

- Irish Coastal Protection Study (ICPSS) maps.
- the Fingal East Meath Flood Risk Assessment and Management Study (FEM FRAMS), a catchment based flood risk assessment and management study of 19 rivers and streams within the County.
- Consultation with Fingal County Council Drainage Operations and LiDAR mapping system.
- GSI Teagasc subsoils map.
- Surface water drainage scheme for Donabate (prepared by Jacobs Babbie, 2006).
- Greater Dublin Strategic Drainage Study.
- Fingal Development Plan 2011-2017.

The Flood Risk Assessment (FRA) for the LAP area determined that the two most significant sources of flooding within the LAP area are the Turvey River and the Beaverstown Stream. There are a number of other minor areas of pluvial flooding within the LAP boundary. The majority of the LAP area is within Flood Zone C where the probability of flooding from rivers and the sea is low (less than 1 in 1000 years) and is therefore appropriate for all types of development.

A small section of land along the southern LAP boundary adjacent to the Turvey River (Corballis West) is located within Flood Zone A and B. The sequential approach of the Guidelines has been applied and these lands are deemed unsuitable for residential development. Consequently, this portion of the LAP lands is not appropriate for inclusion within the current Zoning Objective 'RA'.

The hydrology and hydraulics of the previous flood events that have occurred within the LAP lands have been assessed to determine the cause of flooding and develop mitigation measures. The most significant event occurred in October 2011 on Beaverstown Road and was caused by a power cut to the pumping station on the Stream. The construction of a new pumping station (which has already been granted planning permission) will contain a backup generator ensuring local power outages do not prevent the pumping station from operating.

The FRA shows the majority of the 'RA' residential zoned lands are located outside of any flood risk areas. Only a very limited area of the LAP lands (southern portion of Corballis West) is identified as being at risk of flooding and is therefore deemed inappropriate for residential development. This area has therefore been excluded from development in this LAP.

The Donabate LAP 2016-2022 Flood Risk Assessment includes recommendations which have been incorporated into the Objectives, set out below.



Source: Fingal County Council Water Services Department

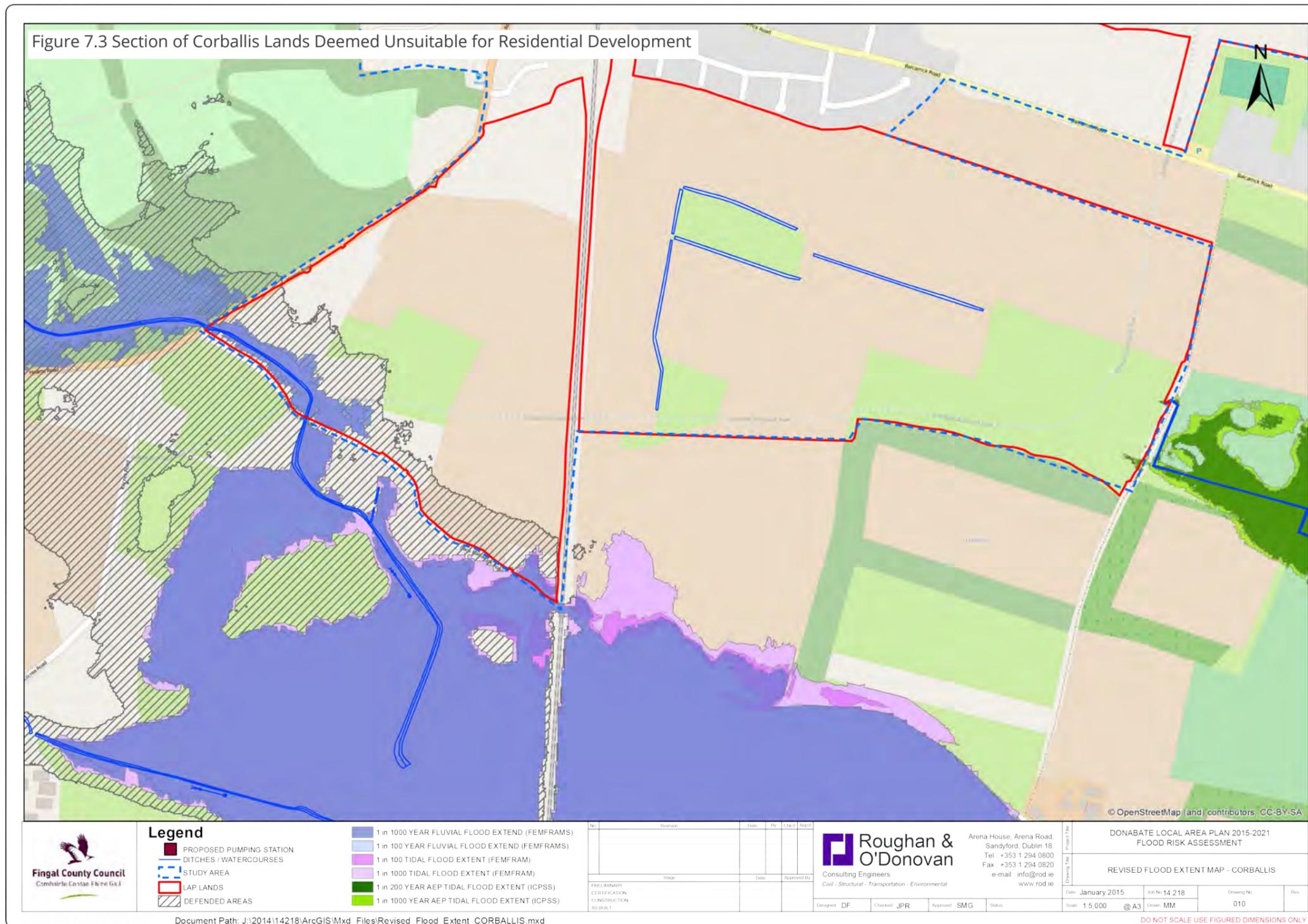


Figure 7.3 showing the section of Corballis lands deemed unsuitable for development

