan consolidation towns, 30–5
- moderate sustainable growth towns, 35–8, 50–5
- rural areas, 287
- rural clusters, 292–3
- rural villages, 58–60, 289–90
- small towns, 46–8
- SEVESO SITES, 86**
 - list of Fingal sites, 86
 - objectives, 87–8
- SEWAGE NETWORK. *see* wastewater treatment
- SHELLFISH. *see* fisheries, aquaculture and mariculture
- SHENICK'S ISLAND, 182, 192
- SHOP FRONTS, 243
- SHOPS. *see* retail development; retail strategy
- SKERRIES, 9, 13, 14, 20, 29, **54–5**, 128, 140, 182, 185, 201, 237, 287
 - ACA (Architectural Conservation Area), 54, 216
 - development strategy, 54–5, 240
 - fishing industry, 85, 201
 - land use zoning, 18, 19, 20, 21, 23
 - retail strategy, 25, *App. 2*: 68–9
- SKERRIES ISLANDS, 175
- SKERRIES MILLS, 222
- SKERRIES SHELLFISH AREA, 201
- SLÍ NA SLÁINTE, 320
- SLUDGE MANAGEMENT PLAN, 160
- SLUICE RIVER, 146, 179, 180
- SLUICE RIVER MARSH, 43, 172, 175, 177
- SMALL AND MEDIUM-SIZED ENTERPRISES (SMES), 72, 75, 322
- SMALL PARKS, 255
- SMALL TOWNS, 13, 14, 29. *see also* rural villages
 - settlement strategy, **46–8**
- SMART GROWTH, 66
- SMARTER TRAVEL – A SUSTAINABLE TRANSPORT FUTURE*, 105, *App. 1*:15
- SOCIAL HOUSING, *App. 1*:34–40
 - assessment of housing need, *App. 1*:35–6
 - casual vacancies, *App. 1*:37
 - delivery, *App. 1*:36–9
 - distribution of social/affordable housing, *App. 1*:45–7
 - government policy, *App. 1*:34
 - Housing (Miscellaneous Provision) Act 2009, *App. 1*:34–5
 - meeting social housing demand, *App. 1*:38
 - methods of providing, *App. 1*:47
 - RAS and leasing, *App. 1*:38
- SOCIAL INCLUSION, iv–v, 9
- SOLAR POWER, 153
- SOUTH FINGAL FRINGE, 20, 44–5
 - development strategy, 45–6
- SOUTH SHORE AREA OF RUSH. *see* Rush
- SPECIAL AMENITY AREAS, 95, 102, 185, 186, **191–2**, 322

- objectives, 191–2
- SPECIAL AREAS OF CONSERVATION (SACS), 173, 174, 175 (table), 185
- SPECIAL NEEDS GROUPS
 - transport objectives, 119–20
- SPECIAL PROTECTION AREAS (SPAS), 54, 55, 173, 174, 175 (table)
- STAPOLIN, *App. 2*: 76
- STRATEGIC OVERVIEW
 - aims of the development plan, 8
 - core strategy, 10–28. *see also* core strategy; housing strategy; retail strategy
 - current context, 3–7
 - economic overview, 4–5
 - environmental overview, 6
 - Fingal’s settlement strategy. *see* settlement strategy
 - Habitats Directive requirements, 7
 - national, regional and local context, 3
 - population overview, 4
 - strategic policy, 8–10
 - strategic vision, 10
- SUPERMARKETS, *App. 2*: 82
- SUPERSTORES, *App. 2*: 82
- SURFACE WATER, **141–4**, 147
 - flood risk assessment and management, 141–4
 - green infrastructure strategy, 95, 101
 - pollution control, 145
 - schemes, 144
 - Sustainable Drainage Systems (SuDS), 101, 141, 261
- SURFACE-FLOW TYPE WETLANDS, 138, 140
- SUSTAINABLE DEVELOPMENT, 8, 9–10, 147
- SUSTAINABLE DEVELOPMENT – A STRATEGY FOR IRELAND*, *App. 1*:14
- SUSTAINABLE DRAINAGE SYSTEMS (SUDS), 101, 141, 261
- SUSTAINABLE RESIDENTIAL DEVELOPMENT IN URBAN AREAS 2009*, 291, *App. 1*:14–15
- SUSTAINABLE RURAL HOUSING GUIDELINES* (2005), 279, 294
- SUSTAINABLE TRANSPORT. *see* transportation
- SUSTAINABLE WATER MANAGEMENT
 - green infrastructure strategy/objectives, 95, 98, 100–1
- SUTAINABLE PLACEMAKING, 233
- SUTTON, 9, 12, 14, 29, **43–4**, 129, 136, 160, 193, 201, 237
 - Architectural Conservation Areas, 44, 216
 - development strategy, 44, 240
 - flood risks, 142
 - land use zoning, 17, 18, 20, 21, 22
 - retail strategy, 25, *App. 2*: 73
- SWORDS, 9, 12–13, 14, 29, **30–2**, 36, 37, 44, 45, 48, 60, 66, 237, 239, 279
 - archaeological heritage, 184, 206, 207, 208, 209
 - development strategy, 9, **30–2**, 115, 238, 239, 348
 - HLC study (Historic Landscape Characterisation), 190, 207
 - land use zoning, 17, 18, 19, 20, 21, 22, 23, 28, 348
 - Metro North, 28, 68, 82, 115–16
 - QBC, 117
 - retail strategy, 25, 78, *App. 2*: 65–7, 81, 89 (map)
 - road improvement schemes, 129, 130

