



Donabate

Local Area Plan

March 2016



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GLOSSARY

A

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

B

BER Building Energy Rating
BRT Bus Rapid Transit

C

CCMA City and County Managers Association
CER Commission of Energy Regulation
CHP Combined Heat and Power
CSO Central Statistics Office

D

DAA Dublin Airport Authority
DAHG Department of Arts, Heritage and the Gaeltacht
DART Dublin Area Rapid Transport
DCC Dublin City Council
DJEI Department of Jobs, Enterprise and Innovation
DLR Dun Laoghaire-Rathdown County Council
DMURS Design Manual for Urban Roads and Streets
DCENR Department of Communications, Energy and Natural Resources
DoECLG Department of the Environment, Community and Local Government
DoEHLG Department of the Environment, Heritage and Local Government
DJEI Department of Jobs, Enterprise and Innovation
DTTAS Department of Transport, Tourism and Sport

E

EAA Economic Action Area
EI Enterprise Ireland
EIA Environmental Impact Assessment
EIS Environmental Impact Statement
EMRA Eastern and Midlands Regional Assembly
EPA Environmental Protection Agency
ERBD Eastern River Basin District
ERDF Eastern Regional Development Fund
ESRI Economic and Social Research Institute
EU European Union
ECFRAMS Eastern Catchment Flood Risk Assessment and Management Study

F

FCC Fingal County Council
FDI Foreign Direct Investment
FEMFRAMS Fingal East Meath Flood Risk Assessment and Management Study

G

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

H

HDA Habitats Directive Assessment (see also AA and NIS)
HGV Heavy Goods Vehicle
HLC Historic Landscape Characterisation
HSE Health Service Executive

I

ICW Integrated Constructed Wetland
ICPSS Irish Coastal Protection Strategy Study
ICT Information and Communication Technology
IDA Industrial Development Agency
IPCC Intergovernmental Panel on Climate Change

L

LAP Local Area Plan
LECP Local Economic and Community Plan
LEO Local Enterprise Office
LCDC Local Community Development Committee
LCDP Local Community Development Programme
LCA Landscape Character Assessment
LO Local Objective

N

NEEAP National Energy Efficiency Action Plan
NHA Natural Heritage Area
NIS Natura Impact Statement (see also AA and HDA)
NPF National Planning Framework
NPWS National Parks and Wildlife Service of the Department of Arts, Heritage and the Gaeltacht
NREEP National Renewable Energy Efficiency Plan
NSS National Spatial Strategy
NTA National Transport Authority

O

OPW Office of Public Works

P

PE Population Equivalent
pNHA Proposed Natural Heritage Areas
PPN Public Participation Network
PSV Public Safety Zone

Q

QBC Quality Bus Corridor

R

RFF Refuge for Fauna
RMP Record of Monuments and Places
RPGs Regional Planning Guidelines
RPS Record of Protected Structures

S

S&A Housing Social and Affordable Housing
SAAO Special Amenity Area Order
SAC Special Areas of Conservation
SDZ Strategic Development Zone
SEA Strategic Environmental Assessment
SFRA Strategic Flood Risk Assessment
S.I. Statutory Instrument
SICAP Social Inclusion and Community Activation Programme
SID Strategic Infrastructure Development
SIU Social Inclusion Unit
SME Small and Medium Enterprise
SNR Statutory Nature Reserve
SPC Strategic Policy Committee
SPA Special Protection Area
SQ M Square Metres
SuDS Sustainable Drainage Systems

T

TII Transport Infrastructure Ireland

W

WFD Water Framework Directive
WMU Water Management Unit
WSSP Water Services Strategic Plan
WTP Water Treatment Plant
WWTP Waste Water Treatment Plant

EXECUTIVE SUMMARY

INTRODUCTION TO DONABATE LAP 2016-2022

The LAP will be in effect for a period of 6 years following its adoption (2016-2022), unless otherwise extended, as provided for under the *Planning and Development (Amendment) Act 2010*. The LAP lands comprise approx. 138 hectares (340 acres) in four land parcels at Corballis (c. 65 ha), Ballymastone (c. 50.2 ha), Rahillion (c. 5.5 ha) and at Turvey (c. 16 ha). The LAP proposes to establish a framework for the planned, co-ordinated and sustainable development of undeveloped lands. The proposed LAP is consistent with Fingal's Core Strategy and identifies the quantum, location and phasing of development for the plan period, which correlates with the regional population targets already established.

Assessments Associated with the LAP

A number of assessments were carried out and informed the preparation of the Draft LAP, including Strategic Environmental Assessment, Appropriate Assessment, Strategic Flood Risk Assessment, Sustainable Water Management – Sustainable Urban Drainage Systems (SUDS) and a Traffic Assessment and Transportation Strategy. Under the Habitats and Birds Directive and the Strategic Environmental Assessment Directive, both an AA and an SEA were carried out for the Local Area Plan lands, including the written statement, maps and objectives. The LAP had regard to both assessments with resultant changes being made to the Plan throughout the Plan process. In addition, the LAP has had regard to other relevant environmental legislation.

ZONING

The LAP lands are zoned Objective 'RA', which seeks 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' in the FDP 2011-2017.

VISION

The ambition of the LAP is to provide for the structured development of the identified new residential areas of Donabate such that they integrate into the established village and support the continued growth of a vibrant and attractive town for existing and future residents. New development will be accompanied by the required community, educational, transport, drainage and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services in Donabate.

Strategic Aims of the LAP

In support of the Vision for the area, the LAP is underpinned by a series of strategic aims which support the sustainable principles set out as follows:

- Provide a framework for a growing population with phased development of new housing delivered in tandem with supporting community and physical infrastructure.
- Support Donabate Village as the primary location for commercial, retail, community and cultural development serving the Town and Peninsula generally.
- Provide infrastructural investment to address traffic, pedestrian safety and movement challenges including the early delivery by FCC of a new road & bridge providing an alternative access to Donabate and Portrane.
- Protect and enhance the existing natural amenities of Donabate and improve access to established local amenity areas through the creation of a network of designated green routes.

KEY ELEMENTS IN THE DEVELOPMENT STRATEGY FOR DONABATE LAP LANDS:

NUMBERS OF RESIDENTIAL UNITS:

An overall density of residential development of approximately 35 dwellings per hectare will be targeted in the LAP lands. Based on the above density of development and taking into account the following:

- the land take required for the construction of a Distributor Road;
- the lands currently occupied by St Ita's and St Pat's football clubs;
- the lands identified as being unsuitable for residential development (based on the findings of the AA, SEA and SFRA),

the Donabate LAP lands have the capacity to provide approximately 4,000 units. (This figure also includes 2 small areas of zoned residential lands within Donabate, which are not included within the LAP boundaries.)

The 4 LAP areas will have their own distinct character and shall be well integrated with adjoining areas.

MOVEMENT AND TRANSPORT STRATEGY:

Planning permission was granted in July 2011 (Ref: PL06F.KA0018 and PL06F.HA0031) for a new Distributor road in Donabate which follows an alignment from Hearse Road across the railway line, to the south east of the existing village before continuing northwards to join to the Portrane Road west of St. Itas Demesne. It is proposed that a Distributor Road would be constructed on a phased basis in tandem with and to support the future expansion of Donabate into the new residential lands. There are 2 no. new railway line crossings proposed in the LAP lands at



Corballis: a footpath / cycleway crossing proposed south of the Village, which will provide access for pedestrians/cyclists only and a vehicular bridge crossing is also proposed as part of the permitted Donabate Distributor Road layout.

GREEN INFRASTRUCTURE STRATEGY:

The LAP provides for a network of approximately 30km of looped cycleways and pedestrian linkages throughout the Peninsula Lands, which will link the LAP lands to the Village Centre, the Rail Station, existing residential areas and schools, Newbridge Demesne, Turvey Nature Reserve, St Ita's and the beaches at Donabate and Portrane. These routes are an integral component in the overall movement network, providing a sustainable way of travelling around Donabate and importantly integrating the LAP lands with the established village. Three key priority green route / loops have been identified in this LAP:

- Turvey / Newbridge Loop
- Rahillion / St Ita's Loop
- Fingal Coastal Way (Malahide and Rogerstown Estuary)

These designated trails will alleviate amenity pressure away from important Natura 2000 sites.

Corballis Nature Park

A proposed Nature Park will be located south of the LAP lands at Corballis, providing a buffer zone between the LAP lands and Malahide Estuary. A cattle grazing programme is proposed for this wetland site together with its use as a Nature Park with managed public access. This Nature Park will be developed in tandem with development and will be important in providing a managed buffer between urban development and the important coastal habitats.

COMMUNITY INFRASTRUCTURE STRATEGY:

Schools:

School sites are designated in the LAP at the following locations:

1. Corballis - east of the railway line.
2. Ballymastone – southern section.
3. Ballymastone – northeastern section (as part of Educational/Recreational Campus).

Ballymastone Educational and Recreational Campus

The proposed Ballymastone Educational and Recreational Campus will provide additional facilities for the population of the Peninsula anchored by local clubs and the development of new school, sporting and recreational facilities.

ECONOMIC INFRASTRUCTURE STRATEGY:

It is the strategy of the LAP to support the consolidation of the existing village in Donabate as the focus for retail, commercial and services development. The development of the LAP lands and the resultant increase in population will encourage and support the re-development of infill and vacant / undeveloped sites in the Village Centre and the LAP will encourage new retail and economic opportunities to locate in Donabate town centre.

A new local neighbourhood centre is proposed in Corballis adjoining the proposed primary school and it is intended to serve the local needs of the new housing population. Retail floorspace at Corballis will be limited to neighbourhood centre level. Some small local service provision may also be provided within the Ballymastone lands, to serve local population needs only.

URBAN DESIGN STRATEGY:

The overall strategy of this LAP is to build upon the existing characteristics of Donabate and to develop a cohesive movement network promoting a mix of unit types, designs and materials. A key aim is to ensure integration between the new LAP areas and the existing community, in an effort to create a network of inter-connected areas and to strengthen and enhance the Village core as the primary focus in Donabate.

Housing Mix & Design

The LAP seeks to promote the development of new housing which delivers integrated, balanced communities and provides a sustainable social mix. It is envisaged that within this LAP both the traditional and more innovative models of accommodation be provided in a contemporary style. The new LAP areas will cater for all members of society and deliver a range of house types and sizes, which will provide more opportunities for people to stay and live locally at every stage of their lives. Architectural design must carefully consider the sensitive landscape setting, coastal character and topography of the LAP lands and its integration with existing development.

Building Heights

Building heights will be predominantly two storeys with opportunities for increased heights at specific locations. There may also be opportunities for accommodation at attic level in new residential dwellings, subject to design. Increased heights may be appropriate at locations where higher buildings would make a contribution to the streetscape or would provide overlooking of open space/ recreation areas (i.e. closest to the Village and Railway Station). Single storey units will also be appropriate at certain locations, including the northern edge of the Rahillion LAP lands. A Strategic Landscape Corridor is proposed in the Corballis LAP lands, with stepped roof/ridge heights required.

PHASING AND IMPLEMENTATION STRATEGY

Sequencing of Development

New development in Donabate will progress through a series of three sequential geographical phases expanding from the existing urban centre and each phase will be underpinned by infrastructural provision.

Lands at Corballis and Ballymastone will be developed on a sequential basis with development generally expanding southwards from the village into Corballis and eastwards into Ballymastone as logical physical extensions to the existing built form of the village.

As part of the initial phase of development (Phase 1), the Turvey and Rahillion areas will continue to develop to the west and north of the Village respectively. A small area of Corballis West and a section of land south of Smyths Pub are also included as part of Phase 1 development. Phase 2 of development will be underpinned by the construction and operation of a distributor road in providing a second road crossing of the railway line and facilitating a connection from Hearse Road eastwards to the Balcarrick Road via Corballis, and northwards to the Portrane Road. Lands at Corballis East and West and Spires East will be developed as part of Phase 2.

The final phase of development (Phase 3) will be predicated on the completion and operation of the distributor road and the geographical growth of the settlement. Development at Corballis East will be dependent on the delivery of enabling road and open space infrastructure, and access to retail, community and educational facilities.

A detailed Masterplan for the Educational and Recreational Campus / Hub shall be prepared prior to development of Phase 3 lands at Ballymastone. Two new school sites (primary and post primary) will also be required at this location and the school site provision, together with the sporting and recreational facilities will form an integral part of the Masterplan. Footpath improvements, the completion of the looped walkways around the Peninsula and the development of Corballis Nature Park are also included in the phasing programme in Section 9.

INTRODUCTION TO DONABATE

1.1 PHYSICAL CONTEXT

Donabate is located approximately 25km from Dublin City Centre and is approximately 11km north of Dublin Airport. The Donabate peninsula is enclosed on the northern and southern sides by the Rogerstown and Malahide Estuaries and by the village of Portrane to the east. Donabate Village is surrounded by agricultural, residential and recreational use and the town is well connected by road and public transport. Lands surrounding Donabate Village are zoned Greenbelt, High Amenity and Open Space. The Dublin-Belfast railway line cuts through Donabate Village and road access is from the M1 (via Hearse Road and Turvey Avenue).

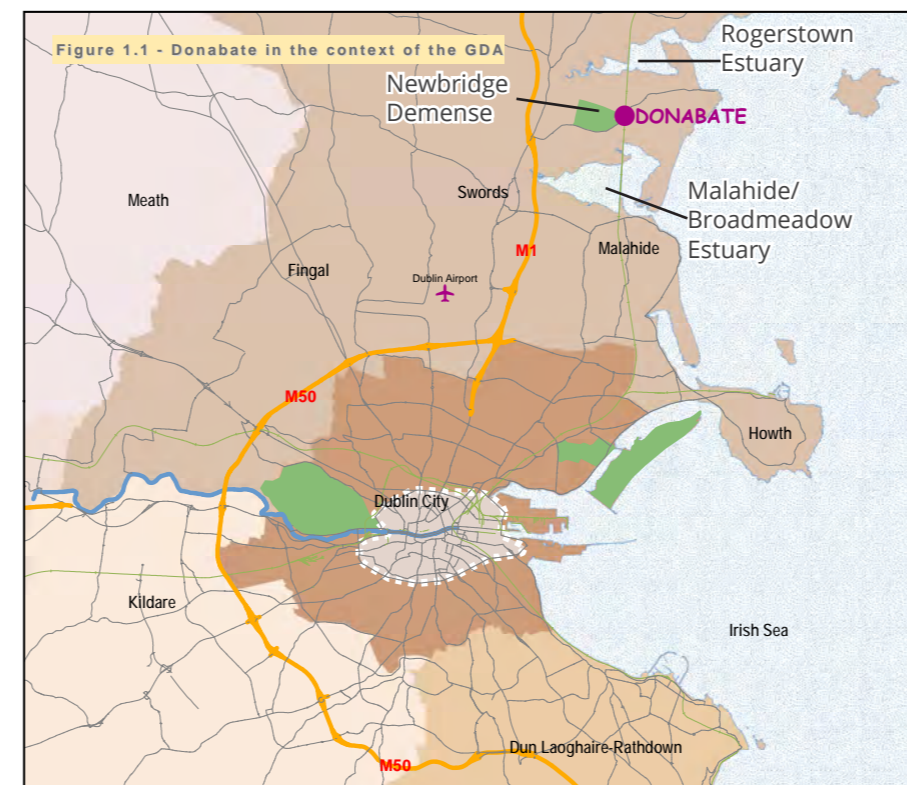


Figure 1.1 Donabate in the Context of the Greater Dublin Area

The Donabate Peninsula features many important natural areas including the Rogerstown and Malahide Estuaries, which form part of the Natura 2000 network. In addition, the extensive Newbridge House and Demesne is an important Regional Park located to the west of the existing village while St. Ita's Hospital Portrane is located to the east.

The main areas of existing residential development in Donabate are concentrated to the north, west and east of the Village and the town has a population of approximately 6,779 (Census 2011).

1.1.2 Introduction to the Donabate Local Area Plan 2016-2022

This LAP proposes to establish a framework for the planned, co-ordinated and sustainable development of undeveloped lands zoned Objective RA – 'Provide for new residential communities in accordance with approved local area plans and subject to the provision of the necessary social and physical infrastructure'. The LAP will be in effect for a period of 6 years following its adoption (2016-2022), unless otherwise extended, as provided for under the *Planning and Development (Amendment) Act 2010*. The LAP lands comprise approx. 138 hectares (340 acres) in four land parcels at Corballis, Ballymastone, Rahillion and at Turvey.

The LAP will seek to achieve the successful integration of the new development areas into the existing settlement and it will provide for the supporting infrastructure to ensure that Donabate continues to be a successful and attractive place for current and future residents.

1.1.3 Why do we need a new Local Area Plan?

The previous Donabate LAP 2006-2012 identified a number of major infrastructural projects and planned large scale residential development for Donabate. However this LAP coincided with the downturn in the national economy and the collapse of the property market, which has resulted in residential development in Donabate remaining relatively unchanged since 2006. No development has occurred on the Corballis or Ballymastone lands.

In addition, since 2006, several planning policy considerations have changed which have a bearing on the formulation of a new development strategy for Donabate. These considerations include a new Fingal Development Plan (FDP) 2011-17 and revised national guidance in relation to residential development, density, core strategies, flooding and local area plans.

The absence of development on these lands and the various infrastructural and planning policy changes which have occurred over the last 8 years has facilitated and in some instances seeks a number of changes to the LAP. Key strategic changes since the 2006 LAP include:

- Planning permission granted by An Bord Pleanala for Donabate Distributor Road (2011).
- Construction and operation of the new wastewater treatment plant and pumping station at Portrane (2012).
- Construction and operation of new primary and post primary schools at Ballisk – Donabate Educate Together (Primary) and Donabate Community College (Post-primary).

- Required Environmental Assessments as part of the LAP process – Strategic Environmental Assessment (SEA) and Appropriate Assessment Screening (AA), and Flood Risk Assessment (FRA).
- Adoption of Fingal Development Plan (FDP) 2011-2017, and current preparation of the Draft Fingal Development Plan 2017-2023.
- Dublin Housing Strategy 2020-2030, and Dublin Housing Task Force Studies & Reports (2013 - 2015).
- National Transport Authority (NTA)'s Fingal / North Dublin Transportation Study, 2014, and the Draft Transport Strategy for the Greater Dublin Area 2016-2035.
- NTA Permeability: Best Practice Guide.
- Department of the Environment, Community and Local Government (DOECLG) Guidelines, including *Design Manual for Urban Roads and Streets* (DMURS), and *Urban Design Manual – A Best Practice Guide and Development Management – Guidelines for Planning Authorities* (2007).

1.1.4 Pre-Draft Consultation & Donabate Issues Paper

In 2011, the Council published a Strategic Issues Paper entitled 'Having Your Say'. This Paper was published to assist the public in making a submission and invited the local community and various stakeholders to submit their views regarding the shaping of the future development of Donabate (18 no. submissions were received). The making of the LAP was postponed at this time to give further opportunity to better understand and reflect on-going changes in terms of the country's economy and in particular the construction sector.

The preparation of the Draft LAP recommenced in 2013 and the Planning Department held an Information Evening / Workshop for the local community and interested stakeholders on Tuesday 10th December 2013 in Donabate Community College. Public notices were placed in local newspapers and in strategic locations within the village. Notification regarding the consultation period was also placed in the Donabate-Portrane Community Council newsletter, which was distributed to all households on the Peninsula. The Planning Department also contacted those parties who had previously made submissions in 2011.