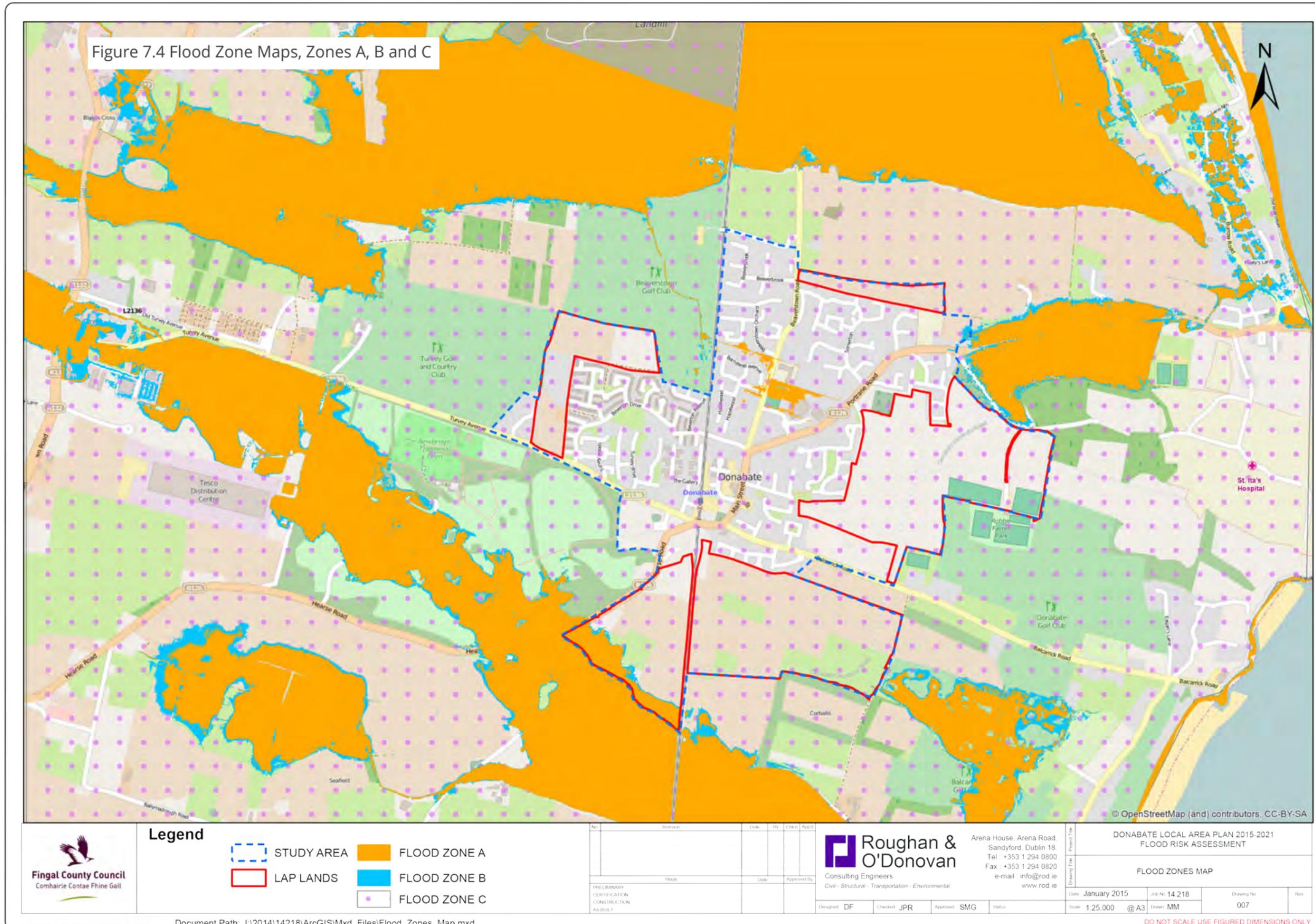


Figure 7.4 Map showing Flood Zone A and B.

7.3 WATER QUALITY

Recent years have seen the adoption of a number of EU Directives, transposed into Irish law which seek to protect and improve water quality. The key piece of legislation governing water quality in Ireland is the Water Framework Directive (WFD) (2000/60/EC) established by the European Community and which came into force in Ireland in December 2000. The WFD requires that all Member States implement the necessary measures to prevent deterioration of the status of all waters - surface, ground, estuarine and coastal - and protect, enhance and restore all waters. All public bodies are required to coordinate their policies and operations so as to maintain the good ecological and chemical status of water bodies which are currently unpolluted and improve polluted water bodies to good status by 2015. Derogations have been sought by Ireland and accepted by the EU, such that the 2015 deadline has been put back to 2021 and 2027 for certain rivers. In Fingal, the Turvey River has been targeted to be improved to 'Good' Status.

For the purpose of implementing the WFD, Ireland has been divided into eight river basin districts or areas of land that are drained by a large river or number of rivers and the adjacent estuarine/coastal areas. The management of water resources will be on these river basin districts. The Donabate LAP area falls within the Eastern River Basin District (ERBD).

The Local Authorities located in the ERBD - including Fingal - have prepared a River Basin Management Plan and Programme of Measures. This Eastern River Basin Management Plan (ERBMP) (2009-2015) identifies the status of water bodies within the RBD and identifies objectives required to implement the requirements of the WFD. Donabate is included as one of nine River Water Management Units (RMU) located within Fingal, which sets out the water quality priorities for the plan area. All of the transitional waters (Estuaries) within Fingal are classified as being of 'moderate status' and the principal pressures identified are agriculture, wastewater and industrial discharges.

The River Turvey which is located in the southern LAP lands is in the Donabate WMU was deemed to be of 'Moderate' status in 2010. The main pressures on the River were deemed to be agriculture (40%), Wastewater / Industrial Discharge (50%) and On Site Waste Water Treatment Systems (10%). At present the Turvey River has no status attached to it by the EPA due to the lack of an official monitoring point on the river. The initial status was assigned to the river on the basis of a donor site.

Full implementation of the Programme of Measures is expected to alleviate these pressures. However, due to the slow migration rate of fertiliser chemicals through the soil, the recovery of the river may take

some time. The Beaverstown Stream and River Pill were not examined under the Eastern River Basin District River Management Plan.

In the case of proposed new developments within the LAP lands, bearing in mind the statutory obligations outlined above, implementation of holistic drainage policies is required, including stormwater management and SUDS in all new developments.

The Planning Authority's Water Pollution Control Section operate a policy of issuing Trade Effluent Discharge Licences during the construction phase. In relation to waterbodies within or adjacent to LAP lands, it is imperative that any works during construction/development phases do not impact negatively on the Rivers or any tributaries.

7.4 GROUNDWATER VULNERABILITY AND PROTECTION

The Council is responsible for the protection of all waters including rivers, lakes, and groundwater sources. The responsibilities include: implementation of pollution control measures, licensing of effluent discharges, implementing and monitoring compliance with environmental regulations and the drawing up of pollution contingency measures.

Groundwater and water catchment areas have an inherent ecological and economic value and are a major resource that needs to be protected. Groundwater is the water stored underground which moves slowly in formations of saturated rock, sand, gravel, and soil. Surface water and groundwater are linked to each other within the hydrological cycle and the groundwater is an important source of water for streams, rivers and lakes. Thus the protection of groundwater quality from the impact of human activities is a high priority.

The Geological Survey of Ireland (GSI) has completed ground water mapping for Fingal. Groundwater resources are assessed in terms of their vulnerability to pollution. The groundwater in the plan area is currently identified as being of Good Status, however, groundwater in this location is identified as having a mostly Moderate to Low Vulnerability with points of High to Extreme Vulnerability around the town centre. The objective is therefore to protect these resources from status deterioration.

7.5 UTILITIES**7.5.1 Electricity**

It is an objective of this LAP that developers shall engage with ESB Networks regarding the provision of infrastructure to service their lands and this should be agreed in advance to ensure that location, design and access are consistent with the overall design strategy for the LAP area.

7.5.2 Gas

Any distribution pipework shall be routed in line with the main infrastructure in the paved footpath areas or roadways design. Figure 7.5 illustrates the existing gas network infrastructure for Donabate.

7.5.3 Telecommunications and Broadband

It is essential that new development in the LAP area accommodates the provision of a universal open access ducting network to allow for telecommunications, broadband and digital services. Such infrastructure shall be agreed in advance to ensure consistency with the overall design strategy for the LAP lands.

7.5.4 Co-ordination of Infrastructure

The LAP seeks to ensure that the LAP lands are adequately serviced with drainage and water infrastructure, including utilities infrastructure such as gas/electricity and telecommunications and that such infrastructure is co-ordinated between different landowners and is delivered in a manner that protects the environment and water quality.