Seveso sites, 87
 wastewater treatment plant, 17, 23, 137, 140
 water supply improvement schemes*, 134
 SWORDS CASTLE, 209
 SWORDS ESTUARY, 175, 185
 SWORDS STRATEGIC VISION 2035, 9, 29, 30

T

TAXI AND HACKNEY SERVICES, **118**
 TELECOMMUNICATIONS. *see* information and communication technologies (ICT); utility facilities
 TELEPHONE CABLES, 154
 TOBERBURR, 14, 25, 29, 58, **60**
 wastewater treatment plant, 137
 TOLKA RIVER, 6, 34, 144, 146
 ecological corridor, 179, 180
 flood relief scheme, 144
 flood risk management, 142
 TOLKA VALLEY, 186, 285
 TOOMAN/NEVITT TOWNLANDS: LANDFILL SITE, 161
 TOURISM AND RECREATION, **77**. *see also* recreational/amenity facilities
 beaches and bathing, 200–1
 coastal area, **198–9**, 200–1
 golf courses, 317–18
 objectives, 77
 recreational pursuits requiring natural landscape features, 318
 rural area, 283, **316–21**
 visitor accommodation, 317
 water-based sports, 318–19
 TOWN AND DISTRICT CENTRES
 land use zoning (TC), 368–9
 retail strategy, *App. 2*: 65, 68–9, 84
 TOWNS, 12–13. *see also* town and district centres; urban areas; urban centres; urban design
 TRAFFIC CALMING AND MANAGEMENT, **125–6**, 230
 TRAFFIC NOISE, **126–7**
 TRANSPORTATION, **105–30**
 airport and port, 118–19. *see also* Dublin Airport; Dublin Port
 appropriate assessment, 106
 land use policy, integration with, 106–7
 mobility impaired and special needs groups, 119–20
 mobility management plans, 119
 national and international policy, 105
 park and ride/park and stride facilities, 111
 parking. *see* car and bicycle parking
 public transport, 113–20. *see also* public transport
 roads, 120–30. *see also* road transport
 section 48 and 49 levies, 130
 statement of policy, 106
 strategic policy, 24 (map), 27
 sustainable transport/modal change, 105, 106, 107–13, 119, 127, *App. 1*:15. *see also* cycling and walking; public transport
 Transport 21 2006–2015, 105, 116

TRAVELLER ACCOMMODATION, *App. 1:40-1*
 TREES AND HEDGEROWS, 121, 178, 184, 187, 188, 189, 294, 303, 312. *see also* forestry
 ecological corridors and stepping-stones, **179-81**
 policy and objectives, **262**
 TYRRELSTOWN, 19, 129, *App. 2: 79*