The Information Evening / Workshop was well attended and 30 no. submissions were received. A number of issues were raised in the submissions:

- Scale of proposed residential development is inappropriate. Density to be kept low with emphasis on family homes. No

more than 4,000 houses overall and limited Social & Affordable housing.

- Improvement of footpaths and creation of proper pedestrian / cycle links to and from housing, schools, Donabate village, Newbridge Demesne, beaches and estuaries.
- Cycleways needed – Greenway route along coast and to / from Swords and city centre. Creation of Broadmeadow Way linking Donabate to Malahide.
- Footpaths and roadway at St Patrick's School need to be addressed. Traffic management needed, footpaths widened and set down area established.
- Community facilities needed – swimming pool, tennis courts, athletics track, skate park, youth café, etc. The location beside the existing community centre was identified as a suitable location for community facilities in a number of submissions received.
- Hockey pitch issue to be resolved / interim measures to be put in place.
- Traffic Management Plan required for Donabate Village and Portrane Road.
- Scaled down version of Donabate Distributor Road is required.
- Village Improvement Scheme required – signage, landscaping, seating, playground.
- Improve public transport facilities – DART, bus, better links to airport and Swords.
- Address flooding issues at Corballis, Ballymastone, Kilcrea and other areas.
- St Ita's has great potential for tourism, community facilities.

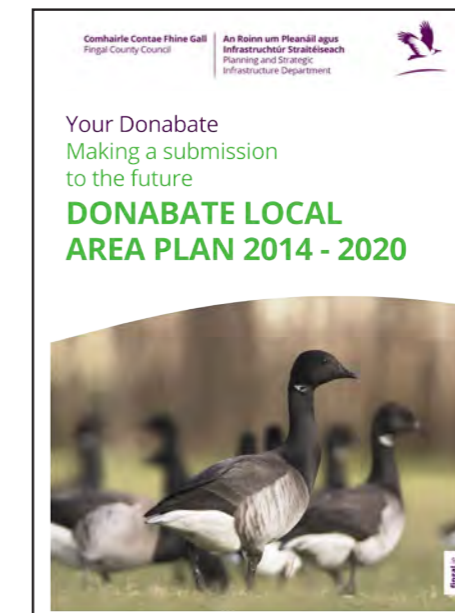
Pre-Consultation Phase of Fingal Development Plan 2017-2023

The consultation phase of the FDP 2017-23 commenced in March 2015 with public submissions received on strategic issues. Several submissions were received in relation to Donabate which re-emphasised many of the important issues raised above –

- Need for improved access to Newbridge Demesne from Turvey Ave and Donabate Village.

- Provision of By-Pass road to alleviate traffic in Donabate Village.
- Need for continuous footpath, cycle path and walkway infrastructure.
- Promote and develop the Broadmeadow Way route.
- Provide community/sporting/cultural/recreational facilities on the peninsula.
- Need for pedestrian connectivity between estates and in new developments.

These issues were taken into consideration in the formulation of the Draft Plan.



December 2013 – Evening Workshop for the local community and stakeholders.

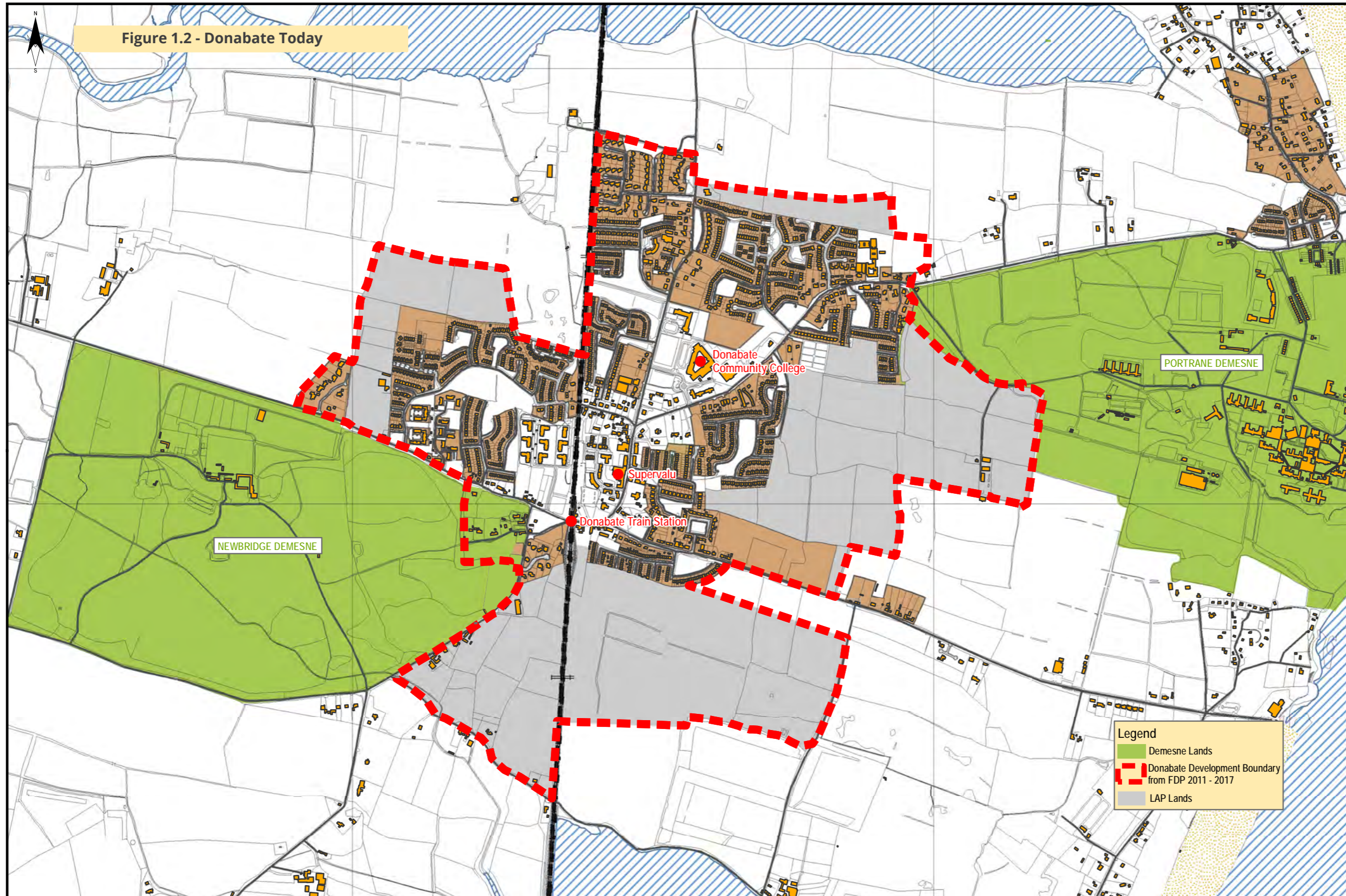


Figure 1.2 - Donabate Today

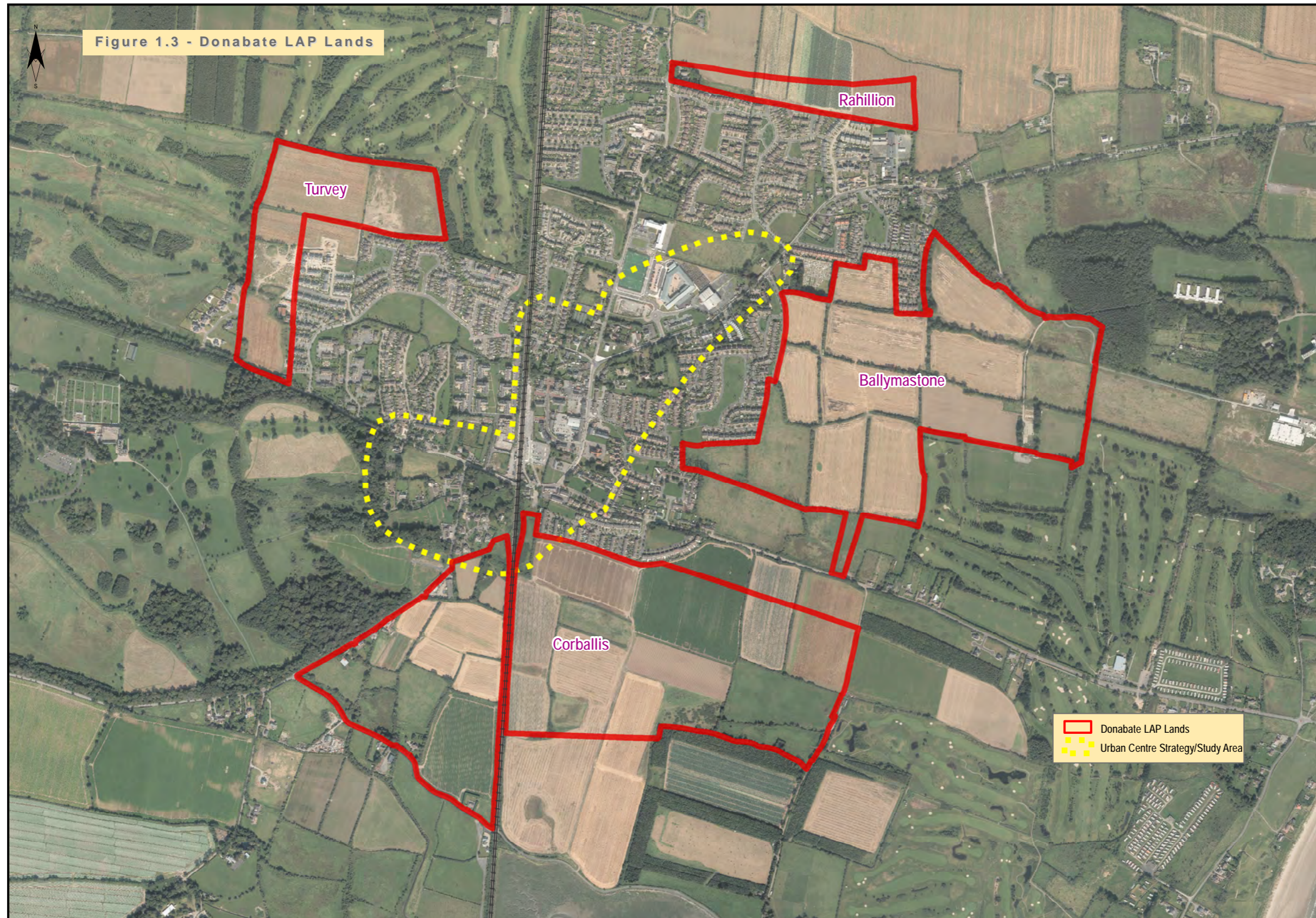


Figure 1.3 Donabate LAP Lands

1.2 LEGISLATIVE CONTEXT

1.2.1 Planning Context and Legislative Framework

The LAP is informed by a hierarchy of European, National, Regional and Local planning policy documents and guidance. Appendix 1 provides a summary of the ‘Planning Context and Legislative Framework’ at International, National, Regional and Local levels and the LAP having regard to these documents draws general conclusions for the development of the Donabate area.

1.2.2 Strategic Context for Donabate National Spatial Strategy (NSS) 2002 - 2020

The NSS is a 20 year planning framework designed to achieve a better balance of social, economic and physical development and population growth between the regions in Ireland. The NSS emphasizes the importance, particularly in urban areas, of combining the location of housing with good transport facilities and the need to ensure that housing requirements are matched by zoned and serviced land. In order to promote sustainable development, it is essential to consolidate the physical growth of Fingal. This can be achieved through facilitating development in close proximity to public transport routes, as is the case with the LAP lands in Donabate.

The NSS is due to be reviewed, and the preparation of the drafting of a National Planning Framework is anticipated during 2016. The timeframe for the completion of this document does not align with the preparation of the LAP, however, it is not envisaged that the two should be in conflict having regard to the nature and scale of development proposed.

Regional Planning Guidelines for the Greater Dublin Area 2010-2022

Donabate is designated as a ‘Moderate Sustainable Growth Town’ within the Metropolitan area in the RPGs. 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. 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 2014 the Regional Authorities were amalgamated and 3 new Regional Assemblies formed. Fingal is part of the Eastern and Midland Regional Assembly. The RPGs are due to be reviewed on foot of these changes and will reflect the objectives and policies of the National Planning Framework in due course. Pending the preparation of same, it remains appropriate for the current RPGs to be the guiding regional strategy.

1.3 POPULATION AND DEMOGRAPHICS

Fingal experienced one of the strongest population growths in the Country in the period between 2006 and 2011, with an increase of 13.8%. In April 2011, Fingal had a population of 273,991. The Census data notes that the constituency of Dublin North, which covers the areas of Balbriggan, Donabate, Lusk, Rush and Swords showed the largest population increase between 2006 and 2011 at 16.1%. Donabate’s share of this growth was of a lower order.

Donabate’s population in the 2011 Census of Population was 6,778 (based on a Population of Towns Ordered by County and Size), which represents an increase of approximately 8% on the 2006 figure of 5,499. The Donabate E.D. has a stated population of 8,733 in the 2011 Census. The Donabate ED boundary incorporates the entire Peninsula area (including Portrane) and stretches from the Swords Road east to the coast.

There has not been a significant change in the population in the intervening period (2011 to date), with a low level of new homes developed. Donabate is characterised as a commuter village, given the existing residential land use pattern and lack of employment opportunities on the peninsula. Dublin City Centre, Swords and Dublin Airport are the primary locations for employment in the wider area.

The total housing stock in 2011 in Donabate was stated as 2,487 no. dwellings with vacant housing accounting for 163 no. units. The average rate per household is 2.9 persons, with the population density for Donabate being 2,350 no. persons per square kilometre.

1.3.1 Fingal Development Plan Core Strategy

The Core Strategy sets out how the Settlement Strategy including the County’s population allocation, the Housing Strategy and the Retail Strategy objectives within the Development Plan are consistent with the development objectives of the *National Spatial Strategy 2002-2020 (NSS)*, the *Regional Planning Guidelines (RPG)* and the *NTA Transport Strategy*. The Core Strategy provides a policy framework for the County at a local level and includes details which set out the settlement hierarchy, population/housing targets for all towns, villages and the open countryside and existing and proposed strategic transport linkages. It also provides a policy framework for LAPs. Fingal’s Core Strategy is detailed in Section 1.5 of the FDP 2011-2017.

Donabate is included within the Metropolitan area of the RPG and the anticipated population increase is linked to levels of natural increase or natural expansion. The total number of units envisaged for the Donabate LAP is approximately 3,635, with potential for some additional development at Balcarrick Road and north of the Community Centre

(potential of up to 3,935 units) which is consistent with the Core Strategy of FDP 2011-2017 and the RPG’s 2010-2022. It should be noted that a slightly lower density to that envisaged in the tables below is proposed; as is a reduction in residential development land and slower build out rate. This is likely to reduce overall numbers from approximately 5,000 to 4,000 units. Donabate and Portrane are identified as having the potential to accommodate 5,525 no. units over the lifetime of the Development Plan 2011-2017. This figure will not be realised within this time frame.

Table 1.1: Identification of Total Zoning and Potential Units by Development Plan (Metropolitan Area) (Table CS07 of FDP 2011-2017)

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)
Donabate and Portrane	5525	-	0	5525

Table 1.2: Serviced / Available Land Supply: Estimated Capacity of Zoned Lands in the County Deliverable over the Plan Period (Table CS08 of FDP 2011-2017):

Area	Potential capacity of Zoned Lands (no. of units)	Potential No. of Units Constrained	Potential No. of Units in SDZ / Strategic Regeneration Site	Estimated No. of Units Deliverable up to 2017
Donabate and Portrane	5525	2374	N/A	3151

Compliance with the Core Strategy:

The proposed LAP is consistent with Fingal’s Core Strategy:

- The LAP identifies the quantum, location and phasing of development for the plan period, which correlates with the regional population targets already established.
- The LAP demonstrates how the future development of the LAP lands will support public transport and existing services in Donabate.
- The LAP identifies the challenges and addresses the needs and priorities for the local Donabate area through the policies and objectives outlined in this LAP.

1.4 ZONING

The LAP lands are zoned Objective 'RA', which seeks 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' in the FDP 2011-2017. The vision for this zoning objective is to 'Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.'

The Development Strategy for Donabate in the FDP 2011-2017 is to protect and enhance the natural amenities and heritage of the Peninsula by consolidating future development within well-defined town boundaries. The strategy promotes 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 (FDP 2011-2017, Section 1.6).

FDP 2011-2017 contains 7 no. specific Objectives for Donabate:

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 (Habitats Directive Assessment) 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.

These objectives have informed the preparation of the LAP.

1.4.1 Donabate Urban Centre Strategy (June 2010)

Donabate Urban Centre Strategy (UCS) relates to Donabate Town Centre and aims to create a structured development strategy for the town centre. The UCS examines its future potential and identifies development opportunities required to support the population growth envisaged for the town and its surrounding area. The UCS identifies key sites, examines their future development potential and provides guidance on future layout and design.

1.5 ASSESSMENTS ASSOCIATED WITH THE LAP

A number of assessments were carried out and informed the preparation of the Draft LAP.

1.5.1 Strategic Environmental Assessment

Strategic Environmental Assessment (SEA), as required under the Planning and Development [Strategic Environmental Assessment] Regulations 2004, was carried out as part of the preparation of this plan. SEA is an iterative process and has informed and guided the preparation of the objectives, policies and development alternatives for the Draft Donabate LAP, with the aim of achieving sustainable development and a high level of protection for the environment. The resulting Environmental Report (SEA) has been published as a separate document in conjunction with this LAP (Appendix 2).

1.5.2 Appropriate Assessment

An Appropriate Assessment (AA) as required under Article 6[3] of the EU Habitats Directive 92/43/EEC was conducted as part of the preparation of the LAP and has had particular regard to the proximity of the LAP lands to Rogerstown Estuary, Malahide Estuary, local rivers and the shorelines at Donabate and Portrane Beaches.

It is a requirement of the Habitats Directive that any plan or project likely to have a significant effect on a Natura 2000 site or sites, either individually or in combination with other plans or projects, shall undergo

an AA to determine its implications for such sites. The drafting of the LAP is an iterative process and is informed throughout by the AA (and the SEA) for the Plan. The AA therefore informs the objectives of the LAP and seeks in the first instance to avoid impacts to Natura 2000 sites. As part of the AA process a Natura Impact Report has been published as a separate document in conjunction with this LAP (Appendix 3). This proposes mitigation measures necessary to avoid, reduce or offset negative effects on Natura 2000 sites and these mitigation measures must be incorporated into the Draft Donabate LAP before finalisation.

1.5.3 Strategic Flood Risk Assessment

A Strategic Flood Risk Assessment (SFRA) was undertaken for Donabate including the LAP lands (by Roughan & O'Donovan Consulting Engineers) having regard to the Department of the Environment, Community and Local Government and Office of Public Works issued Guidelines to identify flood risk areas together with mitigation measures to be implemented. Mitigation measures include the SUDS strategy outlined below. Flood Risk Assessment was integrated into the SEA process. (Section 7.2.5 'Flood Risk Management' and Appendix 4 - SFRA).

1.5.4 Sustainable Water Management – Sustainable Urban Drainage Systems (SUDS)

Surface water drainage is required to incorporate Sustainable Urban Drainage Systems (SUDS), which will restrict the surface water run-off from greenfield sites. Accompanying this LAP is a SUDS Strategy which gives advice and best practice examples of SUDS design and provides SUDS policies for development within the LAP area. (Section 7.2.2 'Surface Water Management' and Appendix 5 SUDS Strategy).