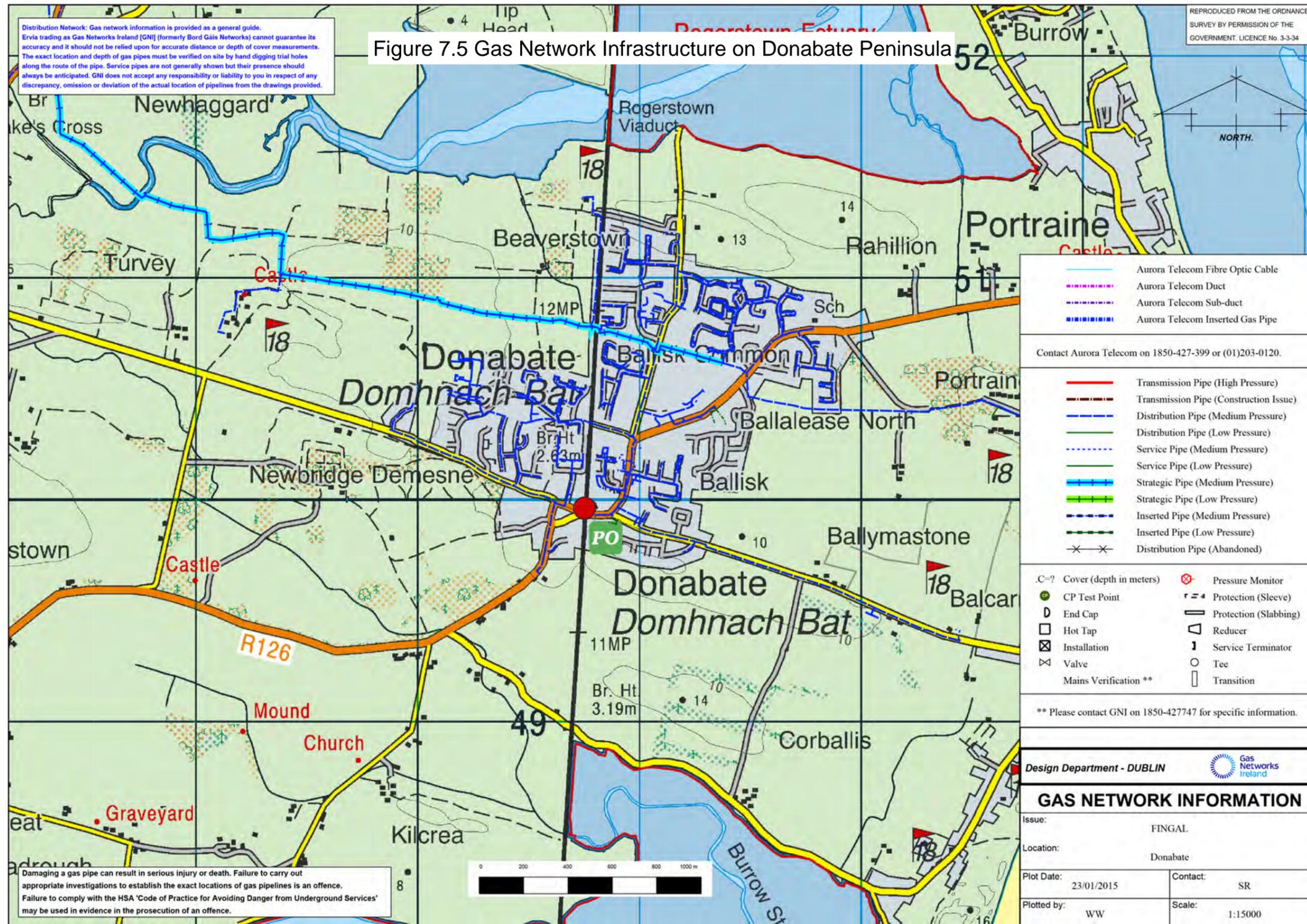


Figure 7.5 Gas Network Infrastructure on Donabate Peninsula

7.6 WASTE MANAGEMENT & COLLECTION

The Council actively promotes waste prevention and minimisation through the Development Plan having regard to 'The Waste Management Plan for the Dublin Region 2005-2010'. The Dublin Region continues to perform well in line with the targets and objectives of the Dublin Waste Management Plan. However, the region remains overly reliant on landfill with 57% of household waste and 49% of commercial waste sent for disposal. There is a definite need to develop recovery alternatives for residual waste (Waste Management Plan for the Dublin Region Annual Progress Report, April 2012).

The LAP will seek to implement the objectives of the Waste Management Plan through the development management process, in particular requiring the inclusion of recycling facilities within new developments.



Bin storage: Source: www.aucklanddesignmanual.co.nz

The image above is an example of a designated recycling and bin store which is well designed and sited as a pavilion within the middle of the apartment development.

7.6.1 Bin-Storage and Recycling

Provision of well-designed and conveniently located bin storage and recycling facilities will be a requirement through the LAP. Apartment complexes and areas of terraced / duplex housing shall include designated communal bin storage, composting and recycling facilities, all of which shall be suitably screened.

Refuse storage, recycling and composting areas shall also be detailed and agreed at the design stage, with locations for such facilities clearly incorporated into new development layouts.

7.6.2 Management of Waste during Construction (Construction Haul Route)

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

The Construction and Demolition Waste Management Plan, as a minimum, shall include provision for the management of all construction and demolition waste arising on site, and make provision for the re-use of said material and / or the recovery or disposal of this waste to approved facilities by authorised collectors. Where appropriate, excavated material from development sites shall be re-used for landscaping, land restoration or for preparation for development on the planning application site.

To minimise the impacts of traffic, noise and dust during construction phases on existing residential amenity, sensitive bird habitat and landscape character and features, an appropriately located 'Construction Haul Route' must be determined in agreement with the Council at Urban Design Appraisal stage.

The haul route must have minimal impact on existing hedgerows and trees and ensure that there is no impact on designated wetland areas (i.e. Corballis Nature Park) or as set out in the habitat protection measures of this LAP.

The deposit of fill material can have a detrimental impact on feeding and roosting habitat and landscape character. Therefore, surplus construction fill will only be permitted on areas of the landscape less sensitive to soil deposition. Such works will be restricted to appropriate times of year e.g. outside of wintering bird season. The surface of filled ground must be left in a stable condition and seeded with appropriate grass and meadow mixes. In general there will be a preference for

distributing surplus fill in shallow depths (1.0 metres max) extensively except where earth forms are required for viewing points and screening. Filled ground will be graded gently back to existing levels. In any event, each planning application will be subject to an Appropriate Assessment, environmental screening impact and assessment, where required. The outcome of these assessments will further inform the appropriateness, location and form of any fill on-site.

WATER AND DRAINAGE OBJECTIVES

OBJECTIVE 7.1

Work with Irish water to ensure that priority is given to the provision of water supply in the LAP lands corresponding to the area's strategic designation in the Regional Planning Guidelines as being a Moderate Sustainable Growth Town within the Metropolitan Area of the Greater Dublin Area and as set out in the core strategy of Fingal Development Plan.

OBJECTIVE 7.2

Work with Irish water to ensure that new developments are adequately serviced with a suitable quantity and quality of drinking water supply. Where deficiencies exist, development will be limited to that which can be provided for, based on available water supply.

OBJECTIVE 7.3

Work with Irish water to promote water conservation to reduce the overall level of water loss in the public supply and require that new domestic developments provide for water supply metering.

OBJECTIVE 7.4

Encourage and promote the adoption of water saving measures throughout future development, including:

- Water butts to collect rainwater
- Low flush and dual flush toilets
- Low water use appliances
- Rainwater harvesting

OBJECTIVE 7.5

Encourage landowners and developers to consult with Irish Water at an early stage, to agree connections and contracts where it is proposed to connect to a public water/wastewater network operated by Irish Water, to ensure that adequate capacity will be available in the network/ plant to serve the proposed development.

OBJECTIVE 7.6

Work with Irish water to ensure the separation of foul and surface water effluent through the provision of separate foul sewerage and surface water run-off networks.

OBJECTIVE 7.7

All foul water infrastructure shall be designed and constructed in accordance with the *Greater Dublin Regional Code of Practice for Drainage Works* and comply with the *Greater Dublin Strategic Drainage Study* (GSDSDS) and any other future guidance from Irish Water.

OBJECTIVE 7.8

Protect residential amenity by ensuring an odour control buffer zone of 50m minimum from any new pumping station to existing and future development.

OBJECTIVE 7.9

Require that surface water attenuation is provided generally in locations identified in the Donabate LAP SUDS Strategy (Appendix 5). Design of surface water attenuation shall be based on the requirements of the Greater Dublin Strategic Drainage Study, and shall include proposals for the management of surface water within sites, and runoff rates from sites, protecting the water quality of Rogerstown and Malahide Estuaries.

OBJECTIVE 7.10

Encourage local/site specific SUDS measures in tandem with development and promote green roofs for commercial development within the LAP and seek the use of green roofs for residential development, where feasible.

OBJECTIVE 7.11

Urban areas shall be designed to accommodate surface water flood flow at times of extreme events through the dual use of roads and pathways as flood conveyance channels and appropriate areas (parkland, car parks, large paved areas etc) are used as temporary flood ponding areas.

OBJECTIVE 7.12

All trees planted in / adjacent to hard paved areas (footpaths, parking areas, etc.) shall incorporate tree root structural cell systems. The detailed design and specification of any permeable paving proposed should be agreed in advance with the Planning Authority.

OBJECTIVE 7.13

Ensure the provision of the proposed Regional SUDS wetland at Corballis (Nature Park) and other pond devices for the plan lands in tandem with the phased development of these lands.