U

UPLANDS, 184
 URBAN AREAS, **225-76**. *see also* urban centres; urban design
 appropriate assessment, 228
 community facilities. *see* community infrastructure
 high quality urban areas, 228
 open space, 254-64. *see also* open space
 residential development, 244-54. *see also* residential development
 statement of policy, 227
 URBAN CENTRES, 237-43
 access, 241-2
 advertising signage, 242-3
 categories, 237
 disadvantaged areas, 241
 local area plans, 239
 local centres, 237
 major town centres, 237, 348-9
 Masterplans, 239
 shop fronts, 243
 successful centres, 238
 town and district centres, 237
 Urban Centre Strategies, 239-40
 Urban Design Framework, 239
 urban infill sites - development and design briefs, 240-1
 URBAN DESIGN, **229-36**
 contemporary architecture, 232
 crime prevention, 234-5
 criteria, 229-31
 green roofs, 235
 green walls, 236
 mixed uses, 232-3
 public art, 234
 sustainable placemaking, 233
 universal access, 236
 utility facilities, 235
 vitality, 232-3
 URBAN NEIGHBOURHOOD PARKS, 255
 URBAN WASTE WATER DIRECTIVE, 137
 UTILITY FACILITIES, 221, **235**

V

VERNACULAR HERITAGE, **219-21**, 307
 re-use/restoration, 220, **307-10**
 VIEWS AND PROSPECTS, 102, 157, **189-90**, 303



- coastal area, 186, 193
 - seascape, 195
- designed landscapes, 216–17, 218
- high amenity zoning (HA), 192
- landscape character types, and, 183, 184, 185, 186, 187
- objectives, 190
- protected structures, from or to, 214
- VILLAGES. *see* rural villages
- VISITOR ACCOMMODATION, 317

W

- WALKING. *see* cycling and walking
- WARD RIVER, 6, 30, 31, 60, 146, 179, 180, 184, 285
- WARD RIVER VALLEY PARK, 32
- WARD WATER SUPPLY SCHEME, 134
- WAREHOUSING AND DISTRIBUTION ZONING (WD), 74, 370–1
- WASTE MANAGEMENT, **158–63**
 - appropriate assessment, 159
 - construction and demolition waste, 161–2
 - disposal of residual waste, 161
 - energy recovery, 160
 - landfills, 161, 187, 188, 190
 - litter, 162–3
 - prevention and minimisation of waste, 159
 - re-use and recycling of waste, 159–60, 162
 - Sludge Management Plan, 160
 - special, hazardous and clinical waste, 162
 - statement of policy, 159
 - waste hierarchy, 158
 - Waste Management Plan, 158
- WASTEWATER TREATMENT, 131, **136–40**
 - development proposals, and, 147
 - foul drainage and wastewater schemes, 136–7, 139 (map), 140
 - odour nuisance, 137
 - on-site treatment, 304
 - rural drainage, 304
 - septic tanks and proprietary systems, 138
 - sludge disposal, 137
 - surface-flow type wetlands, 138, 140
 - Wastewater Treatment Plants (WWTPs), 137–8, 139 (map)
- WATER FRAMEWORK DIRECTIVE (WFD), 145
- WATER MANAGEMENT. *see also* flooding
 - green infrastructure strategy, 95, 100–1
- WATER QUALITY, 131, **144–6**
 - groundwater protection, 145–6
 - pollution control, 144–6
 - surface water, 145
- WATER SERVICES, **131–48**
 - additional criteria for assessment, 147
 - appropriate assessment, 132–3
 - bathing waters, 200–1

- climate change, 148
- development proposals, and, 147
- drinking water. *see* water supply
- foul drainage and wastewater treatment. *see* wastewater treatment
- pollution control. *see* water quality
- statement of policy, 132
- surface water and flood risk management, 141–4
- WATER SUPPLY, 9, 133–4**
 - conservation, 133, 134
 - development proposals, and, 147
 - improvement schemes, 134
 - treatment plants, 133, 135 (map)
- WATER-BASED SPORTS, 200–1, 318–19**
- WATERWAYS.** *see* rivers and streams
- WAVE/TIDE ENERGY, 153–4**
- WETLANDS, 101, 131, 141, 142, 146, 172–3, 178, 180**
 - constructed wetlands, 138, 140, 261
 - protection of, 172, 173, 175, 176, 323. *see also* Natura 2000 sites
- WHITESTOWN, 222**
- WILDLIFE.** *see* biodiversity
- WIND ENERGY, 152–3**
- WIND ENERGY STRATEGY, 152, 153*
- WIND FARMS (TURBINES), 152**
- WINDMILLS, 54, 222**
- WORKSHOPS, 72–3**
- WORSHIP, PLACES OF.** *see* places of worship

Z

- ZONING.** *see* land use zoning

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