1.5.5 Traffic Assessment and Transportation Strategy

A Traffic Assessment was carried out on behalf of the Council to determine the likely traffic implications on the development of the LAP lands. This included the preparation of a 'SATURN' traffic model for Donabate to assess various development options (Section 3 'Transportation').

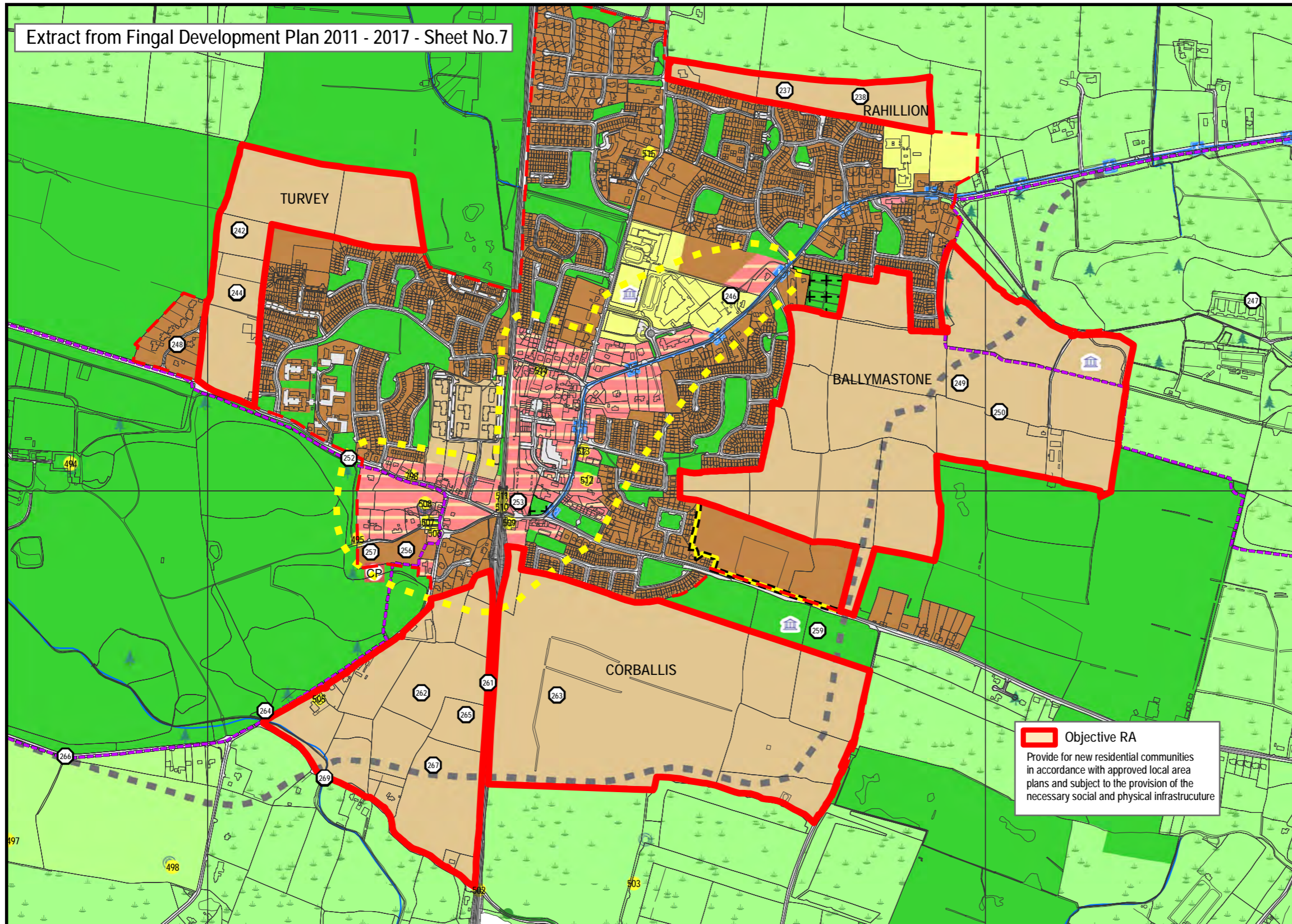


Figure 1.4 Donabate LAP Lands - Zoning

1.6 DONABATE: STRENGTHS, WEAKNESSES, OPPORTUNITIES AND CHALLENGES

In order to develop Donabate as a vibrant and sustainable place to live, work and to visit, it is essential to recognise the various internal and external factors that are favourable and unfavourable to the successful future development of Donabate as a place that people can be proud of; an area with successful residential communities and a busy town centre with a beautiful and accessible natural environment on the doorstep.

It is a key objective of the LAP that Donabate's physical attributes are strengthened and developed, whilst at the same time protected, to ensure that the unique traits associated with the area are maintained for the enjoyment of future generations.

Connectivity, accessibility, community facilities, infrastructure and a high quality of urban design and architecture are critical to the successful development and integration of new residential communities with existing housing areas and Donabate town centre. New business and employment opportunities should be encouraged and developed, where possible, and improvements to existing tourist facilities and activities should be welcomed as a way of bringing new life and vitality to the Donabate Peninsula.

1.7 SUSTAINABLE DEVELOPMENT FRAMEWORK

The Council is committed to the delivery of sustainable development through the promotion of:

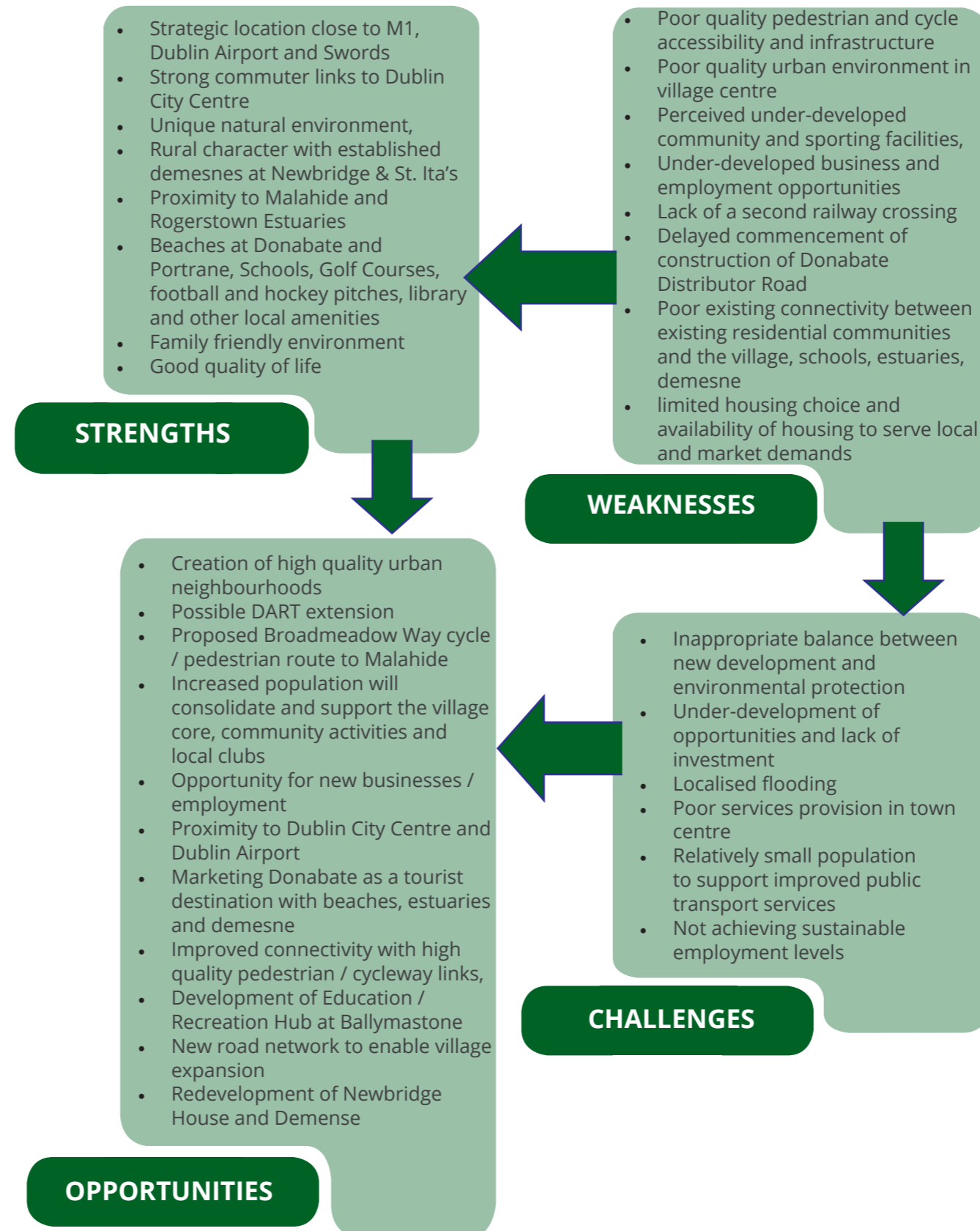
- High quality sustainable forms of design incorporating green design techniques.
- Energy efficient buildings and lifelong adaptable homes.
- Optimum use of public transport and walking and cycling, green connected routes, linear corridors; and protection of the natural environment.

A primary focus for this LAP is that development contributes to the achievement of energy efficient and high quality sustainable neighbourhoods in the plan area while recognising the highly sensitive receiving environments.

Climate Change

There are various predictions for the effects of climate change in the future, with moderate predictions indicating an increase in rainfall intensity, an increase in base river flow and a sea-level rise of 500mm by the year 2100. These scenarios have been included in the SUDs Strategy (Section 7.2.3). Climate predictions are constantly under review.

Table 1.3 SWOC Analysis, Donabate



This LAP promotes energy efficiency in building design, and use of renewable energy sources, public transport usage, walking and cycling, efficient waste management and recycling, surface water management and protection and integration of natural amenity features to mitigate the effects of climate change.

Energy Conservation and Renewable Energy Technologies

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

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

Sustainability and the LAP

The LAP through its many aims and objectives incorporates the following sustainable principles;

- Optimal use of land through the consolidation of Donabate Village and development of lands adjoining the train station.
- Maximising opportunities for open space, green connected networks and protection of the natural environment as defining characteristics of the developing area.
- Development of a movement and transport strategy which minimises trip generation and promotes cycling, walking, public transport, and sustainable modes of transport through the area.
- Sustainable approaches to housing developments through design, layout, specifications and a mix of house types.

- Promotion of high standards of energy efficiency in housing and commercial developments and use of alternative energy techniques.
- Creation of sustainable communities through integration of the new communities which will develop at Corballis and Ballymastone with the established community in Donabate and the integration of social and community facilities in both the developing and established areas to provide people with the services / facilities they need close to their homes to encourage lifetime residency and vibrant communities and places.
- Promotion of the area’s tourism resources in a sustainable and environmentally sensitive manner.
- Ensure the timely delivery of social, community and physical infrastructure and amenities in tandem with the phased development and residential growth of the area.

Sustainability in Design

Fingal is committed to developing sustainable building requirements to promote a shift to energy efficient, low environmental impact buildings. Good design is the key to achieving the optimum energy performance of buildings at no extra cost. The Planning Authority will promote a consistently high Building Energy Rating (BER) for all new developments.

The Planning Authority seeks to ensure that all development in the LAP lands will contribute positively towards a reduction in energy consumption and the associated carbon footprint.

STRATEGIC OBJECTIVES

OBJECTIVE 1.1

Support the National Climate Change Strategy by facilitating measures to reduce emissions of greenhouse gases.

OBJECTIVE 1.2

Incorporate environmentally sustainable design principles in the design and construction of all buildings in the plan area. New buildings shall strive to reduce the energy and water demand through:

- Careful consideration of building orientation, form, massing and fenestration to make the most of passive solar gain for space heating.
- Use of insulation to reduce heat loss from draughts and uncontrolled ventilation.
- Reduced water use through rainwater harvesting and recycling of rainwater.
- Use of materials with low embodied energy and consider incorporating environmentally 'smart' materials that can minimise energy use by responding to changing external conditions.

OBJECTIVE 1.3

Ensure timely delivery of enabling physical, social and green infrastructure in tandem with residential and commercial development.

2.0 VISION AND DEVELOPMENT STRATEGY

2.1 VISION STATEMENT

The ambition of the LAP is to provide for the structured development of the identified new residential areas of Donabate such that they integrate into the established village and support the continued growth of a vibrant and attractive town for existing and future residents. New development will be accompanied by the required community, educational, transport, drainage and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services in Donabate.

Donabate has its own unique sense of place, largely defined by its relationship to the coast and its proximity to Newbridge Demesne. This LAP proposes a vision for the future of Donabate as it continues to grow, so as to ensure its inherent character and natural assets are protected and enhanced in tandem with new housing and residents.

2.1.1 Achieving the Vision and Settlement Strategy

Donabate's natural and man-made environment offers a good quality of life to its residents and the balanced development of housing, community, economic, cultural, educational and recreational facilities is key to the successful future sustainable development of the Peninsula. The Council recognises Donabate's strong sense of community and established identity which will be fostered in the creation of new integrated housing neighbourhoods that support the future retail, social and commercial development of the existing Village core.

The existing settlement occupies a strategic position between the Rogerstown and Malahide Estuaries with Newbridge Demesne to the west and St. Ita's Demesne to the east. The growth of Donabate will emanate from the existing Village into the surrounding zoned residential lands, predominantly to the south and east of the centre, thereafter constrained by the sensitive environment in which it sits. New development will respect the sensitive landscape and ecological integrity of the peninsula whilst allowing for ongoing growth and development.

It is an objective of the LAP to develop new housing in tandem with infrastructural developments including the construction of a new road providing a second railway bridge crossing connecting Hearse Road with New Road / Balcarrick Road. It is also an objective of the Plan to extend the existing local road at the 'The Links' southwards to New Road / Balcarrick Road to provide an alternative route to Main Street and to facilitate the development of the LAP lands at Ballymastone. A new vehicular access to the existing football clubs and future recreational and educational campus at Ballymastone is also proposed.

Importantly, future school sites have been identified at Corballis and Ballymastone, which will be developed to serve future population growth and residential development. The consolidation of Donabate Village as the primary commercial focus for the area is also a key objective of this LAP and will be supported through ensuring strong access links from new development areas to the village. A new local centre at Corballis will be developed which will provide limited retail and commercial services for this new neighbourhood only. A small quantum of local retail and service provision may also be provided at Ballymastone.

A detailed phasing plan for development and infrastructure is provided in Section 9.

2.2 STRATEGIC AIMS OF THE LAP

In support of the Vision for the area, the LAP is underpinned by a series of strategic aims which are identified and which support the sustainable principles set out in Section 1:

- Provide a framework for a growing population with phased development of new housing delivered in tandem with supporting community and physical infrastructure.
- Support Donabate Village as the primary location for commercial, retail, community and cultural development serving the Town and Peninsula generally.
- Provide infrastructural investment to address traffic, pedestrian safety and movement challenges including the early delivery by FCC of a new road & bridge providing an alternative access to Donabate and Portrane.
- Protect and enhance the existing natural amenities of Donabate together with improving access to established local amenity areas through the creation of a network of designated green routes.

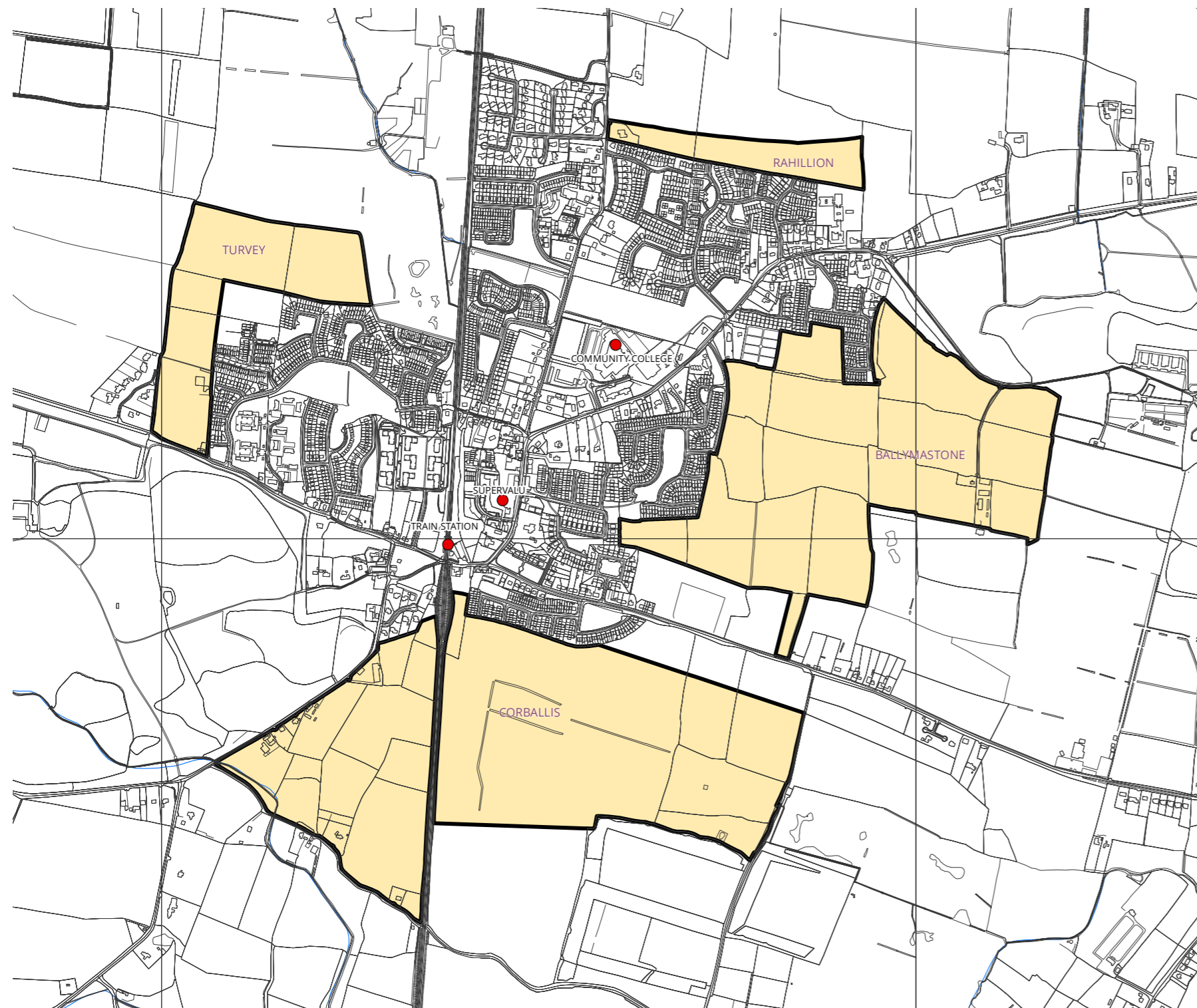


Figure 2.1 - Four LAP Areas, Zoned for new housing development

2.3 INTRODUCTION TO THE FOUR DEVELOPMENT AREAS

The four LAP areas are zoned for new housing development (Objective 'RA') and can be briefly described as follows:

2.3.1 LAP lands at Turvey

These lands (approx. 16 hectares) are located to the west of Donabate Village and to the east of Turvey Golf Club. There is an established residential development (Beverton Estate) - mainly comprising detached and semi-detached dwellings to the east and a development of detached homes to the west (Waterlefe).