OBJECTIVE 7.14

Ensure the implementation of the Council's surface water policies and objectives relating to:

- Design
- Construction
- Management
- SUDs
- FEMFRAMS Study

No development to take place within 10-15 metres as measured from each bank of any river, stream or watercourse;

OBJECTIVE 7.15

Implement the provisions of the DoEHLG / OPW publication *The Planning System and Flood Risk Management: Guidelines for Planning Authorities* 2009 and the objectives and recommendations of the FEMFRAMS Study or any superseding document in relation to flooding and flood risk management and facilitate flood management measures, as appropriate.

OBJECTIVE 7.16

Lands within Flood Zones A and B along the southern boundary of the Corballis West LAP lands shall remain free of residential development.

OBJECTIVE 7.17

Site specific Flood Risk Assessments shall be carried out for all developments in lands identified within or adjacent to Flood Zones A or B. Detailed topographical surveys and site development plans should be used to provide a more accurate estimation of the flood extents and aid in deciding on the location of various development types.

OBJECTIVE 7.18

Construction shall commence on the new pumping station in Ballisk Common. This will ensure that local power outages do not affect the operation of the pumping station due to provision of a backup generator. Inclusion of a petrol interceptor will also prevent discharge of hydrocarbons to the Rogerstown Estuary.

OBJECTIVE 7.19

A Maintenance Plan shall be developed for the LAP area to ensure the hydraulic capacity of the network is not impeded by blockages and damage. CCTV surveys in a number of areas identified in the Flood Risk Assessment are required to identify the size, condition and location of the existing surface water drainage network before mitigation measures can be fully developed.

OBJECTIVE 7.20

A new drainage ditch should be excavated along the southern boundary of New Road, to minimise flooding in this area.

OBJECTIVE 7.21

To alleviate pluvial flooding along the southern side of Turvey Avenue, a filter drain should be constructed to collect the surface water runoff from the carriageway.

OBJECTIVE 7.22

Ensure that the EU Water Framework Directive is implemented.

OBJECTIVE 7.23

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

OBJECTIVE 7.24

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

OBJECTIVE 7.25

Implement the measures drawn up in the Pollution Reduction Programme for the Malahide Shellfish Area.

OBJECTIVE 7.26

Protect existing ground water sources from pollution during construction/development works.

OBJECTIVE 7.27

Seek the provision of high quality telecommunications including fibre optic, broadband links and utilities (gas and electricity) infrastructure in the plan lands.

OBJECTIVE 7.28

Prevent and minimise the generation of waste in accordance with the Waste Management Plan for the Dublin Region.

OBJECTIVE 7.29

Ensure that residential developments have adequate waste storage space designated for 3 waste streams-residual waste (grey bin), dry recyclables (green bin), and organic waste (brown bin) and shall comply with the Council's Guidelines on the Provision of Waste and Recycling Bins for Residential Developments.

OBJECTIVE 7.30

Ensure that careful consideration is given to the storage of bins and waste receptacles at the design stage and that all future residential schemes include appropriate and innovative design measures for refuse bins, within convenient distance of all units. Adequate covered bin storage areas shall be provided adjacent to dwellings/ within the curtilage rather than at the front of houses, details of which should be clearly shown at planning application stage.

OBJECTIVE 7.31

Developers shall submit a Construction and Demolition Waste Management Plan as part of the planning application documentation, setting out a planned programme for the management / recovery / disposal of construction / demolition waste material generated at the site during the excavation and construction phases of development, in accordance with the relevant national waste management legislation. Prior consultation with the Council's Biodiversity Officer is required regarding re-distribution of construction surplus fill on the plan lands.

OBJECTIVE 7.32

Where development does not commence within one year of granting of permission, a revised Construction and Demolition Waste Management Plan shall be submitted for approval three months prior to the submission of the first commencement notice.

OBJECTIVE 7.33

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

8.0 Urban Design Framework

This section sets out the development framework for the LAP area. The urban design framework will create a new urban environment that will enhance and reflect the character of the area, create a distinctive identity and a sense of place which integrates with the existing Village and provides a mix of dwelling types. The existing natural environment, biodiversity and heritage features within the plan lands, the proximity to Malahide and Rogerstown Estuaries, the beaches at Donabate and Portrane and Newbridge Demesne parklands, are all key urban design opportunities.

The Movement and Transport Strategy (Section 3) and Green Infrastructure and Open Space (Section 4) of the LAP influences the built form and layout by setting out the environmental, landscape, amenity and movement parameters for future development schemes.

A number of themes emerge from these sections, including strategies through which distinct residential neighbourhoods can be developed. This approach will help to minimise the impact of new development in the sensitive coastal landscape setting and integrate new development with the existing village of Donabate. The development framework set out below provides urban design guidance at both a general and local LAP development area level.

8.1 URBAN DESIGN PRINCIPLES

The FDP 2011-2017 sets out urban design principles to guide future developments. These design principles are based on the *Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities and Best Practice Urban Design Manual [DoECLG, 2009]*. The following are the 12 design principles that are to be applied in future development schemes in the plan area.

8.1.1 Urban Design Appraisal

In accordance with the aims and objectives of the adopted LAP, an Urban Design Appraisal must be submitted with each planning application, prepared by qualified, experienced architects / urban designers. Prior to the preparation of the urban design appraisal and any lodgement of planning applications for permission, pre-planning consultation should be undertaken with Fingal County Council. The Urban Design Appraisal should have regard to the strategic aims and objectives of the LAP and specifically the Green Infrastructure / Landscape Sections, the Movement and Transportation Strategy, Urban Design and Sustainability Strategies.

Principles	Responding Elements in LAP	Purpose
Context: How does the development/LAP respond to its surroundings? The context of a site should be the starting point when designing a new scheme	<ul style="list-style-type: none"> Green Infrastructure Network Biodiversity & Heritage Integration Landscape/Habitat Protection Measures Principal View lines captured Hierarchy of Open Space & Natural Amenities Sustainable Urban Drainage Systems 	To promote urban environments that are respectful of natural and man-made features and environment, landscape and visual character.
Connections: How well is the new neighbourhood / site connected to facilities and services? Access to and within an urban area should preferably be focused on walking or cycling.	<ul style="list-style-type: none"> Integrated Movement and Transport Network Green Route Network New links to train station, existing village, local services and recreational amenities Improved access to Newbridge Demesne 	To promote development that is integrated and connected with its surrounding environment, local amenities and services.
Inclusivity: How easily can people use and access the development?	<ul style="list-style-type: none"> Design and layout facilitating ease of access for all New and enhanced pedestrian/cycle links Ease of access to public transport Walkable neighbourhoods Range of public, communal and/or private amenity spaces and facilities for children of different ages, adults and the elderly Recreation and Education hub proposed at Ballymastone 	To promote a good range and equitable access to services, amenities, facilities.

Principles	Responding Elements in LAP	Purpose
Variety: How does the development promote a good mix of activities?	<ul style="list-style-type: none"> Mix of dwelling types and tenure Local service provision Diverse range of recreational amenities/open space 	To promote choice through the provision of a mix of dwelling types, mix of compatible uses, activities and spaces for interaction, passive and active uses.
Efficiency: How does the development maximise on energy efficiency and the use of renewable energy?	<ul style="list-style-type: none"> Sustainable buildings Integrated Movement and Transport Strategy with emphasis on walking and cycling. Sustainable urban drainage systems Buildings, gardens and public space layout to exploit best solar orientation Appropriate recycling facilities Sustainable Framework 	To promote developments that have a reduced energy usage and impact on the environment, in line with national policy.

Principles	Responding Elements in LAP	Purpose
Distinctiveness: How does the proposal create a sense of place? New developments should have a distinct and special character, should be a positive addition to the identity of the locality and should respond to local character including the natural and built heritage.	<ul style="list-style-type: none"> The layout as set out in the Green Infrastructure and Landscape Strategy incorporates and retains biodiversity, ecological and heritage features such as hedgerows, trees, watercourses and monuments. Successfully exploits principal views into and out of the site of Malahide and Rogerstown Estuaries and Newbridge Demesne. There are discernable focal points for future schemes in the proposed green network of cycle / pedestrian routes linking residential areas to Village, train station, Newbridge Demense and Estuaries / beaches. Corballis local centre will provide strong identity to local neighbourhoods at this location. Urban design and materials should reflect the sensitive coastal location, where appropriate. 	To promote a distinct and special character with much of the area's character derived from existing elements.

Principles	Responding Elements in LAP	Purpose
Layout: How does the proposal create people-friendly streets and spaces? The layout of an area or site will be one of the key determinants of a successful place. High quality layouts will reduce traffic congestion, improve the sense of safety, and increase the vitality and vibrancy of a place.	<ul style="list-style-type: none"> Legible and permeable layout Connectivity to amenities and services Safe and attractive streets designed as spaces shared by pedestrians, cyclists and vehicle users. Fingal Coastal Way and green networks linking amenities in the area. 	To promote environments that are easily understood by their users and display a strong local identity. This facilitates enhanced usage, enjoyment and pride in local places. Helps develop a sense of community.
Public realm: How safe, secure and enjoyable are the public areas? The public realm includes streets, squares, plazas, parks and other public spaces, the design and materials of which should be of high quality. The quality of the public realm is as important as the quality of the buildings.	<ul style="list-style-type: none"> Appropriate street furniture, trees, open spaces, urban squares and high quality materials Hierarchy of open spaces including Newbridge Demesne, local pocket parks, wetland park and new civic space in the Corballis local centre Roads and parking areas are considered as an integral landscaped element in the design of the public realm New pedestrian and cycle routes to Donabate Village and new pedestrian / cycle bridge over rail line will be overlooked with passive surveillance an essential part of the design. 	Adds interest along streets and creates a pleasant environment and interactive space for residents.

Principles	Responding Elements in LAP	Purpose
Adaptability: How will the buildings cope with change? Developments must be designed so that they can adapt to changing circumstances, changing family sizes, car ownership and energy requirements. Houses should be able to accommodate extensions without significantly impacting on the visual or residential amenity of an area. Internally, houses should be adaptable through the easy conversion of rooms, for example, from an office to a bedroom, or relocating a bedroom to the ground floor.	<ul style="list-style-type: none"> Flexible buildings to adapt to changing needs over a lifetime Good mix of homes from smaller apartment units to large detached family homes Sufficient private garden area to allow for modest extensions without undue adverse impact to neighbours Multi-occupancy and live-work units offer flexibility for users / occupants Adequate car parking provision Sustainable, energy efficient homes 	To promote built environments that can adapt over time and respond to social, technical, environmental and economic changes.
Privacy / amenity: How do the buildings provide a high quality amenity for residents?	<ul style="list-style-type: none"> Useable and sufficient private outdoor space Dual aspect Acoustic insulation and layout Appropriate window location for light, privacy and passive surveillance Adequate storage 	To promote good quality and sustainable living environments for residents.
Parking: How will the parking be secure and attractive? Car parking needs to be carefully designed into a residential development.	<ul style="list-style-type: none"> Safe, secure car-parking within close proximity to residence Bicycle storage provision Materials used for parking areas should reflect overall high quality of the development. 	To provide sufficient parking to cope with demand in a way that does not overwhelm the appearance and amenities of the public realm.

Principles	Responding Elements in LAP	Purpose
Detailed Design: How well thought through is the building and landscape design? The analysis of any proposal will assess the visual characteristics of the building form and how it relates to its surroundings. The architectural as well as the landscape and green infrastructure design of a scheme should, when combined, provide for a high quality design that enhances the area.	<ul style="list-style-type: none"> Layout and building design influenced by the Green Infrastructure and Landscape Strategy. Contextually relevant and high quality building design, heights and finishes. Building Interfacing Active frontage Public Realm Palette of materials and colours to be submitted with larger planning applications. Continuity of materials can unify neighbourhoods and create a sense of place. 	To promote a high quality of architectural design that evokes a sense of place through the integration of appropriate urban form, function and relationship with the surrounding context.

8.2 LAP DEVELOPMENT AREAS

The LAP lands comprise four distinct areas. The character and layout of each area in terms of design, heights and finishes will vary depending upon the street hierarchy, existing topography, environmental features, open space, amenity and heritage features and views. 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.

All of the neighbourhoods within the LAP areas will have strong connections and orientation towards amenity spaces including Newbridge Demesne, the beaches, Estuaries and Turvey Nature Reserve. The 4 LAP areas will be criss-crossed by a number of pedestrian/cycle routes which are essential in providing sustainable connections between all neighbourhoods, Donabate Village and Train Station, Newbridge Demesne, the schools and recreational facilities.

The four areas are defined largely by topographical features, heritage features, existing townland boundaries, existing residential development, the train station and railway line, proximity to the Village, open space and Demesne lands and the coast.

8.2.1 Turvey Area

This area is located west of the Village core and north of Newbridge Demesne. Housing is currently under construction (planning permission Reg Ref F12A/0086 for 155 no. units), on part of these lands and is characterised by predominantly family-style dwellings with off-street car parking. The permitted scheme has a density of development of 23 units per ha, with 9ha remaining undeveloped on the northern extent. There is potential for an additional 300 units on the undeveloped LAP Lands. The lands at this location will therefore need to provide an increased density and more sustainable mix of housing units to accord with the overall LAP strategy.

Residential development in Turvey will have strong connections and orientation towards Donabate Village, the Train Station and Newbridge Demesne. A series of inter-connected greenway paths and cycle trails are illustrated through the lands linking into the overall trail network in Donabate.

A linear park will run the length of the western LAP boundary at Turvey providing a green link to Rogerstown Estuary and Turvey Nature Reserve to the north (Section 4 has more detail). Particular care needs to be given to the landscaping elements facing the western hedgerow/

linear park edges, to ensure that this route provides a strong and visible strategic link between Rogerstown Estuary and Newbridge Demesne.

The existing stretch of footpath along Turvey Avenue from Waterlefe and Beverton Estate to the Village and Train Station is in a poor state of repair and inaccessible in parts. Footpath improvements and upgrades along Turvey Avenue are required as part of Phase 1 development of the LAP lands.