The lands to the west, north and northeast of the Turvey LAP zoned lands are designated as open space and zoned Objective 'OS' in the FDP 2011-2017. Beverton House and Lodge are included within the LAP lands and have been incorporated into the residential development of 155 no. dwellings, and crèche facility which is currently under construction (Reg Ref: F12A/0086). The western boundary of these lands at Turvey is characterised by mature trees and hedgerow, which are retained as part of permission Ref: F12A/0086. The permitted residential scheme also features a pedestrian / cycle route to provide access northwards from Turvey Avenue towards Rogerstown Estuary and amenity lands, linking these areas with Newbridge Demesne. The remainder of the Turvey LAP lands comprise 9ha and are without any planning permission, and have a potential yield of approximately 300 units.

FDP 2011-2017 objectives related to the Turvey LAP lands, require the following:

'Development in the area shall be conditional on a satisfactory outcome of a detailed topographical and hydrological and visual/landscape impact assessment. Development shall be set back from the tree/hedgerow lined western boundary.' (Objective 242)

'Provide pedestrian linkages independent of the road network to the village and railway station.' (Objective 244)

The Turvey LAP lands are included within a designated area of 'Highly Sensitive Landscape' (Sheet 14, FDP 2011-2017). The northwestern tip of the LAP lands adjoin the 'Ecological Buffer Zone' associated with Rogerstown Estuary, which is a Natura 2000 site.

The lands to the north and northwest of the LAP lands are designated as a 'Nature Development Area' within the FDP 2011-2017 (Sheet 15).

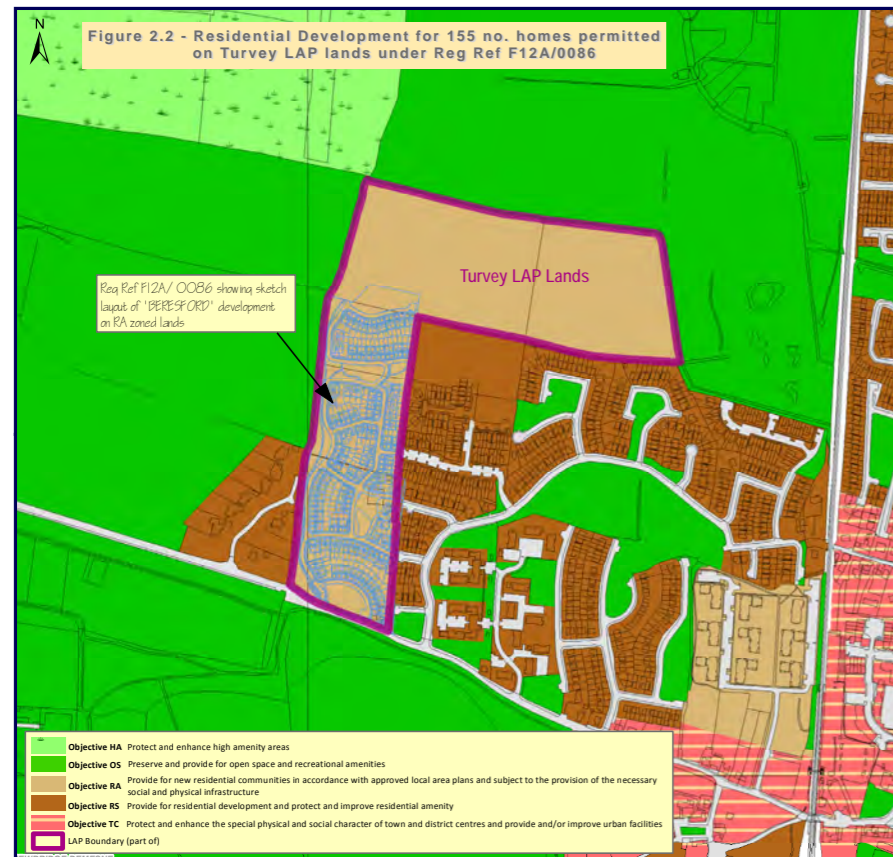


Figure 2.2 Extract from Development Plan showing permitted development at Turvey

2.3.2 LAP lands at Rahillion

These lands (approx. 5.5ha) are located to the north of Donabate Village and comprise a linear strip of residentially zoned land located to the north of the existing 'Carr's Mill' residential estate. Carr's Mill (RPS no. 518, described as 'Windmill-in ruins') forms a prominent landmark in the area and is readily visible along the northern ridgeline of the lands. The northern boundary of the LAP lands is located approximately 500m from the Rogerstown Estuary.

The lands to the south and west of the Rahillion lands are in residential and school use and zoned Objective 'RS' (residential) and Objective 'CI' (community infrastructure). The lands to the north and east comprise part of the buffer to Rogerstown Estuary and are zoned as high amenity (Objective 'HA').

Planning permission was granted in July 2014 (under Reg Ref: F14A/0033) for the construction of 99 no. residential units. Pedestrian / Cycle links to the rear of St Patrick's school is a condition of the grant of planning permission and will improve school accessibility at this location. The remainder of the Rahillion LAP lands comprise 1.4ha and are without any planning permission and have a potential yield of approximately 25 units.

FDP 2011-2017 objectives relating to the Rahillion LAP lands include:

'Development in the area shall be conditional on a satisfactory outcome of a detailed topographical and hydrological and visual/landscape impact assessment'. (Objective 237)

'Development of lands along the northern edge of Rogerstown Estuary shall be single storey'. (Objective 238)

The lands are included within an area designated as being 'Highly Sensitive Landscape' (Sheet 14: FDP 2011-2017)

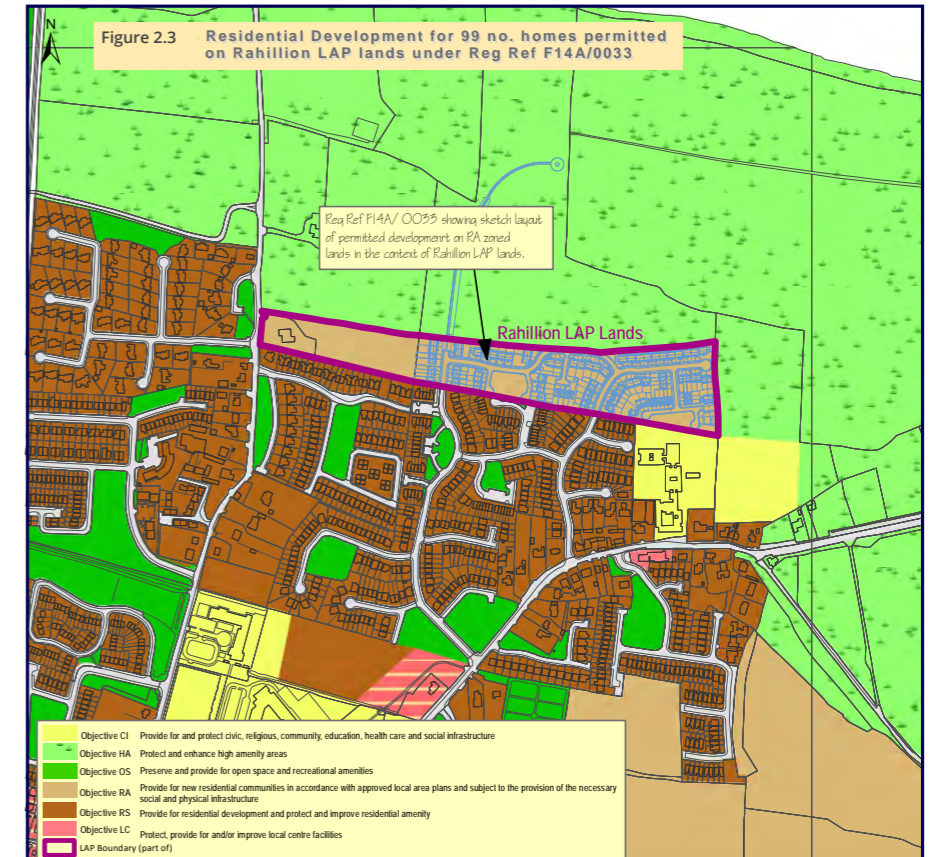


Figure 2.3 Extract from Development Plan showing permitted development at Rahillion

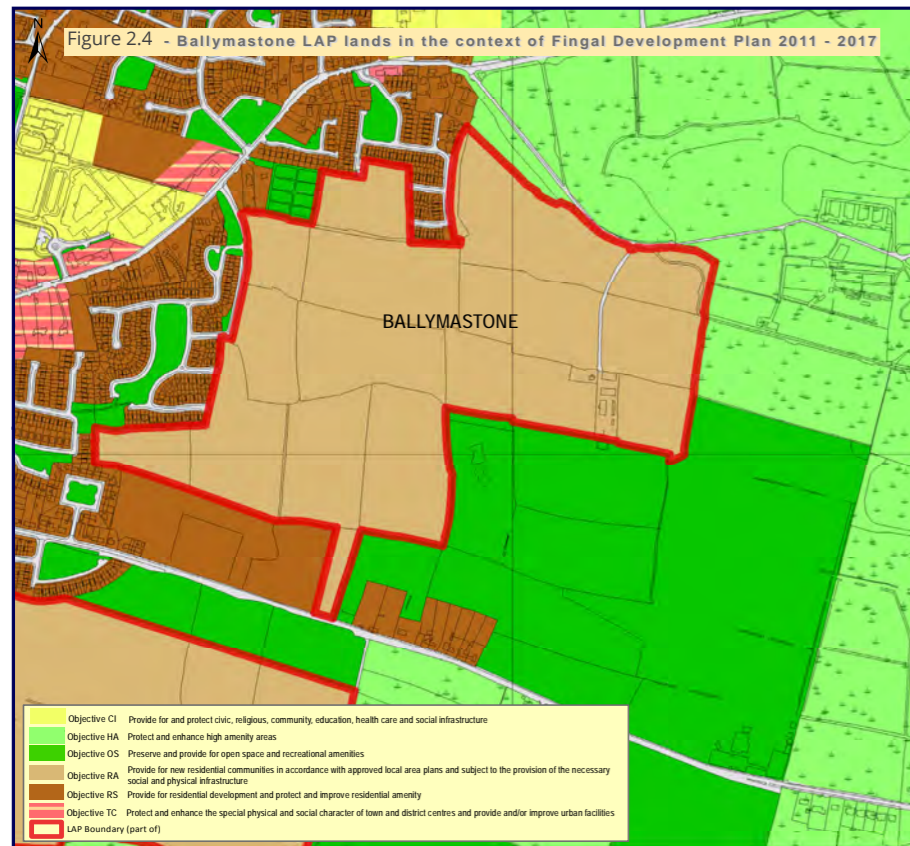


Figure 2.4 Development Plan extract showing Ballymastone lands

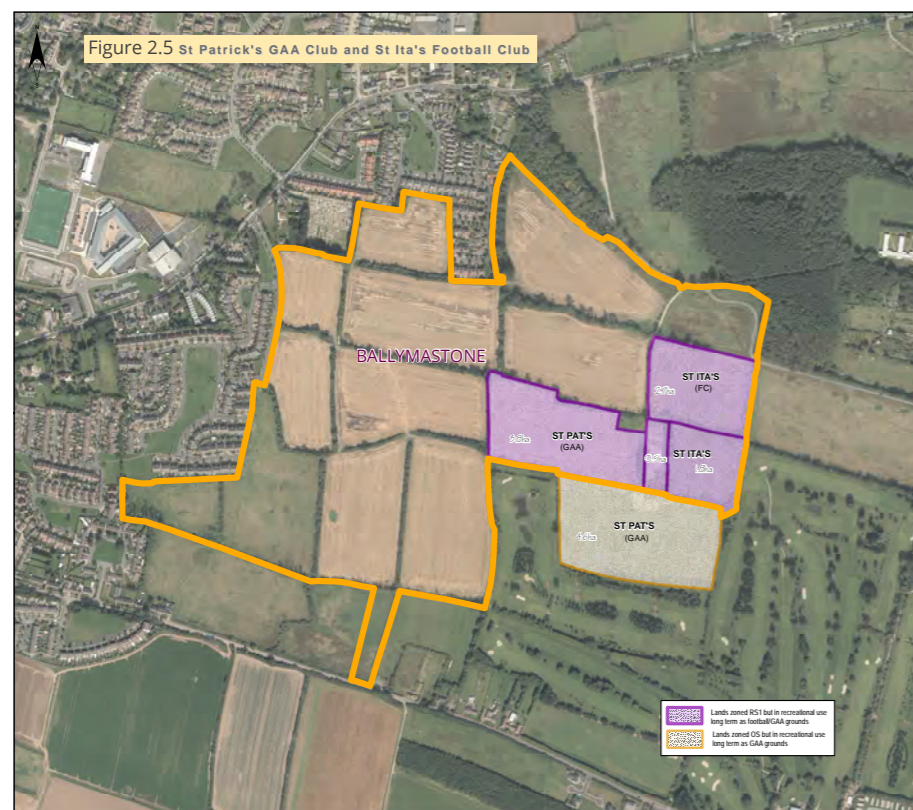


Figure 2.5 St Ita's and St Pats football club lands

2.3.3 LAP lands at Ballymastone

The LAP lands at Ballymastone (approx. 50.2ha) are situated between Donabate Village and Portrane Demesne (St Ita's Hospital). To the west and north of the LAP lands, there is existing residential development and a local cemetery. The lands to the south are zoned for residential development (Objective 'RS'), whilst the lands east and northeast are zoned Objective 'OS' (open space) and Objective 'HA' (high amenity).

The northeastern corner of the LAP lands are included within the Portrane Demesne (St Ita's Hospital) Architectural Conservation Area (ACA) and the lands to the northeast and southeast of the LAP area are designated as a 'Nature Development Area' within the FDP 2011-2017 (Sheet 15). There are 22 acres of LAP lands at Ballymastone, which are currently home to St Patrick's GAA grounds and St Ita's Football Club.

The LAP lands at Ballymastone are characterised by an established well-defined field pattern enclosed by hedgerows and trees. There is an existing mature woodland area to the northeast of the LAP lands, where the lands adjoin the boundary with Portrane Demesne. Pedestrian access will be provided from the LAP lands at Ballymastone to St Ita's Demesne for public use, in accordance with proposals contained in the St. Ita's Feasibility Study (Nov 2013), Variation No.3 to the FDP 2011-2017 and in the HSE development permitted by An Bord Pleanala. Further details are provided in Section 2.5.

The relevant FDP 2011-2017 objectives, which relate to the LAP lands at Ballymastone are detailed as follows:

'Development in the area shall be conditional on a satisfactory outcome of a detailed topographical and hydrological and visual/landscape impact. The layout and design of the future residential areas shall take a cognisance of the adjacent 'HA' zoned lands. The Ballymastone farm buildings and curtilage shall be preserved in any development in this area. Development along the southern edge (St. Ita's hospital) of these lands shall be single storey development. The entrance gates and setting together with the old tree lined avenue leading to Ballymastone which forms the original right-of-way to Portrane Demesne shall be preserved in any development in this area and to be the subject of a management plan'. (Objective 249)

'A site for school facilities shall be reserved in any development of this area'. (Objective 250)

The lands are also included within an area designated as 'Highly Sensitive Landscape' (Sheet 14: FDP 2011-2017).

2.3.4 LAP lands at Corballis

The LAP lands at Corballis are divided by the Dublin to Belfast railway line, which dissects the lands at this location in a north-south direction. Corballis LAP lands are located south of Donabate Village and north of the Malahide Estuary. The LAP lands are bounded by Hearse Road and Kilcrea Coast Road along the north-western and southern boundaries. Newbridge Demesne adjoins the northern boundary of the LAP lands at Hearse Road and this area is designated as a 'Nature Development Area' in FDP 2011-2017. The River Pill runs along the southwestern LAP land boundary. The lands are characterised by small fields with mature hedgerows and boundaries.

The lands to the north of Corballis are primarily zoned for residential development (Objective 'RS'), whilst the lands to the south, east and west are zoned open space (Objective 'OS') and high amenity (Objective 'HA').

The LAP lands to the east of the railway line are more open in character with the landscape rising gently from the Malahide Estuary towards the village. The ground level rises from 2m at the Coast Road up to 21m OD at the northern boundary of the LAP lands. There are two distinct ridges which run in an east-west direction through the site. The area between these two ridges is a lower, flat area. There is a separation distance of approximately 60m from the Estuary to the zoned LAP lands.

The southern section of the LAP lands east of the railway line is included within the 'Ecological Buffer Zone' associated with the Malahide Estuary, which is a Natura 2000 site. The lands surrounding the River Pill are identified as being in a flood zone in the flood risk areas established under Fingal East Meath Flood Risk Assessment and Management Study (FEMFRAMS) and confirmed by the Strategic Flood Risk Assessment (SFRA) completed during the preparation of the LAP. Further detail regarding Flood Risk Assessment is contained in Section 7 and Appendix 4.

There are a number of 2011-2017 FDP objectives, which relate to the LAP lands at Corballis, identified as:

'Support the upgrade of the railway line and facilities to Donabate.' (Objective 261)

'Development in the area shall be conditional on the satisfactory outcome of the detailed topographical, hydrological and visual/landscape/environmental impact assessments including appropriate assessment screening. The layout and design of the future residential area shall provide for visual mitigation measures including substantial set backs from the road boundaries (Hearse Road, Coast Road & Balcarrick Road). The route of the Donabate Southern bypass shall be conditional on the satisfactory outcome of detailed topographical, and visual/landscape impact assessments in tandem with these assessments a Traffic Management Plan shall be prepared for the town centre. The Coast Road to continue to function only as a local service access with traffic management. Viewing lay-bys to be provided along the road. The area alongside the southwestern and southern boundaries including the River Pill and bridge to form part of the pedestrian walkway/wildlife area. An independent pedestrian walkway and wildlife area to be reserved along the railway embankment and alongside the southwestern and southern boundaries, to link with the Malahide and the Rogerstown Estuaries, Newbridge Demesne and railway station. Natural/neutral colours to be used in building materials.' (Objective 262 and 263)

'Seek the provision of a public walkway/cycleway on land west side of the train line in Donabate and along the existing railway embankment across the Malahide Estuary, in consultation with Iarnród Éireann within the lifespan of this Development Plan.' (Objective 265)

'Ensure that the layout, design and scale of future development on these lands shall have regard to its prominent location, as well as the visibility of these lands from the south. In addition the layout, scale, design and density of development should respect the transitional nature of the sensitive southern boundary area.' (Objective 267)

'The following objectives are located along the southern LAP boundary.'

'Provide for pedestrian and cycle facilities from the town centre to the main entrance to Newbridge Demense on Hearse Road.' (Objective 264)

'Protect and enhance the rural and amenity character of the existing scenic road leading from the estuary to Hearse Road.' (Objective 269)

The lands are included within an area designated as 'Highly Sensitive Landscape'. (Sheet 14: FDP 2011-2017). The southern section of the LAP lands, east of the railway line are included within the 'Ecological Buffer Zone' associated with the Malahide Estuary. (Sheet 15: FDP 2011-2017).

Lands in the southwest corner adjacent to the River Pill are located within an area designated as being within a Flood Risk category (FEMFRAMS and SFRA, and are deemed unsuitable for residential development (Section 7 has further detail).