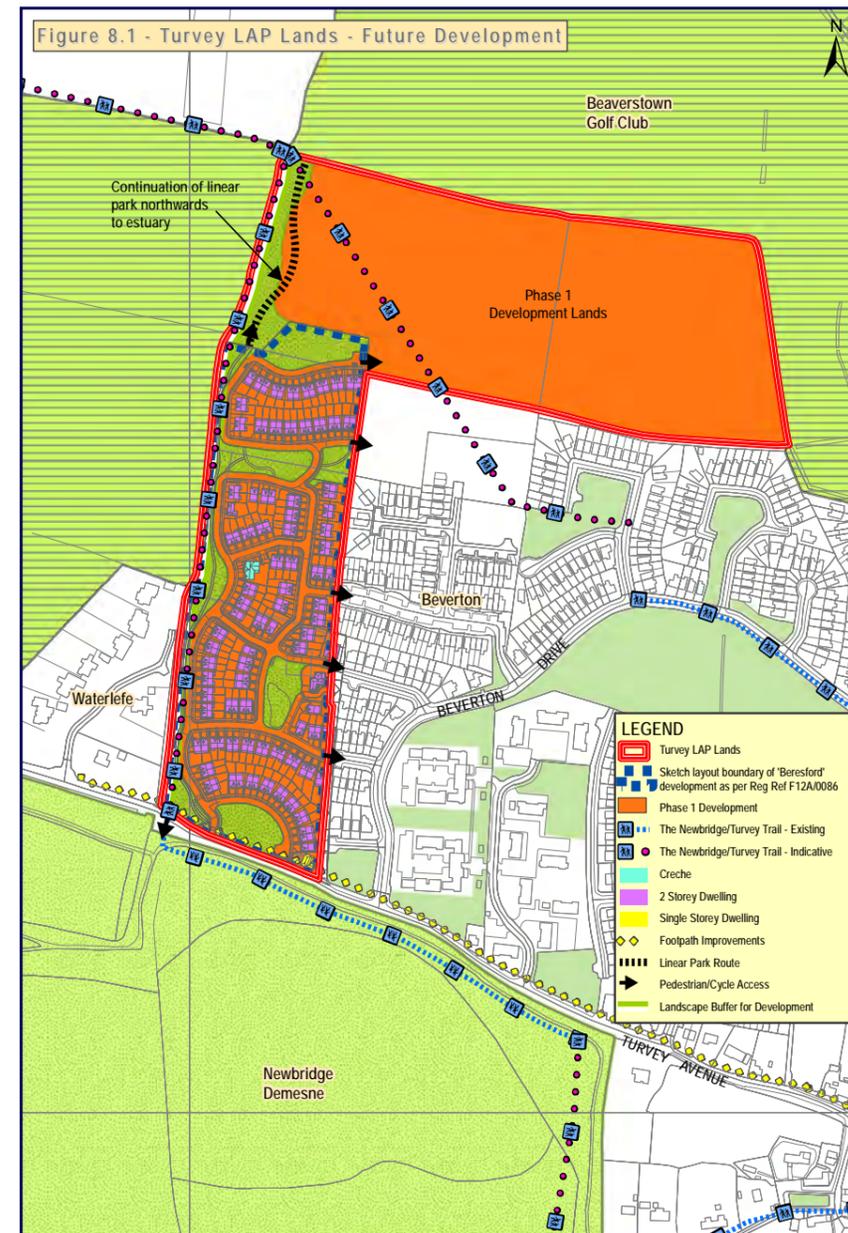


Figure 8.1 Map Showing Turvey LAP Lands - Vision

8.2.2 Rahillion Area

This area lies north of existing residential development at Carr's Mill and south of Rogerstown Estuary. Recent planning applications for approximately 100 homes on the LAP lands (Reg Ref: F14A/0033) comprise family homes with off-street car parking, with a density of approximately 24 units per hectare. The remaining area of 1.4ha has the potential to provide approximately 25 no. units.

Particular care will need to be taken in the built form and massing along the northern edge of this area, given the proximity to the Estuary and ecological buffer zone. Care also needs to be taken to preserve the views from higher ground. The design of development needs to reflect single storey housing along the northern edge to preserve views at this location, as per Local Objective 238 of the FDP 2011-17.



Figure 8.2 Map Showing Rahillion LAP Lands - Vision

8.2.3 Ballymastone Area

These undeveloped lands (approx. 50.2ha) occupy a large area between the existing built area of the Village and St Ita's Demesne to the east. The lands include the existing St Patrick's and St Ita's football club facilities (8.8ha) at the eastern boundary. The Ballymastone LAP lands will be developed for a mix of housing, educational and recreational development.

Recreation / Education Hub

The eastern portion of the lands represent an appropriate location for the creation of an 'Educational and Recreational Hub', which will include the consolidation of the established sporting amenities, which will be co-located with proposed new school facilities. This will provide an opportunity to deliver community, sporting and recreational facilities in an integrated manner, supporting the Fingal Schools Model. Approximately 7.2ha have been designated for the Educational and Recreation Campus at this location, adjoining the existing football club



lands (Figure 8.3).

Examples of the co-location of schools and community / sporting facilities in other parts of Fingal, including St Benedict's National School and Ongar Community Centre, Tyrellstown Community Centre, Colaiste Poball Setanta and Phibblestown Community Centre.

Where co-location is proposed, addressing accessibility and traffic free-flow will be a critical consideration, to minimise impact on local communities surrounding the hub and to ensure sustainable movement patterns.

It is an objective of this LAP to improve access to the existing sporting facilities at St Ita's and St Pat's Football Clubs, in support of the proposed recreational hub at this location.

An extension southwards of the existing road serving The Links is proposed to connect the Ballymastone area with the Balcarrick Road, which will provide an important local link route within Donabate, whilst also allowing the planned development of lands accessed from it. This local road will also provide an alternative route to the Main Street for

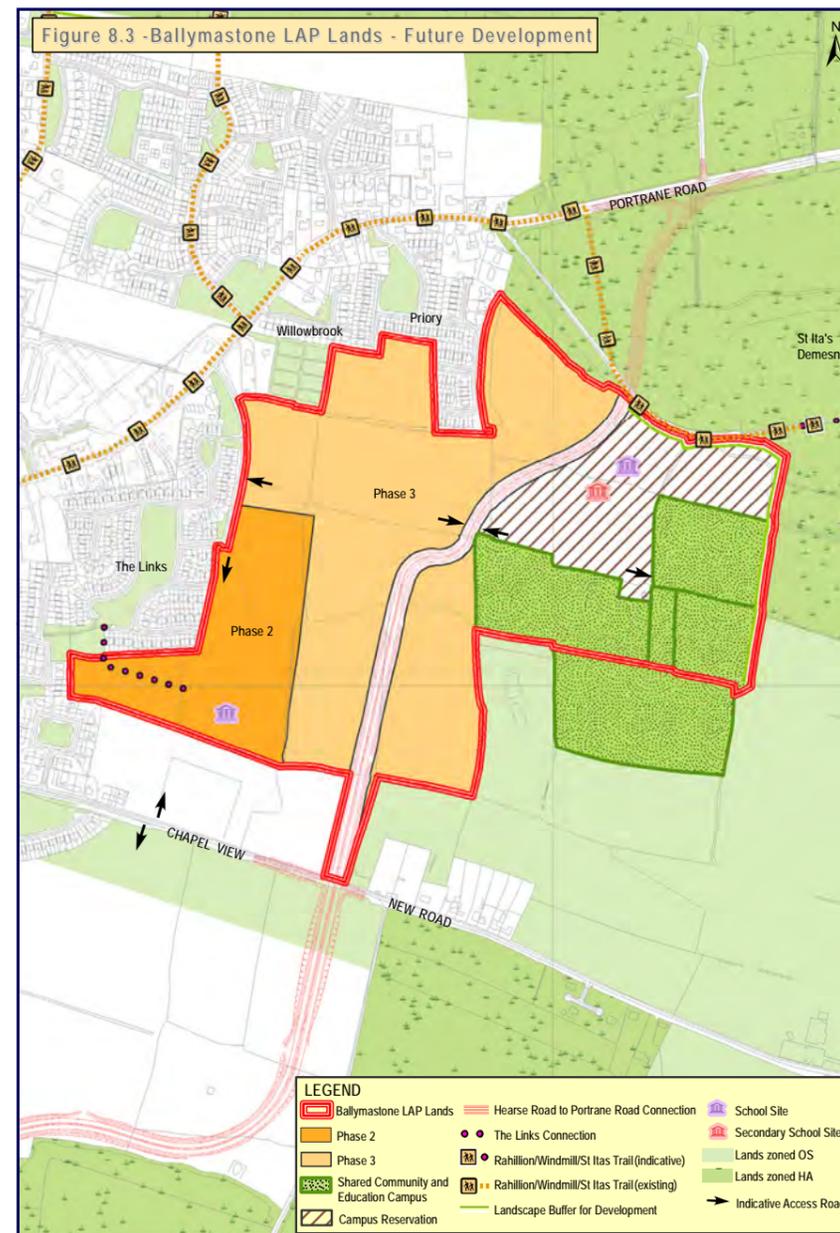


Figure 8.3 Insert Map Showing Ballymastone Lap Lands- Vision

movement between the Portrane Road and Balcarrick Roads. The proposed Distributor Road will also improve access from Portrane Road to the Ballymastone lands. A new Campus Link Road is also proposed to traverse the LAP lands in an east-west direction from The Links estate, providing a suitable point for traffic accessing the Education / Recreation area from the west.

Services shall be provided in an integrated manner and in conjunction with the road infrastructure. (Section 9 contains more detail).

Housing

The Ballymastone development lands include approximately 38.3ha (taking into account the existing football club facilities and the land-take for the Distributor Road) and therefore have the capacity to provide for approximately 1,000 no. residential units, based on an average density of 35 units per hectare. The residential character of development on these lands will comprise a mix of units, predominantly two-storey in height and serving both public and private housing needs.

The residentially zoned lands immediately south and east of the existing residential estate at The Links represent an appropriate location for the planned incremental growth of the Village. These lands will be developed for residential purposes in the initial phases of development, in tandem with the required infrastructure. These development lands also provide an opportunity to create excellent pedestrian /cycle links westwards to the Village.

Particular care needs to be given to the landscaping elements and the design and layout of the development of the LAP lands abutting Portrane Demesne Architectural Conservation Area. It is an objective of this LAP to ensure the maintenance of walkways through Portrane Demesne (St Ita's) to the coast and to encourage the linking of pedestrian and cycling routes within the LAP lands with the routes to the coast through the Demesne lands.

The design, layout and materials chosen should reflect their context and be robust. Details shall be agreed at planning application stage.

8.2.4 Corballis Area

The Corballis lands (65.6ha) generally occupy an area between Donabate Village (north) and Malahide Estuary (south). The Dublin-Belfast rail line splits the lands into eastern and western sections. The proposed DDR traverses the southern boundary of the Corballis LAP lands and links northwards to the Balcarrick Road and onwards to the Portrane Road.

A portion of the zoned LAP land (5.5ha) is located west of the railway line and south of the Distributor Road alignment. This area lies adjacent to the Estuary and is designated as an Ecological Buffer Zone. This segment of land has been assessed to be inappropriate for residential development in the SFRA and the associated findings and recommendations of the SEA and AA. No residential development will therefore be permitted on these lands in this LAP.

It is considered that the layout of the permitted DDR forms a strong and legible boundary to the settlement of Donabate and clearly delineates development from the sensitive coastal lands to the south and east.

The LAP lands at Corballis have the potential to provide approximately 1,850 units based on a density of 35 units per hectare and taking into account the land-take for the DDR; the lands excluded from the development areas which are outside of the DDR alignment; and those that are unsuitable for development based on the findings in the SFRA.

Family homes will be the primary housing form, whilst apartments and other multi-occupancy units will be encouraged on the lands closest to the Village and at other appropriate locations. Residential development of a higher density will be provided closest to public transport (bus / rail) and the Village core. A planned extension to the Village is envisaged close to the railway station adjacent to Smyths Pub, where the zoned lands extend southwards, east of the railway line. This area will accommodate additional retail, local services and live-work / incubation units which will integrate the new development lands into the established core of Donabate Village.

Approach to Donabate Village along Hearse Road

Development along the Hearse Road on the approach to Donabate Village will need to be carefully considered to protect the existing character of this 'gateway' to the urban area. The LAP recognises the importance of the approach vista to Donabate Village and seeks to ensure that any new development along the southern side of Hearse Road (Corballis lands) takes Newbridge Demesne into consideration. It is an objective of this LAP to protect views along Hearse Road and to retain the mature trees which are located along the Newbridge Demesne boundary / approach road to the village.

A buffer zone has been identified along the southern side of the Hearse Road, to ensure that there is an adequate setback of development from the road frontage, to maintain the rural character of the approach to Donabate Village core.



Approach to Donabate Village from Hearse Rd (Newbridge Demesne to the west, Corballis LAP lands to the east of the road)

Cycle / Pedestrian Link from Newbridge Demesne to Donabate Village

Connectivity is a key element in the successful development and integration of the Corballis LAP lands with surrounding areas. The new neighbourhoods developed within the Corballis LAP area will have good connections and orientation northwards towards the Village and westwards to Newbridge Demesne.

A strong pedestrian / cycle link is required from Newbridge Demesne through the LAP lands to Donabate Village. Existing pedestrian infrastructure on Hearse Road is very poor with very restricted potential for roadside footpaths. A new pedestrian / cycle bridge over the rail line is proposed to connect new development in this area to the Village and Train Station (Sections 3 and 9 contain more detail). A higher density of development will be essential at this location to ensure strong passive surveillance and good pedestrian footfall of the bridge link into the

Village. Architecturally significant frontage definition is required along this link route, to reinforce its importance and attraction as a key route from the Village to the Demesne.



Figure 8.4 - The proposed link from Newbridge Demesne to the Corballis LAP lands and Village via a new pedestrian bridge over the railway line.



Figure 8.5 Map Showing Corballis LAP Lands - Vision

Strategic Landscape Corridor

The majority of units in the Corballis LAP lands will be two storeys in height. However, higher buildings will be considered in areas which can accommodate a higher density (i.e. areas adjacent to the Village and in the proposed local centre).

In the interests of protecting residential and visual amenities, no buildings shall be built above the 20m contour line and the maximum ridge / roof heights at this location shall be limited to 26m OD which is below the ridge height of the existing houses at 'The Strand'. A strategic landscape corridor is proposed along the length of this ridge, which provides an opportunity to develop a linear park running in an east-west direction, whilst protecting views of the Corballis lands from the Estuary. This landscape screen will protect the contours of the land at this location and shall provide for stepped roof / ridge heights in the housing area to the south.

It is an objective of this LAP that a strategic landscaping scheme shall be implemented in advance of any development within the area above the 20m OD line. This will mitigate / soften the visual impact of the existing houses at 'The Strand' and will provide a visual backdrop to proposed development within this area.

Detailed Visual Impact Assessments and Landscape Character Analysis will be required as part of any application for development on these lands.

Corballis Coastal LAP Lands & Nature Park

Particular care will be required, in terms of heights, form, massing and detailing with the buildings proposed along the southern edge of the LAP lands, facing the Malahide Estuary. This area has high sensitivity because of its visibility from Malahide Village and the Estuary. Any planning applications lodged for these lands must include a detailed Visual Impact Assessment, taking into account prospective views from Malahide Village. As the lands slope upwards, any development proposed will be required to investigate the staggering of building heights to ensure that new development is integrated sensitively into the landscape.

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 also proposed for this wetland site together with its use as a Nature Park with managed public access. Fingal County Council has introduced similar programmes involving Hairy Highland Cattle at Robswall, Malahide and at St. Catherine's Park, Lucan in recent years, which have proved successful. (Section 7 and Appendix 5, SUDS Strategy has more detail). 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.

Boundary fencing at this location will be limited to a low timber post and rail with mesh fence (1.2 metre approx) with associated planting of native hedge species. Gates for closing off this wetland zone during the winter months when the migratory birds are visiting shall also be provided.

Dublin -Belfast Railway Line & Railway Edge Treatment

The Dublin - Belfast Railway Line cuts through the Corballis LAP lands in a north-south direction. The railway edge treatment must be carefully considered to allow for any future widening of the rail corridor. Provision for a reservation along the existing rail line for future widening of the rail tracks, as agreed with Iarnrod Eireann and has been incorporated into the development. Buildings will be setback an adequate distance to allow for the additional tracks and temporary access during construction. It is important that the space between the existing rail-line and any future additional tracks is overlooked and sufficiently set back from any future rail line to cater for the rail reservation.



Hairy Highland Cattle (similar to those currently in Robswall, Malahide). (source: www.independent.ie)

8.3 LAP AREAS: ARCHITECTURE, URBAN FORM AND BUILDING HEIGHTS

Each of the 4 LAP areas are divided into smaller neighbourhoods by internal streets and green networks. These are intended to provide a step-down in traffic speed from circulatory to more domestic activity and will be designed as streets with pedestrian priority. This 'step-down' in street hierarchy will also encourage the development of a strong local identity. The form of buildings in terms of heights and relationship with the street should reflect this, as should detailing and materials. The break-up of the development areas and blocks should carefully maintain the views from the elevated lands to the coast.

The management of development at a neighbourhood level will also help to define the transition between the Village and surrounding rural / coastal land and to interconnect new and existing development.

8.3.1 Building Heights

The LAP lands at Corballis and Rahillion are highly visually sensitive, because of their relative elevation and proximity to Malahide and Rogerstown Estuaries. The aspect of any buildings from the shorelines of both Estuaries require particular attention and a Visual Impact Assessment should be submitted for any planning applications on these lands. To minimise visual impact, the height of buildings along the southern and eastern edges of the Corballis lands and along the northern edge of the Rahillion lands should be carefully considered.

Opportunity for increased heights and densities are provided in locations closest to the Village and Railway Station and at Local Centre areas, such as Corballis. The area providing the link between Newbridge Demesne and Donabate Village (via the new pedestrian/cycle bridge over the railway) also provides a key opportunity for higher density development, the design of which should sensitively extend the village of Donabate. The local centre at Corballis could also accommodate higher buildings, which will give this area a sense of place and allow mixed use buildings.

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.