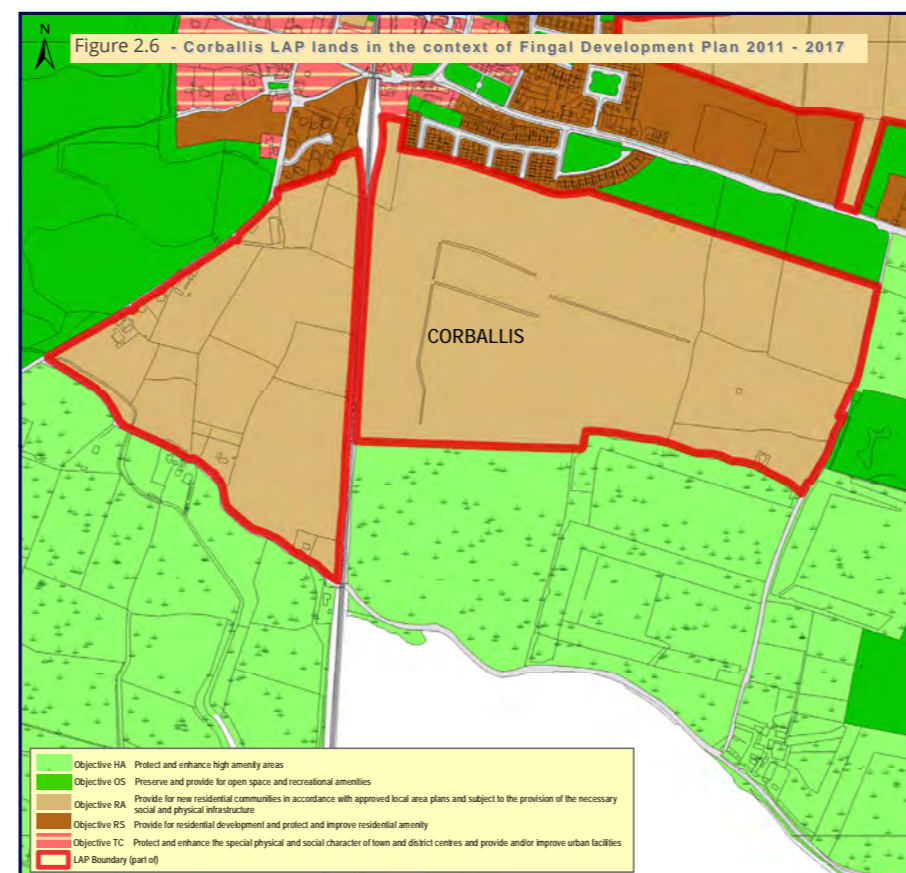


Figure 2.6 Development Plan extract showing Corballis LAP lands

2.4 RECENT CONSTRUCTION ACTIVITY AND NEW HOME DEVELOPMENT IN DONABATE

While some small infill development and one-off houses have been constructed in Donabate, construction activity has been limited in recent years, coinciding with the downturn in the national economy. The construction of Donabate Community College and the Educate Together National School are the largest construction projects completed to date.

Housing construction has however recently commenced at Turvey under an existing planning permission Reg. Ref. F12A/0086 for 155 no. homes.

2.5 ST ITA'S DEMESNE, PORTRANE

St Ita's Feasibility Study

A feasibility study for the long term future of St Ita's Demesne was completed jointly by Fingal County Council and the HSE in 2013. This study identified the St Ita's Hospital complex and Demesne as a suitable location for the development of new modern psychiatric health care and ancillary facilities (to include the provision of a National Forensic Mental Health Service Hospital). It also prioritised the re-use of the existing hospital buildings (including Protected Structures) together with their maintenance and management into the future; the ongoing maintenance and management of existing trees and woodland and the maintenance and provision for an appropriate level of public accessibility through the site.

Variation No. 3 to the Fingal Development Plan 2011-2017

Fingal County Council varied the FDP 2011-2017 (Variation No. 3) in March 2014 to allow, in principle, for this project including seven changes to both the Written Statement and map-based local objectives on Sheet No. 7.

St Ita's Strategic Infrastructure Development (SID) Application (Ref: 06F.PA0037)

The HSE lodged a SID application to An Bord Pleanala in Sept 2014 (under Section 37(e) of the *Planning and Development Acts 2000-2014*) for a proposed 170 bedroom National Forensic Mental Health Services Hospital on lands at St. Ita's Hospital, Portrane. Planning permission was granted by An Bord Pleanala in June 2015, subject to the attachment of 14 no. conditions. This facility is estimated to take approximately two years to build.

Pedestrian Access through St Ita's Demense

It is an objective of St Ita's Feasibility Study (Nov 2013) and in recommendations made in Variation (no. 3) to maintain pedestrian

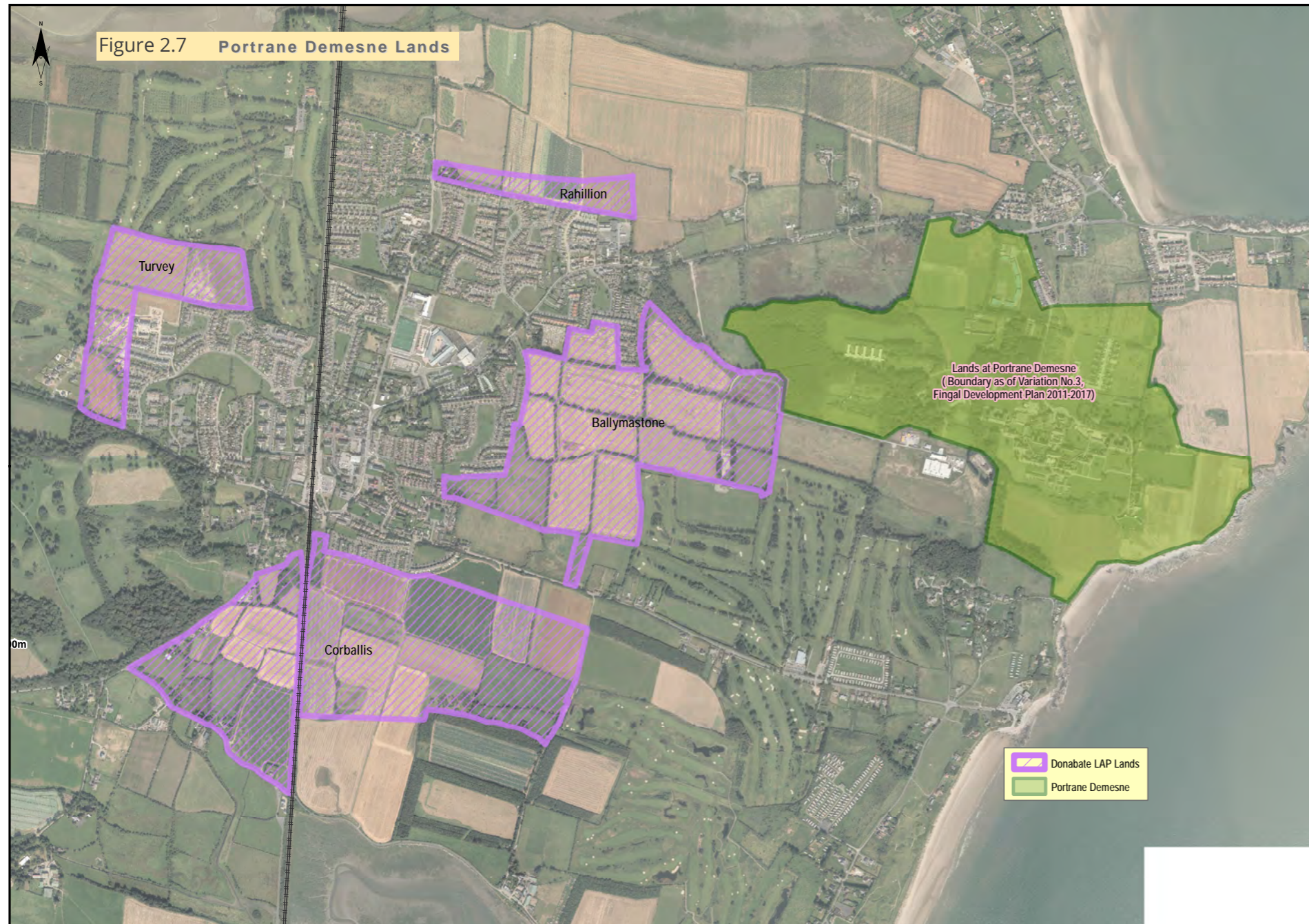


Figure 2.7 St Ita's Location Map

access through the Demesne. This access is also illustrated in the SID planning application lodged to An Bord Pleanála.

The Council wish to maintain this established amenity link, to preserve the connectivity for pedestrians traversing the Demesne lands for recreational purposes. Walkways through St Ita's Demesne are proposed as part of the green infrastructure strategy, with further details in Section 4.

As part of the Woodland Management Strategy at St Ita's and in the wider Peninsula area, way-finding and signage will be given due consideration and the prioritisation of specific works will be set out in any development applications at St Ita's and on the LAP lands at Ballymastone.

2.6 LAND USE AND HISTORIC CHARACTER

2.6.1 Historic Character

Development on the peninsula is desirable but requires careful management in order to preserve the essential and valued historical and natural character. Change should take place in the context of the historic and natural environment in order to maintain local character, to protect the best of the past and to afford the opportunity for regeneration. New development should seek to contribute positively to the character of the landscape and should recognise local distinctiveness, the layout and scale of buildings and designated spaces, the quality and character of the built fabric and the historic patterns that contribute to the overall uniqueness of the landscape.

The diagrams below are a representation of each time period (i.e. the mid-19th Century, the mid-20th Century and present day), illustrating the percentage land take of each broad land-use category on the Donabate peninsula. The relatively restricted vehicular access to the Peninsula for many years has resulted in a low rate of change and the area has retained its semi-rural and coastal character.

The Coastal area refers to sand, dunes, cliffs, coastal rock and rough ground and accounts for 2.5% of land cover. It is largely used for amenity (Donabate Beach) or recreational purposes such as The Island Golf Club.

The Water Area includes the intertidal area, the Pill River and the sea and it accounts for 31% of the overall peninsula study area.

The Communications Area includes the railway line and roads (it only includes roads identified on the OS Discovery Series).

The Enclosure Area is the most extensive historic landscape characterisation type in the study area accounting for 35.9% of land use. This landscape type includes agricultural lands, waste land and scrub and the land is mainly used for agricultural purposes, namely arable farming and market gardening.

Industry is not a dominant land use on the peninsula and accounts for approximately 0.6% of land use. While Donabate Village is a commercial centre, it is not considered industrial in nature and is included under the settlement category. The windmill at Rahillion dates from 1741 and is included within the Industrial land use area.

The Military area on the peninsula consists of two structures on the coast at The Quay and Balcarrick in the form of the two Martello towers, which are key historic examples of military architecture (comprising a total area of 0.55ha).

The Recreation Area land use category includes golf courses, playing fields (sports grounds), amenity land and caravan parks. The total area devoted to current recreational use is approximately 12.8%. The mix of high quality recreational facilities and attractions improves the standard of living for locals and draws tourists to the peninsula. The openness and greenfield nature of the recreational land in the area contributes to a sense of space and the overall character of the LAP area, enhancing the current and greenfield nature of the peninsula.

Designed landscapes cover 5.5% of the land area and include Newbridge Demesne and Portrane Demense. These areas comprise many features from built heritage such as the main house, associated farms, stables, lodges, ice houses, canals, gates, walls and areas of woodland.

The Settlement land use category is diverse and includes residential development, commercial, schools, cemetery use, hospital, etc. It comprises approximately 10.2% of the total land use of the peninsula.

Woodland accounts for 0.7% of the total area and there is a general lack of woodland on the peninsula. However, mature woodland planting in strong shelter belts is a dominant feature of the demesne lands at Newbridge and Portrane.

These time slices established the following trends in land use on the Peninsula since 1837.

Broad Landscape Type	Mid 19th Century	Mid 20th Century	Current
Coastal	5.3%	2.5%	2.5%
Communication	0.7%	0.8%	0.8%
Designed landscape	15.5%	6.2%	5.5%
Enclosure	41.2%	49.7%	35.9%
Industrial	0.1%	0.3%	0.6%
Military	0.0%	0%	0.0%
Recreation	0.0%	4.5%	12.8%
Settlement	1.9%	4.7%	10.2%
Unclassified	0.8%	0.0%	0.0%
Water	34.4%	31.1%	31%
Woodland	0.0%	0.1%	0.7%

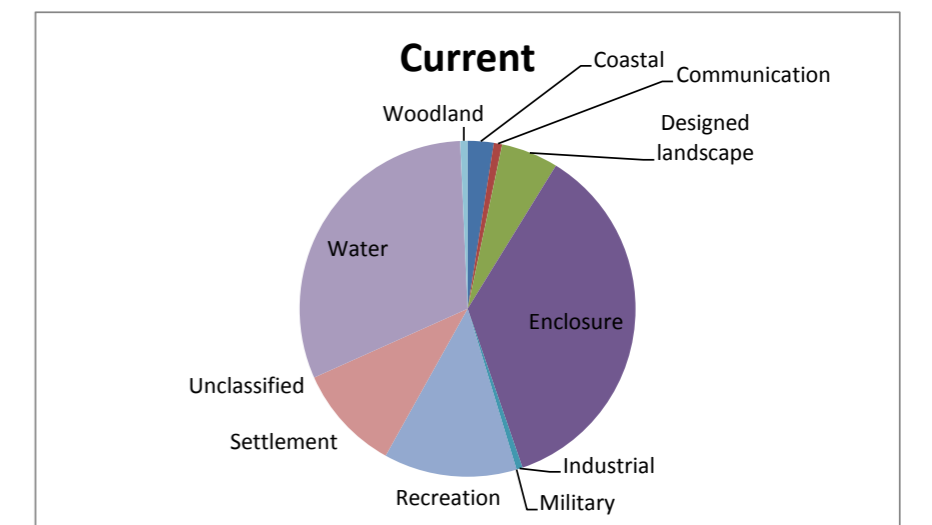
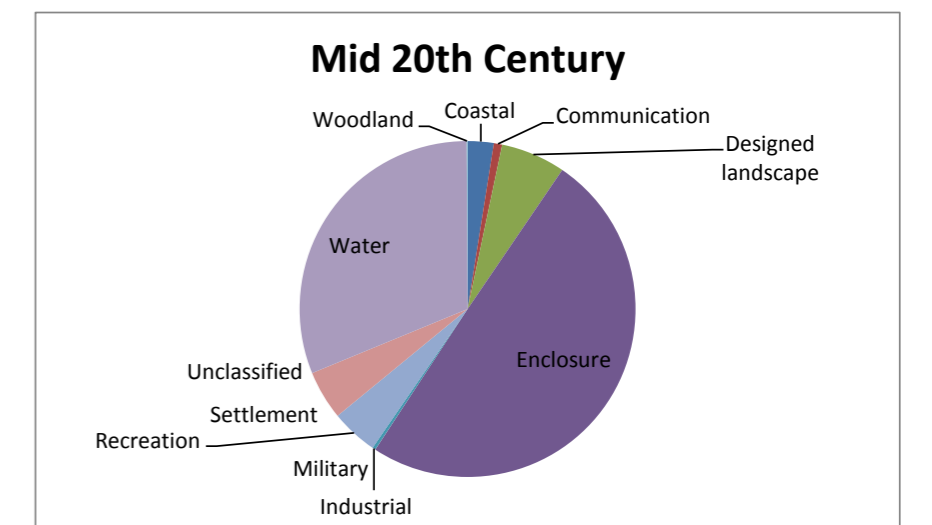
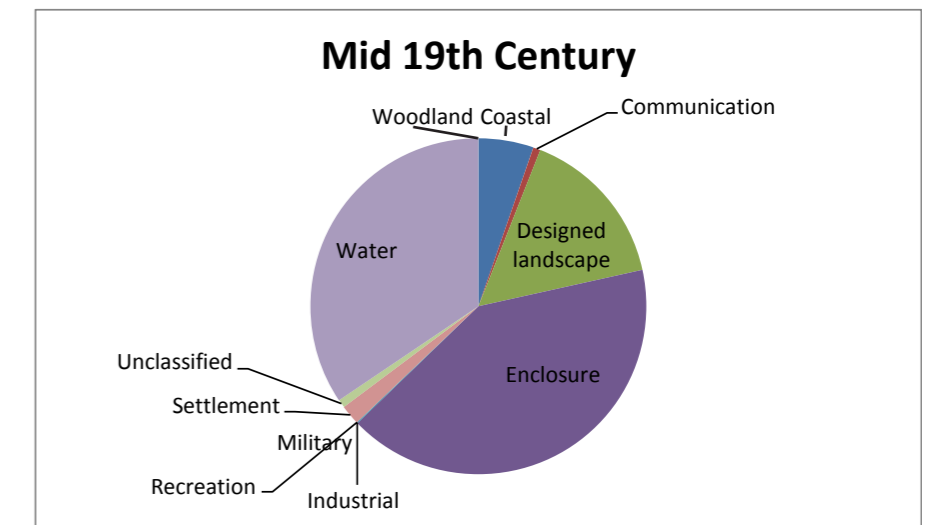
Table 2.1: Trends in Land Use on Donabate Peninsula
(Source: Donabate-Portrane Historic Landscape Characterisation, 2007.)

These patterns of Historic Landscape Character (HLC) types when read in conjunction with the current land-use mapping provide an analysis of their sensitivity, vulnerability and capacity for change, which are important factors of spatial planning.

The HLC analysis illustrates that there has been significant reductions in areas of coastal, designed landscape, enclosure and water characterisation areas. There have been large increases in the recreation and settlement land-use character types, which accords with the development activity and population increases over the last Century.

When combined with the mapping and heritage data this landscape characterisation analysis can begin to guide the appropriate location, scale and type of new development, limiting impact on the historic environment by identifying key heritage constraints as well as identifying gaps in the archaeological knowledge. This knowledge can lead to the promotion of designs which contribute sensitively and positively to the local character, or indeed the development of a new and innovative landscape where historic character is no longer a determining factor.

Summary of Land Use Broad Character Types



Within developing and developed areas on the Peninsula, there is potential for new build while allowing the historic environment to maintain, enhance or create a sense of place, for example, retaining vernacular buildings and sea walls, maintaining hedgerows and townland boundaries, locating open space around archaeological monuments and using historic lands as public parks. Imaginative design can make the historic environment part of the future as well as the past. Section 5 contains further details regarding landscape character assessment.

2.7 LANDSCAPE / BIODIVERSITY / ECOLOGICAL VALUE OF THE PLAN LANDS

The LAP lands adjoin protected sites of high biodiversity importance with rare and threatened species and play a significant supporting role to these sensitive sites and their species. Section 5 'Landscape and Heritage' contains more information on the sensitive areas of biodiversity including Natura 2000 sites, landscape character assessment and other areas of ecological importance on the Peninsula.

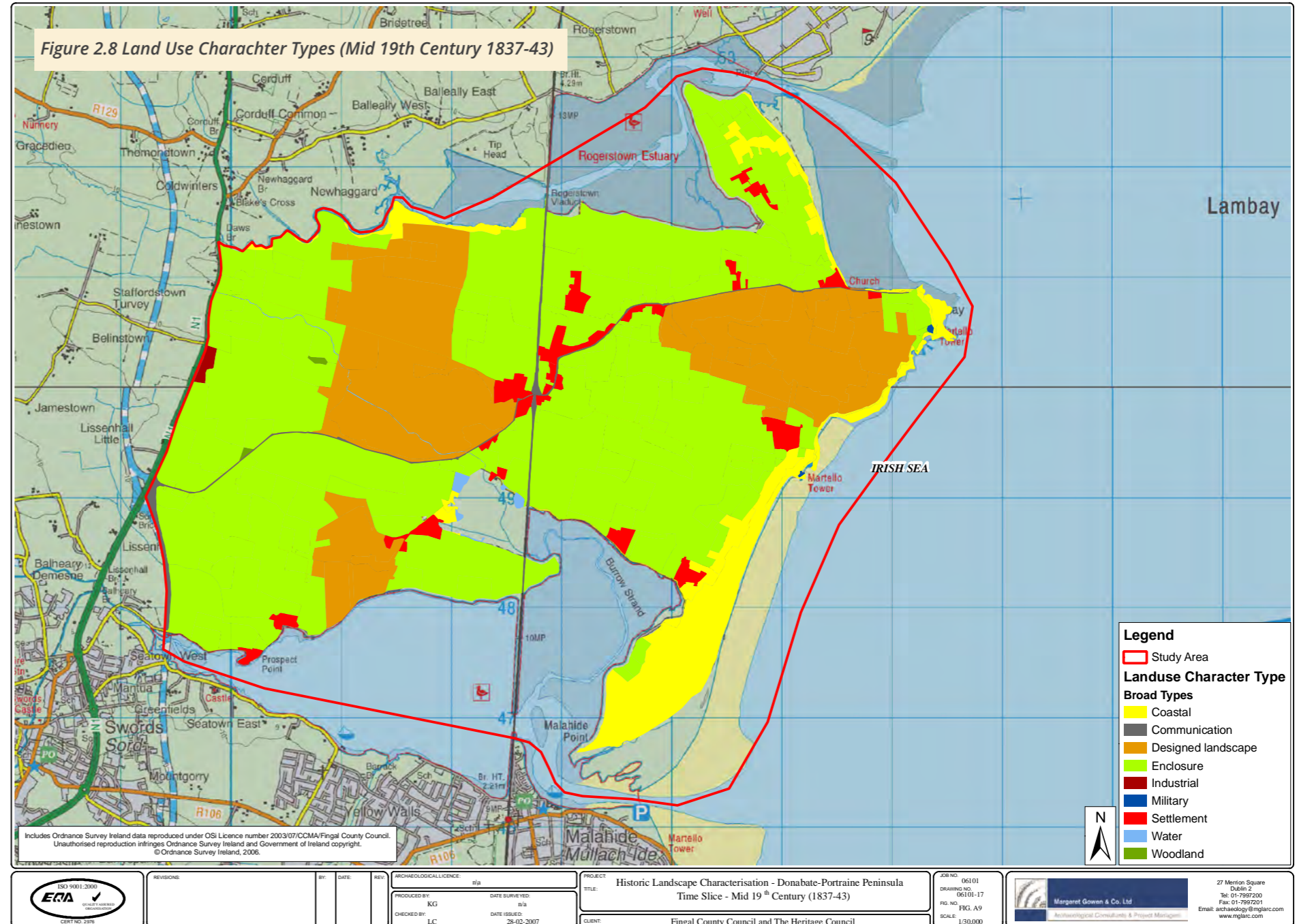


Figure 2.8 Land Use Character Types (Mid 19th Century 1837-43)

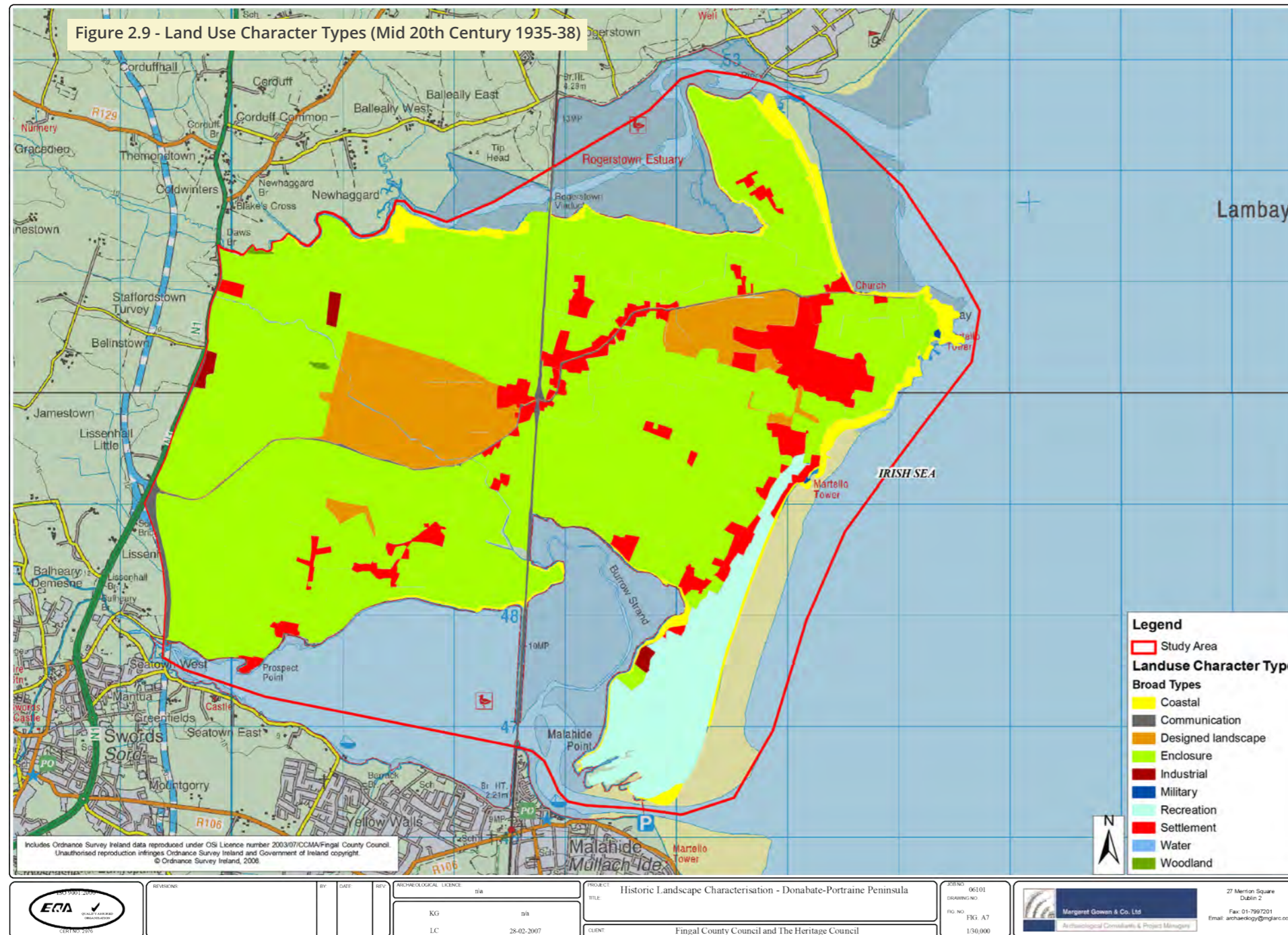


Figure 2.9 Land Use Character Types (Mid 20th Century 1935-38)

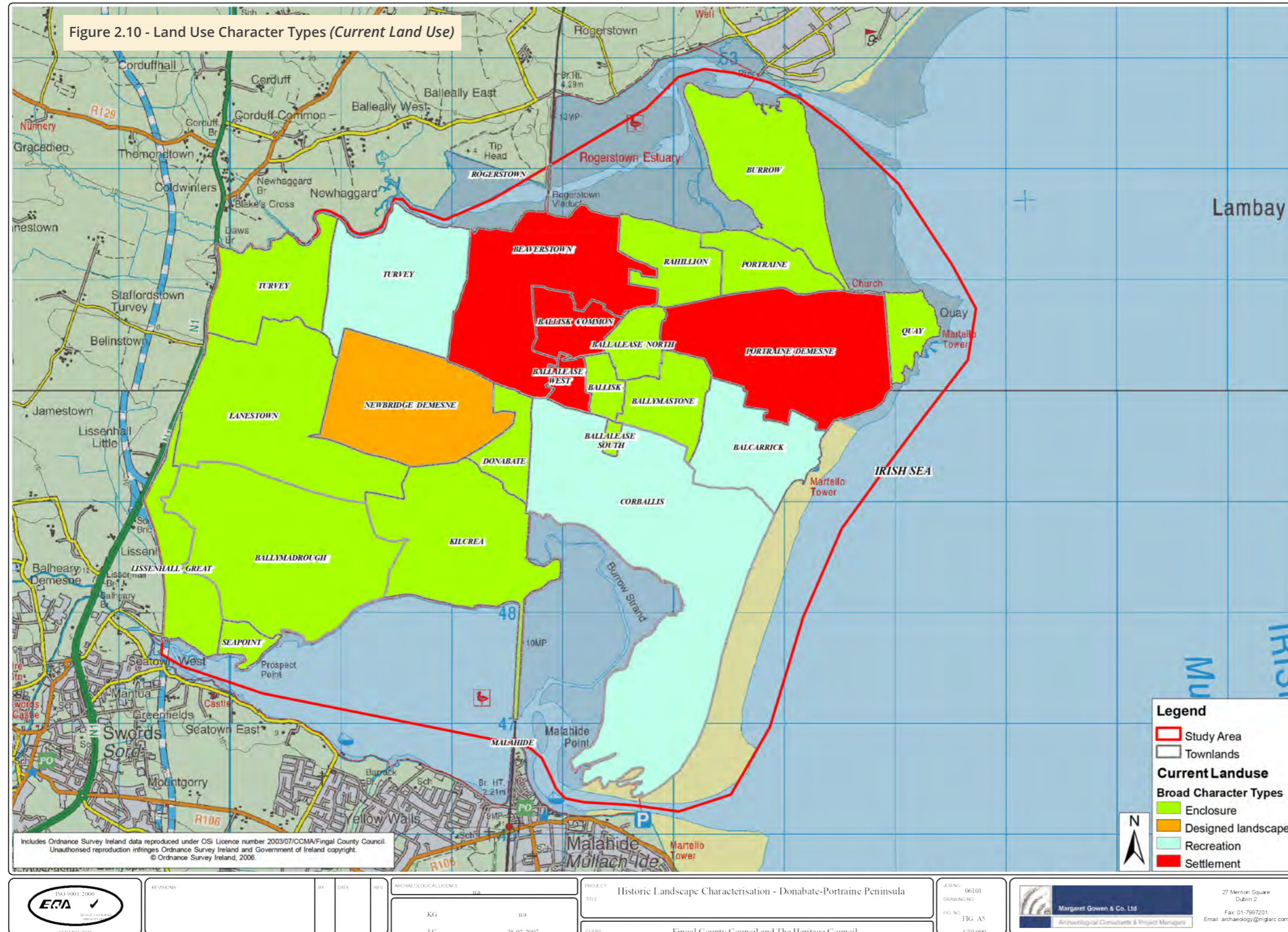


Figure 2.10 - Extract from Donabate-Portrane Historic Landscape Characterisation, 2007 (Current Land Use)

3.0 MOVEMENT AND TRANSPORT STRATEGY

3.1 TRANSPORT STRATEGY

Movement to and around Donabate is a key consideration in the formulation of the new LAP. The approach to the LAP's transport strategy is framed by the Government's *'Smarter Travel – A Sustainable Transport Future'* (2009-2020), which sets out the Government's objectives in relation to sustainable travel and transport in Ireland.

The Smarter Travel Strategy recommends wide-ranging measures be included in future development planning guidelines. These measures require the integration of sustainable travel patterns into new developments and to support public transport in the design and layout of new residential developments. The Government's key goals of achieving Smarter Travel can be achieved through the following measures in the Donabate LAP:

- Promote an increase in walking and cycling through a network of safe, inter-connecting walkway / cycleways which link residential areas, Donabate village centre, Donabate Rail Station, schools and recreational facilities.
- Increased density of development proximate to Donabate Village Centre and Rail Station.
- Encourage and support the consolidation of Donabate Village Centre as the focus for local trips for commercial activities and services.
- An average density of 35 dwellings per hectare across the LAP lands in accordance with Smarter Travel policies and objectives.

Greater Dublin Area Draft Transport Strategy 2011-2030

The *GDA Draft Transport Strategy 2011-2030* considers public transport accessibility as a key factor in influencing the scale, density and location of future development in the GDA and views Donabate as a suitable location for higher density, mixed used development, with an emphasis on residential development. The Draft Strategy outlines a number of land use planning recommendations which should be considered when preparing the LAP. The National Transport Authority (NTA), has advised that the Donabate LAP would be strengthened through the following principles:

- A sequential approach to development, whereby, lands which are most accessible by public transport are prioritised for growth (i.e. proximate to the Donabate Railway Station) taking into account existing and partially completed developments and extant planning permissions.

- A phasing of development to ensure that cycling and pedestrian infrastructure and public transport infrastructure/services are delivered simultaneously with the construction of new residential units, commercial development and community facilities.
- A strong focus on pedestrian and cycling movements for local trips.
- Local services are located and provided in a manner which ensures that access for the local community by walking and cycling is direct, safe and convenient.
- Severance within local catchments is avoided to the extent practicable.
- A mix of dwelling types be provided to facilitate and encourage mixed residential communities to establish.

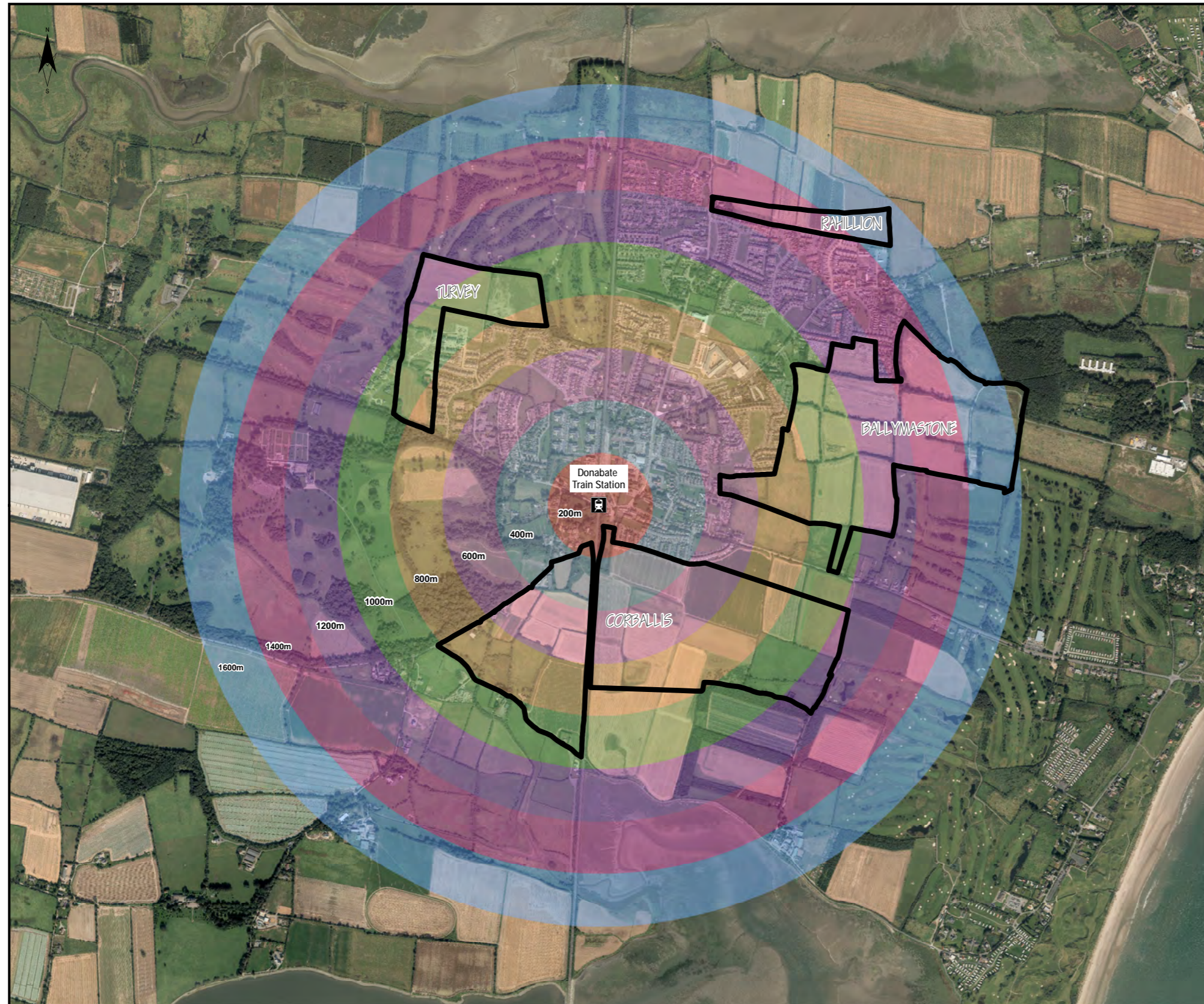
Draft Transport Strategy for the Greater Dublin Area 2016-2035

This Strategy reviews and updates the work undertaken in the GDA Draft Transport Strategy 2011-2030. The new Strategy present the transport requirements for the GDA, based on the principles of effective, efficient and sustainable travel, for the period up to 2035, insofar as this can be delivered by transport.

The GDA has been divided into 8 different corridors (radial (A to F) and central (G and H)). Donabate is included within Corridor A, which runs from Drogheda – Balbriggan – Swords – Airport – North Inner City – to Dublin City Centre. It is noted that this Corridor will see significant development and associated growth in travel demand into the future. Recommendations include that capacity is increased on the Northern Rail line, to include the electrification of the rail line from Malahide to Drogheda as part of the DART Expansion programme. A higher level of public transport capacity than the existing provision will also be required and this will take the form of the provision of a BRT service or a conventional QBC type upgrade along the route from Swords and the Airport to the City Centre.

It is also noted in this Strategy that from a roads perspective in Corridor A, it is intended to develop a Distributor Road on the western side of Swords, in addition to a Distributor Road around Donabate.

These measures have informed the Transport Strategy for the LAP.



Comhairle Contae
Fine Gall
Fingal County
Council



FIGURE 3.1
Distances from the LAP lands to
Donabate Train Station

Legend

	LAP Lands
	200m buffer from Train Station
	400m buffer from Train Station
	600m buffer from Train Station
	800m buffer from Train Station
	1000m buffer from Train Station
	1200m buffer from Train Station
	1400m buffer from Train Station
	1600m buffer from Train Station

Planning Department, County Hall Main Street, Swords	
Director of Services:	AnnMarie Farrelly
Senior Planner:	Matthew McAleese
Prepared By: S.Ryan	Drawn By: S.McMahon
Date: Apr 2015	Scale @ A3: 1:13,500
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Distances from the LAP Lands to Donabate Train Station

3.2 PUBLIC TRANSPORT

3.2.1 Existing Public Transport Services

Bus

The village is served by Dublin Bus (routes 33B & 33D) which operate services from Portrane via Donabate, through Swords and north Dublin suburbs to Dublin city centre. Services generally operate every 30 minutes during peak periods and hourly off-peak.

Train

Donabate has a centrally located train station in the village which is within walking distance of all LAP lands- a critical element in contributing to sustainable development. There are a number of daily train services to/from Donabate and the City Centre and also regular services to Dundalk (northbound) and Pearse Street (southbound). There are trains approximately every 20 mins on the Bray to Drogheda / Dundalk route, with stops at Donabate.

Direct high quality pedestrian/cycle routes to and from the station will play an important role in encouraging residents within the adjoining plan lands to use this high quality public transport service.

3.2.2 Proposed Public Transport Improvements

DART Extension

The DART extension (DED) north of Malahide remains a key part of the NTA's Integrated Implementation Plan 2013-2018. One of the key deficiencies with the current DART network is its need to share track space with other longer distance services, which require large time intervals between DART services, particularly in the peak hours.

The GDA Draft Transport Strategy 2011-2030 notes that in order to achieve the full benefits of the DART underground and DART extension projects, additional tracks to separate Intercity, Regional and DART heavy rail services will be required on the northern and south-western corridor approaches to DART underground. This will facilitate faster and more frequent intercity, regional and DART services on this corridor. It is intended that the electrification of the northern Line will be extended as far as Balbriggan (including Donabate), to enable the future extension of DART operations. This will also facilitate a potential future extension of electrification north of Balbriggan.

The NTA has requested that Irish Rail progress the planning for the extension of the DART rail service along the northern rail line, to include Donabate.

3.2.3 Fingal North Dublin Transportation Study

The National Transport Authority (NTA) commissioned consultants to conduct the Fingal North Dublin Transportation Study which examined the medium-long term needs of the Dublin City – Dublin Airport – Swords corridor. The results of this have fed into Draft Transport Strategy for the Greater Dublin Area which the NTA has submitted to the Minister for Transport.

Metro North

A revised Metro North has been included in the Government's recently published capital programme. It will link Swords via the Airport, to Dublin City Centre with a journey time of approximately 25 minutes. Although the revised scheme will require a new permission from An Bord Pleanála, the locations of the stops are likely to remain largely unchanged. Three metro stops were permitted within Swords, at Fosterstown (adjacent to Airside Retail Park), Swords Town Centre (at Pavilions/Barrysparks) and Estuary (at Balheary Park). Park and Ride facilities were permitted at Fosterstown (circa 300 spaces).

3.3 DONABATE DISTRIBUTOR ROAD (DDR)

The FDP 2011-17 provides for a new road which follows an alignment from Hearse Road eastwards across the railway line, to the south east of the existing village before continuing northwards to join to the Portrane Road west of St. Ita's Demesne. This proposed road infrastructure forms an important alternative road crossing of the railway line and aims to serve the new development lands to the south and east of the existing settlement (Corballis East and Ballymastone).

The Council applied to An Bord Pleanála for the approval of a Distributor Road scheme along this alignment in accordance with the FDP 2011-17. Planning permission was granted in July 2011 (Ref: PL06F.KA0018 and PL06F.HA0031) for:

'the construction of Phase 1 Donabate Distributor Road comprising the construction of a Distributor Road at Donabate Village, approximately 4km in length, of which c. 3km will be dual carriageway and 1 km will be single carriageway; construction of a new bridge over the Dublin to Belfast line; provision of pedestrian and cycle facilities; and all necessary ancillary and consequential works on Kilcrea Road, Hearse Road, Coast Road, Balcarrick Road and Portrane Road.'

3.4 PHASED ROAD INFRASTRUCTURE AND TRAFFIC IMPACT ASSESSMENT

The Council commissioned a site specific Saturn Traffic Model to be created for Donabate encompassing existing and proposed residential lands. This traffic modelling work was carried out by RPS Consultants in 2014 and included extensive traffic surveys undertaken around the village in April 2014. This research was tasked with assessing the traffic implications of the phased delivery of new road infrastructure including the Donabate Distributor Road (DDR) to support the development of the zoned housing lands and fed into the 'Donabate LAP Traffic Analysis Report' (2015). The traffic model and associated analysis has been an important element of the Strategic Environmental Assessment (SEA) of the Draft Donabate LAP.

The traffic and environmental assessments included the testing of several development scenarios for different geographical sectors of Donabate and sections of road infrastructure. These assessments evaluated the provisions of the permitted road in the context of the overall LAP housing numbers, taking into account the phased release of housing lands and various phasing arrangements, to avoid traffic congestion and to ensure adequate infrastructural provision. Planning permission was recently granted by An Bord Pleanála (PL06F.PA0037) for a proposed National Forensic Mental Health Services Hospital on lands at St. Ita's Demesne (Section 2.5 contains more detail) and this has also been taken into consideration.

On the basis of this assessment in respect of road network improvements, the initial phases of housing in the LAP require the construction of particular elements of road infrastructure. This road infrastructure should underpin the initial phases of development consistent with incremental housing growth outwards from the core of the existing Village. It will also provide an alternative route for existing traffic to avoid Donabate Main Street and the existing railway crossing.

It is proposed that the DDR would be constructed on a phased basis in tandem with and to support the future expansion of Donabate into the new residential lands. This will result in the provision of a single carriageway road between Hearse Road and the Portrane Road, with the provision of a second carriageway to coincide with the completion of the proposed phases of housing development.

This arrangement is indicated on Figure 9.1 and more detail is provided in Section 9 – Phasing.

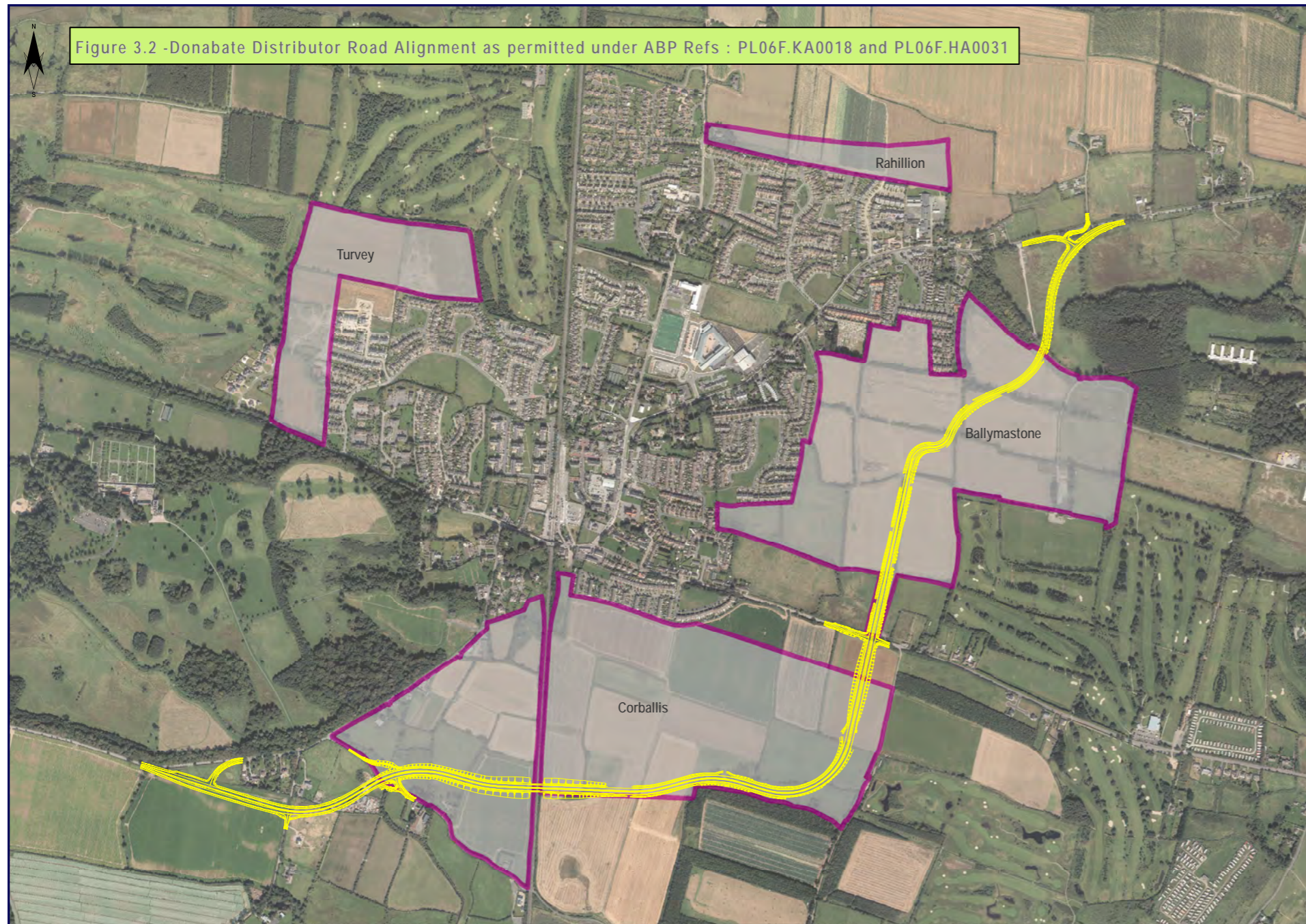


Figure 3.2 Donabate Distributor Road Alignment

Section 48 and 49 Development 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 proposed provision of public infrastructure and facilities which benefit development within the area of the planning authority, and are applied as a general levy on development. A 'special' contribution under Section 48(2) (c) may be required where specific exceptional costs not covered by the general scheme are incurred by a local authority due to a specific development. Section 49 (supplementary) schemes relate to specified infrastructural service or projects – such as Metro North, Metro West, Luas extensions, rail or roads infrastructure, which benefit a specific area (normally a corridor).

The Council will therefore utilise the provisions of Section 48 including Section 48 (2)(c) of the *Planning and Development Act, 2000*, to generate financial contributions towards the capital costs of providing local and strategic transport infrastructure, including the Donabate Distributor Road. Given the significant cost involved in the construction of the DDR, a financial contribution of €5,000 (estimated) per housing unit will be required for development within the LAP lands.

3.5 INTERNAL ROAD NETWORK

3.5.1 Proposed Road Improvements: Fingal Development Plan 2011-2017

Table TO4 of FDP 2011-2017 details 'Road Improvement Schemes' for the County including the following schemes for Donabate and the Peninsula:

Road Improvement Scheme	Status
R126 Donabate Relief Road: R132 to Portrane Demesne (DDR)	Approval granted by ABP
Beaverstown Road to Portrane Road Link (at Community Centre)	Complete
Turvey Avenue Upgrade	Partially complete

3.5.2 Design Manual for Urban Roads and Streets 2013 (DMURS)

This Manual provides guidance relating to the design of urban roads and streets and it presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets. The manual prioritises design solutions focusing on sustainable modes of transport, safeguards for vulnerable users and promoting a sense of place. This approach is based upon an integrated model of street design where real and perceived barriers to movement are removed to promote more equitable interaction between users in a safe and traffic calmed environment. Integrated approaches incorporate elements of urban design and landscaping that instinctively alter behaviour, thus reducing the necessity for more conventional measures (such as physical barriers) to manage behaviour.

The benefit of this approach is:

- Street networks are simpler in structure (more legible) and with high levels of connectivity (more permeable), thus reducing travel distances.
- Higher quality street environments attract pedestrians and cyclists, promoting the use of more sustainable forms of transport.
- Self-regulating streets manage driver behaviour and calm traffic, promoting safer streets.
- Streets and junctions are more compact, providing better value for money.

Creating a ‘Sense of Place’

The creation of a ‘sense of place’ is of core significance to the creation of safe and more integrated street design, although it can be difficult to define as it often relates to the ‘feel’ of a particular area. More tangible elements of place that can be measured relate to connectivity, the quality of the built environment, how buildings and spaces interact with each other and the levels of pedestrian activity that occur. These tangible elements of street design highlight four interlinked characteristics that influence the sense of place within a street:

- **Connectivity** – walkable street networks create vibrant and active places.
- **Enclosure** – orientating buildings toward the street and placing them along its edge can create a sense of enclosure. Street trees can also create a more intimate and supervised environment.

- **Active frontage / Edge** – Frequent entrances and openings ensure the creation of a more interesting and engaging environment.
- **Pedestrian Activity / Facilities** – the sense of intimacy, interest and overlooking that is created by a street which is enclosed and lined with active frontages enhances a pedestrian’s feelings of security and well-being. Good pedestrian facilities (i.e. wide footpaths, safe crossings) also encourage strong pedestrian activity.

3.5.3 Internal Street Network

The movement function of a street is generally described using a classification system, such as a street hierarchy:

- Arterial Streets - Distributor Roads.
- Link Streets - Collector routes.
- Local Streets - also referred to as Access routes.

It is considered that the proposed routes in Donabate comprise predominantly ‘link streets’ and ‘local streets’. There are a number of key link streets proposed in the LAP lands

These streets will play a major role in terms of access and circulation and will connect residential neighbourhoods to local community services (schools, village centre, rail station, recreational facilities) in the Donabate area. One of the main challenges for designers in the new LAP areas is to implement a new standard of design that creates safe, legible and attractive streets which enhance sense of place. Specifically, the street network within the Donabate LAP lands shall be designed to achieve the following:

- **Safe Streets** that passively manage vehicular behaviour through a holistic design approach and ‘shared space’ philosophy.
- **Accessible Streets** with a focus on the free movement of vulnerable users such as cyclists and pedestrians.
- **Attractive Streets** that enhance the area’s sense of place and peoples enjoyment of the urban environment.
- **Legible Streets** that direct and assist the most casual of users in finding their way around.
- **Cost Effective Streets** where materials, finishes and street furniture are rationally and strategically applied.

- **Innovative Streets** that continue to evolve through the application of best practice and contemporary design models. (Source: *Adamstown Street Design Guide, South Dublin County Council*)

The link and local routes will be designed to provide a safe and pleasant environment for cyclists and pedestrians with associated cyclepaths, footpaths and verges. Detailed design will be required at Urban Design Appraisal stage to include specific provisions in relation to surface treatments of cycleways, footpaths, road pavement, landscaping, street lighting and the building interface for the link and local routes. Carriageway widths and surface treatments at junctions and pedestrian crossing points must be carefully designed to give priority to pedestrian and cyclists in the interests of safety. Pedestrian and cycle paths shall be incorporated into all routes. Streets should be overlooked by dwellings to achieve maximum passive surveillance.

Permeability and Legibility

Wayfinding, or legibility, relates to how people can find their way around an area. For pedestrians and cyclists, this is of particular importance as they are more likely to move through an area if the route is clear. There are many tools that designers can use to provide a series of design cues by which people can orientate themselves, i.e. changes in building height and form, materials and finishes and landscape features. In general, the more orthogonal street layout, the more legible it will be. Street networks should be structured to draw people towards focal points such as landmarks, gateways and other civic buildings and spaces.

When designing new street networks designers should implement solutions that support the development of sustainable communities. In general, such networks should:

- Be based on layouts where all streets lead to other streets, limiting the use of cul-de-sacs that provide no through access.
- Maximise the number of walkable / cycleable routes between destinations.
- Maximise the connections within a site to allow the street network to evolve over time to meet local accessibility needs.



Figure 3.3 Key Characteristics of Place Based Street Design DMURS

3.5.4 Internal Street Layout of new LAP Areas

Corballis

Coordinated cycle and pedestrian facilities inform the layout of the street network at this location, with strong connections between Donabate Village, rail station and the LAP lands including the proposed local services centre. There are further strategic connections identified between the LAP lands and Newbridge Demense via a dedicated pedestrian/cycle bridge and southwards to the proposed Broadmeadow Way via Corballis Nature Park.

Ballymastone

The Ballymastone lands will evolve to connect coherently to existing and proposed road infrastructure in the vicinity. Connections will be required between residential areas and the proposed Educational and Recreational Campus including a new Campus Link Road from the west. Street networks that are orthogonal in nature are the most effective in terms of permeability and legibility. Important strategic pedestrian and cycleway connections will be necessary from Ballymastone eastwards to St. Ita's Demense and westwards to the Spires estate to maximise permeability to the Village.

Rahillion and Turvey LAP Lands

The road network proposed through the Rahillion and Turvey LAP lands will indicatively follow the layouts permitted under the extant planning permissions on these lands. Future development on the undeveloped LAP lands will take the form of a natural extension to the existing road network proposed at these locations.

3.5.5 Smaller Residential Streets (Local Streets)

These quiet residential streets will comprise the majority of the street network and the predominant function of these areas will be to allow easy and direct walking and cycling into and through the area, provide local vehicular access, and give access to buildings. Only low levels of traffic are envisaged on these streets and their design should incorporate measures to ensure pedestrian priority and permeability as well as very low vehicle speeds. The LAP seeks to deliver high quality surface treatments including landscaping, street lighting and street furniture. Car parking must also be carefully considered in design, particularly on-street parking where visual obstruction and dominance need to be addressed.

3.5.6 Transition Zones / Shared Surfaces

A Transition Zone is an area that slows vehicles when entering a residential area from a faster moving road. Designers should emphasise transition zones by:

- Introducing measures that provide enclosure, such as large trees.
- Applying transitional geometric measures, such as the narrowing of carriageways.
- Applying changes to carriageway surfacing materials.



Example of shared surface, Polnoon Masterplan Scotland



Example of Dutch Woonerf Scheme (walkonomics.com)

Pedestrianised and shared surfaces are an effective way of promoting place and providing pedestrians and cyclists with a more enjoyable experience. These streets can then operate as linear ‘squares’ or corridors of public open space. Shared surface streets are very desirable where movement priorities are low and there is a high place value in promoting more liveable streets (i.e. home-zones), such as on local streets within new neighbourhoods. There are ample opportunities to create such shared surfaces within the LAP lands at Corballis and Ballymastone. Paving materials should be of a high quality and be durable and easy to maintain. Materials should be agreed with the Planning Authority at pre-planning stage.

A similar approach to the above examples could be taken for transitional zones in the LAP lands, i.e. the section linking Donabate Village to Corballis LAP lands via the area beside Smyths Pub.



Indicative Visualisation of the area adjacent to Smyths Pub Donabate providing a link to the corballis LAP lands via a transitional zone.

3.5.7 Pedestrian Crossings

Pedestrian crossings are a key aspect of street design as it is at this location that most interactions between pedestrians, cyclists and motor vehicles occur. Well designed and frequently provided crossings are critical to the balancing of movement priorities. The design of crossings, and the frequency at which they are provided, will have a significant impact on pedestrian / cyclist mobility and comfort and the flow of vehicular traffic. Pedestrian crossings at a number of locations within the plan area will be promoted and facilitated, in particular in areas that are likely to be busy with pedestrian traffic (For example, links to and from Newbridge Demesne and the road areas adjacent to the Railway Station).

Signalised crossings should be provided on busy Arterial and Link Streets and/or where cyclists are likely to cross. Zebra crossings provide greater pedestrian priority and may be used on Link Streets within lower speed environments.

Local streets, due to their lightly-trafficked/low-speed nature, generally do not require the provision of controlled crossings. Courtesy crossings, which are generally defined by a change in material and/or vertical deflection allow pedestrians to informally assert a degree of priority over drivers and are particularly effective at promoting pedestrian priority.

3.5.8 Railway Bridge Crossings - Vehicular and Pedestrian / Cycle

There are 2 no. new railway line crossings proposed in the LAP lands at Corballis. There is a footpath / cycleway crossing proposed south of the Village, which will provide access for pedestrians/cyclists only, linking the LAP lands at Corballis to Newbridge Demense and Donabate Railway Station. Advancing this bridge will require the Council and Iarnrod Eireann to work collaboratively.

A vehicular bridge crossing is also proposed as part of the permitted Donabate Distributor Road layout. This crossing is proposed in the southern section of Corballis LAP lands.

3.6 CAR AND BICYCLE PARKING

3.6.1 Public Car and Bicycle Parking

In Donabate Village, there are existing public ‘pay and display’ car parking facilities at the Railway Station, in the car park to the rear of Supervalu and along the Main Street. There are smaller areas of parking in the area adjacent to St Patrick’s Church, the car park area beside Smyths

Pub and to the rear of Keelings Pub (Keelings Court). There are also public car parking facilities in Newbridge Demesne and at Donabate Community Centre and allocated set-down/drop off areas at Donabate Community College and Donabate-Portrane Educate Together School.



Examples of existing car parking in Donabate Village (Supervalu car park and small area beside Smyths Pub) and a large area of car parking is available at Donabate Train Station



Bicycle Parking

There are existing bicycle parking locations at Donabate Train Station, at Supervalu Shopping Centre, the Community Centre and at the locals schools. The existing bicycle parking facilities are of relatively poor quality and there would appear to be insufficient bicycle parking spaces, particularly at the Community Centre.

Within the LAP lands the strategy is to provide sustainable transport options for local trips by residents, given the relatively short distances involved. The strong pedestrian and cycle connections to the existing village centre will be developed to facilitate movement to the core of Donabate as the focus for local services and commercial activity.

New public facility/amenity locations such as the future local centre at Corballis and the education/recreation campus hub at Ballymastone will include public car and bicycle parking provision in accordance with the FDP standards. Shared use will be encouraged for aggregation of spaces to serve a number of facilities where appropriate.

3.6.2 Private Car Parking for New Developments

All new residential and commercial development will be required to comply with Fingal Development Plan standards in terms of parking provision.

3.6.3 School Set Down areas – St Patrick’s Boys School and St Patrick’s Girls School

The set down area adjacent to the two primary schools on the Portrane Road is limited and the Council has investigated possible options to alleviate traffic congestion at this location in the past. Additional access points to St Patrick’s Boys and Girls Schools are proposed as part of the development of the LAP lands at Rahillion, as permitted under Reg Ref: F14A/0033 and F11A/0173 (ABP Ref: PL06F.240634). There are 2 no. new footway/cycleway links illustrated from the south-western boundary of the Rahillion LAP lands to link the proposed development into St Patrick’s Boys and Girls National Schools.

3.6.4 Cycle Infrastructure and Storage in New Developments

The LAP will provide a new network of cycleways in Donabate that will link residents with local amenities and services on the peninsula. These routes are outlined in detail in Section 4 and form an integral part of the planned infrastructure to support the expansion of Donabate. These facilities will be designed in accordance with the *National Cycle Manual (National Transport Authority, 2011)* and will integrate with the *Greater Dublin Area Cycle Network Plan (2013)*.

FDP 2011-2017 sets out standards in relation to the provision of bicycle parking for various types of development and these standards shall be met throughout the LAP lands. Cycle parking should be sheltered and secure, and should be located no less conveniently than car parking relative to the dwellings (if not provided within the dwelling itself) or commercial units. Bicycle storage areas should be incorporated into new residential schemes – in particular apartments or smaller/compact house types.

Cycle parking is an integral part of any cycle network. Cycle parking areas with a large number of parking places need careful design, and the parking area layout needs to be borne in mind when selecting the type of rack or stand to be used.

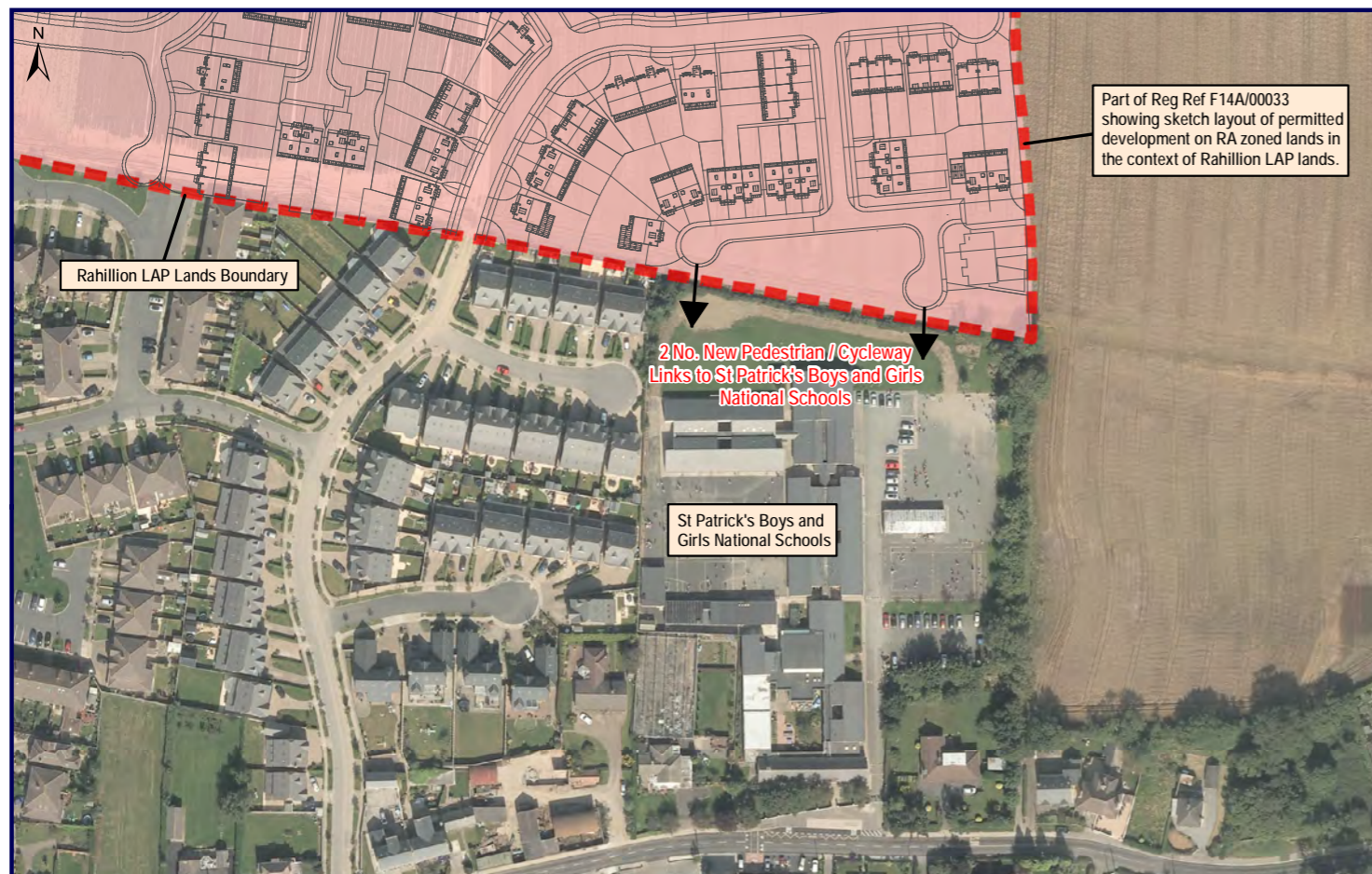


Figure 3.4 - Extract from Drawing No. 1306.PL.01 lodged under Reg Ref: F14A/0033 showing the proposed footway / cycleway links to St Patrick’s Boys and Girls Schools



Cycle Parking facilities at Donabate Community Centre and Library



Cycle Parking at Donabate Train Station



An Example of Good Cycle Parking Provision, (www.transportforireland.ie)

MOVEMENT AND TRANSPORTATION OBJECTIVES

OBJECTIVE 3.1

Provide a network of pedestrian and cycle access routes to Donabate Train Station from the new development lands.

OBJECTIVE 3.2

Support the NTA's proposed electrification of the Northern Line from Malahide to Balbriggan to allow an extension of DART services to Balbriggan.

OBJECTIVE 3.3

Ensure that all future rail improvement proposals including associated works such as overhead wires, access roads, maintenance yards and car-parks are designed and developed having regard to the environmental and visual sensitivities of the area and subject to Appropriate Assessment as required.

OBJECTIVE 3.4

Implement local and strategic traffic relief measures to improve traffic freeflow and safety – Donabate Village and on road networks serving schools through phased construction of a Distributor Road and a series of internal link roads through the LAP lands.

OBJECTIVE 3.5

Seek the implementation of DMURS to facilitate good quality permeability and places/public realm.

OBJECTIVE 3.6

Ensure the construction of the following cycleway/footpath improvements in tandem with development:

- Link path/route from Newbridge Demesne to Donabate Village via the Corballis LAP lands;
- Link path/route from Rahillion LAP Lands south to St Patrick's Boys and Girls National Schools; and
- Provide a pedestrian/cycle link from Newbridge Demesne to lands at Turvey.

OBJECTIVE 3.7

Provide for good quality bicycle parking facilities at key locations within the LAP lands such as the Corballis Local Centre and the Ballymastone Campus, in accordance with Fingal Development Plan standards.

OBJECTIVE 3.8

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 3.9

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

OBJECTIVE 3.10

Prior to Unit No. 201 being sold and occupied in Phase 1 of the Corballis West development, a new pedestrian and cycle overbridge over the Dublin –Belfast rail line connecting the development to Donabate Village (via Smyths Pub) and a link to Newbridge Demesne shall be provided and shall be operational.

OBJECTIVE 3.11

Support TII in a possible future extension of the proposed new Metro North finishing point to connect with the Northern Line in Donabate, with a view to securing permission from An Bord Pleanála.

OBJECTIVE 3.12

To promote the provision of a dedicated set-down facility to serve Scoil Padraic Callini and St Patrick's Boys National School on lands adjacent to the existing school sites, in collaboration with the Department of Education and Skills and School Authorities.

4.0 GREEN INFRASTRUCTURE

4.1 GREEN INFRASTRUCTURE

4.1.1 Green Infrastructure and Landscape Strategy

A fundamental challenge in the preparation of the Donabate LAP is how to achieve a balance between the need to develop a new high quality urban residential environment, whilst also protecting and enhancing the existing biodiversity features of the plan lands and wider Peninsula area, and maintaining the integrity of the European (Natura 2000) sites, Estuaries, Beaches, Turvey Nature Reserve and Newbridge Demesne. The LAP also seeks to ensure compliance with the green infrastructure and open space objectives of FDP 2011-2017.

Green Infrastructure (GI) is the network of green spaces and natural elements that intersperse and connect our cities and towns. It is the open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, natural heritage and open countryside. The emergence of green infrastructure planning is a response to the growing recognition of the many benefits which natural amenities and green spaces provide to society and the need to plan for its protection, provision and management. It is crucial to meet the growing demands of environmental legislation and EU Directives that relate to water quality, flooding, habitats, birds, Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and environmental liability. Importantly, GI provides an opportunity to ensure that our natural amenities and open spaces are provided, protected and managed in tandem with plans for growth and development. The FDP 2011-2017 is explicit in its commitment to the advancement of green infrastructure networks throughout the County. It incorporates five themes for which there are a number of specific objectives as set out in the Development Plan. The five themes are as follows:

1. Landscape
2. Biodiversity
3. Open Space and Recreation
4. Archaeological and Built Heritage
5. Sustainable Water Management

4.1.2 Greenways – Improving Accessibility and Creating Links

A key feature of the development strategy of this LAP is the delivery of inter-connecting pedestrian and cycle routes to optimise access to and use of green infrastructure. The LAP provides for a network of approximately 30km of looped cycleways and pedestrian linkages throughout the Peninsula Lands, which will link the LAP lands to the Village Centre, the Rail Station, existing residential areas and schools, Newbridge Demesne, Turvey Nature Reserve, St Ita's and the beaches at Donabate and Portrane. These routes are an integral component in the overall movement network, providing a sustainable way of travelling

around Donabate and importantly integrating the LAP lands with the established village. These looped routes are illustrated in more detail below.

The completion of these routes will be provided as part of the proposed development of the LAP lands and will be integrated into the phasing programme outlined in Section 9. Approximately 19km of existing greenways are complete, with approximately 11km of routes requiring completion in order to realise the network of routes. The pedestrian / cycle network is also important for community integration by facilitating local movement between neighbourhoods. There are vital opportunities for strategic integration of walking / cycling routes throughout the wider area to link open space, community services, schools, beaches, Newbridge Demesne, Donabate Train Station and wider cycle networks such as the Broadmeadow Way, SMS (Sutton-Malahide-Swords) and the S2S [Sutton to Sandycove] cycling routes.

All routes within / adjacent to new residential areas should be directly overlooked to ensure a high degree of informal supervision and to encourage their use and should be delivered through Development Management and housing construction. Routes should be provided and constructed at the developer's expense and dedicated as public open space and kept free of development. The Fingal Coastal Way, however, is to be developed through a multi-agency approach with funding sourced from various funding bodies. Detailed design and finishes for these routes will be determined at the Urban Design Appraisal stage.

Reference must be given to objectives set out within the FDP to 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 AA and are given very careful consideration. These proposed routes and trails will be designated and sited to alleviate amenity pressure away from the Natura 2000 sites and will manage recreational users through the provision of signed trails and looped walkways, which are easy to use and are accessible to all. Given the sensitivities of the coastal area and through careful siting, design, detailing and managed access, these routes have the potential to relieve pressures from the sensitive biodiversity/ecological sites in the area. By managing the location of the Coastal Way along the Peninsula edge, the pressures on the beach and Estuary areas (i.e. pedestrian activity and dog walking) can be managed.

Existing green spaces and pedestrian linkages within Donabate Village are identified below. These existing routes will be enhanced through their extension and integration with the proposed new pedestrian / cycle network proposed in this LAP.



Figure 4.1 – Map 7 from Donabate UCS (pg 23), shows existing green spaces and pedestrian linkages

4.1.3 Looped Pedestrian / Cycle Green Routes within the Plan lands

Three key priority green route / loops have been identified in this LAP with distinct geographical locations:

- Turvey / Newbridge Loop
- Rahillion / St Ita's Loop
- Fingal Coastal Way (Malahide and Rogerstown Estuary)

It is considered essential that green routes are established in a phased manner in tandem with development and are seen as a key element in the overall delivery of new residential areas. Early discussions with the primary landholders and the identification of preferred trails has resulted in the establishment of the above key routes.

The routes through the LAP lands and along the coastline of the Peninsula will be integrated into the open space network of the LAP area. Some sections of the proposed routes follow existing roads, such as Beaverstown Road, the coast road at Corballis and the Portrane Road. The location, design and materials of the proposed greenways require considerable attention given the sensitivities of the plan lands and proximity to Natura 2000 sites. The proposed looped trails at Turvey, Rahillion and the Coastal Way will inter-connect and provide access to Donabate Village and Train Station, whilst also providing independent looped trails connecting different residential and recreational areas to each other.

Regard must be had to the sensitivity of existing biodiversity features such as trees, hedgerows and fauna in any green route design proposals and the design, route and construction methodology for new walking and cycling routes will be subject to AA screening.



Figure 4.2 illustrates the existing and indicative sections of the 3 green routes identified on Donabate Peninsula.

4.1.4 TURVEY LOOP

Connecting Turvey and Corballis LAP lands, Donabate Village and Train Station, Newbridge Demesne, Turvey Nature Reserve

Approximate Total length (when fully complete): 10km
 Length of Route completed to date: 5.5km
 Length of Route to be completed: 4.5km
 Cycle / Pedestrian / Wheelchair / Buggy: Accessible to All

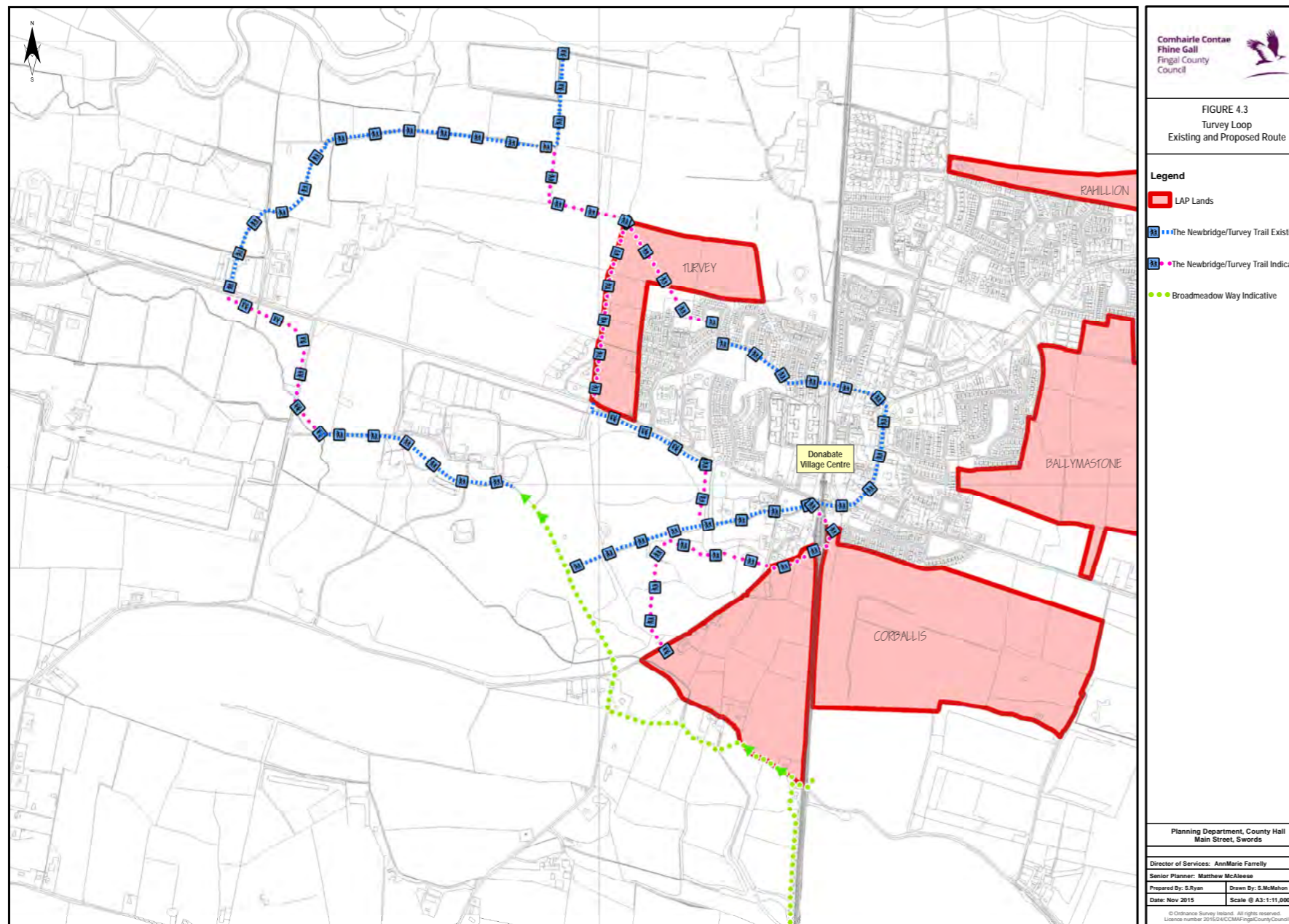


Figure 4.3 Turvey Loop - Completed And Proposed Route

This route will integrate with the proposed Broadmeadow Way pedestrian/cycleway to Malahide and the Fingal Coastal Way along the Coast Road at Corballis. Existing sections of this route are already completed (approximately 5.5km), including pathways through Newbridge Demesne, Donabate Village and the lands at Turvey Nature Reserve.

A designated green route area has also been reserved along the western boundary of the Turvey LAP lands (as permitted under Reg Ref: F12A/0086). Construction of this section of the route is outstanding but its completion will be required as part of housing development. The pathway from these LAP lands at Turvey northwards to the Nature Reserve also requires construction, design and permission. Elements yet to be designed or permitted include the additional links to Newbridge Demesne including a new pedestrian bridge link over the railway line, together with the section linking the north-western corner of Newbridge Demesne to Turvey Nature Reserve.

The Indicative sections of route that require completion (approximately 4.5km) are indicated on Figure 4.3. This pedestrian / cycle route will create a significant local amenity which will integrate new development in the Corballis and Turvey LAP lands with the existing settlement and connect the important local amenities of Newbridge Demesne and Turvey Nature Reserve. This green loop will be developed in tandem with the phased development of the LAP lands. More details are provided in Section 9 'Phasing'.