8.3.2 Streetscape

The proposed layout for the new LAP areas offers a clear hierarchy of shared surface public realm spaces and gateway areas, with the hierarchy of streets clearly visible from the largest arterial streets, to link streets, local streets, transition zones / shared surfaces, courtyards and civic squares, which will all help to reduce vehicle speeds whilst creating a more pedestrian and cycle friendly environment. The proposed streets in the LAP areas should be defined by a coherent and well-structured layout, with active frontage and overlooking of all pedestrian routes.



Example of passive overlooking of a walkway and small play area in Polnoon, Scotland.

The use of materials and finishes is one of the most defining elements of a street, particularly where it is used to define the levels of segregation and integration within a street. The material palette can define space, calm traffic and improve legibility, reducing the need for barriers, signage and line marking in favour of texture and colour. Materials can be used to enhance the value of place and produce more attractive and cost-effective streets.

The surrounding environment of Donabate with its Village, beaches, nature reserve and Newbridge Demense should be inter-connected and brought 'into' the new residential areas through good design.

There are a number of footpaths within Donabate Village that require improvement, repair, widening and completion. It is an objective of Fingal County Council to construct and improve footpaths within Donabate Village and to allocate budgetary resources to their maintenance, where possible.

Gateways

Gateways are important place-making tools as they form the 'first impression' of a place. They are used to demarcate a point of arrival from one place to another. To create an effective gateway that adds value to a place, designers should:

- Use elements of place such as landscape and built form, to create a strong sense of enclosure.
- Use material changes and street furniture as supplementary measures.

8.3.3 Access for Disability / Mobility / Visually-Impaired

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

The use of contrasting materials and textures can play an important role in helping to inform pedestrians of changes to the function of space (i.e. to demarcate footpaths, cycle paths, verges, etc). This is also useful to guide the visually impaired.

The layout and colour of tactile paving used to assist the visually impaired in navigating the pedestrian environment should ensure that consistent logic is applied. (DMURS, pg 81, March 2013).

Development schemes within the LAP will be required to prepare Mobility Management Plans to show how such proposals comply with the Department of Transport 'Smarter Travel - A Sustainable Transport Future 2009-2020.'





8.3.4 Density and Potential Housing Yield

Donabate is currently designated as a ‘Moderate Sustainable Growth Town’ in the *Regional Planning Guidelines for the Greater Dublin Area 2010-22*. The RPG’s emphasise the continuing commuter role of such towns and the coupling of new development with natural increase, economic expansion and public transport services.

‘Sustainable Residential Development in Urban Areas’ (2009) provides guidance to Planning Authorities in considering appropriate densities for new residential development. Donabate most appropriately comes under section 5.10(f) ‘Outer Suburban/‘Greenfield’ Sites’ which relates to ‘open lands on the periphery of cities or larger towns whose development will require the provision of new infrastructure, roads, sewers and ancillary social and commercial facilities, schools, shops, employment and community facilities’. In relation to recommended densities the guidance advises that ‘net residential densities in the general range of 35-50 dwellings per hectare and such densities (involving a variety of housing types where possible) should be encouraged generally.’

Donabate has a commuter rail service which is planned for upgrading to increase capacity and frequency. This public transport facility will support appropriate increased density proximate to the village and adjoining areas. This will need to be balanced against, inter alia, the location of Donabate at the edge of the Metropolitan Area, providing a sustainable housing size, mix & type and respecting the prevailing form of housing in the town of Donabate.

Generally, it is anticipated that 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 the DDR;
- the lands currently occupied by 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 3,935 units.

This figure also includes 2 small areas of zoned residential lands within Donabate, which are not included within the LAP boundaries (2.5ha site north of Donabate community centre and a 6.4ha site fronting the Balcarrick Road, south of Ballymastone LAP lands). This is detailed as follows:

LAP AREA	AREA (HA)	UNITS (Approximately)
TURVEY	16	460
RAHILLION	5.5	125
BALLYMASTONE	38.3*	1,200
CORBALLIS	54.7**	1,850
Total Potential Housing in LAP Lands	107 ha	3,635
RS Zoned lands outside of LAP Boundaries		
RS Zoned land north of Community Centre	2.5	80
RS Zoned land south of Ballymastone LAP lands, fronting Balcarrick Road	6.4	220
TOTAL		3,935

*50.2ha less road take of 3.1ha and existing football clubs of St Pats and St Ita’s (8.8ha)

**65.6ha less road take of 5.3ha and lands deemed unsuitable for resid devt south of proposed Distributor Rd (5.6ha deemed unsuitable for residential development - Flood Risk Assessment).

The development of land will take place on a phased basis, with three key phases of development envisaged. Phasing details and accompanying maps are contained in Section 9.

8.3.5 Social & Affordable Housing

Social and Affordable housing will be delivered in accordance with the provisions of the Housing Strategy and will be provided jointly by the Council, private developers and Approved Housing Bodies across the LAP lands. In order to promote and facilitate social integration, social and affordable housing should be integrated appropriately into the overall development of the lands so as to ensure there is no concentration of social housing in any one specific area or zone.

8.3.6 Architectural Expression, 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. The delivery of life long family homes as part of a successful mix of residential typologies is important. Homes should be flexible enough to meet the changing needs of residents. This will ensure that spaces and features in new homes can readily meet the needs of most people, including those with reduced mobility. Innovative designs that help achieve family housing typologies are also a priority for this LAP and will be dealt with at the Urban Design Appraisal stage.

The design envisaged for the new residential development areas within the LAP moves away from the large scale suburban residential estates of the late 20th Century, which traditionally have not created neighbourhoods with a strong identity and have instead led to the construction of numerous houses in monotonous layouts with no sense of place. Whilst it is acknowledged that standard family house-types will comprise a strong element of the LAP lands, contemporary architectural designs will be encouraged, with visual references and unique identities developed for the different neighbourhood areas. Modern designs which reflect the evolution of Donabate and respect existing building forms and local architectural elements on the Peninsula will be encouraged including the interpretation of traditional shapes and sizes into a modern contemporary style that is sensitive to its surrounding landscape with a general layout of development that makes it easy for people to find their way around.



Architectural design must carefully consider the sensitive landscape setting, coastal character and topography of the LAP lands and its integration with existing development. Development should be designed and oriented so as to safeguard and maximise on views to and from the plan lands and maximise daylight and solar orientation for residential enjoyment and energy sustainability. Where possible, buildings should be designed to ensure physical breaks to allow for glimpse views to and from the coast and Demesne lands, using materials appropriate to their setting. Architectural expression should be of an innovative and contemporary nature. Light contemporary structures with simple finishes such as smooth render, extensive glazing and variance in roof profiles are envisaged, particularly in the sensitive Coastal character areas adjacent to the Estuaries. The location of houses should be designed to fit with the contours and slope of the sites and take into account the visual impact on vistas to / from the Estuaries.

Examples of Existing Housing Schemes in Donabate



Existing Housing along Portrane Road



Lambourne Park, Donabate



Carrs Mill and Beverton Estates, Donabate

Traditional V Contemporary (Same Dwelling Size)

The examples below illustrate how standard 'house types' have been redesigned to reflect a more contemporary design approach and use of materials (these are the same dwelling houses).



A key aim of the LAP is to create an animated, readable and dynamic streetscape through the introduction of different materials (wood, brick, glass), varying window patterns and shapes, introducing a mix of painted render / textured finishes, varying heights, roof styles / profiles, etc. which can all give a unique identity to an area and help to create a sense of place for new communities. Careful consideration should be given to the finishes and materials, especially colour, durability and ease of maintenance, particularly given the proximity to the coast and possible weathering, i.e. salt corrosion.

A palette of materials and colours can help to inform a building hierarchy within the streetscape. The use of different colours / materials on specific parts of a building can create features as part of a dwelling house. A selected palette of colours and materials should be proposed as part of the urban design process for each of the LAP areas.

The continuation of street finishes and shared surface areas and consistency in the use of materials from one area to another can help to link the new neighbourhoods together through the continuity of 'the

street'. (i.e. the colour of surface materials can help to differentiate between shared surfaces areas and other streets where the car is dominant).

The examples below are from Polnoon Masterplan (Scotland, 2009) and illustrate how variety in design can be achieved with small changes to fenestration patterns, finishes and entrance arrangements / chimney features.



A variety of unit designs, sizes and shapes creates an animated and contemporary streetscape which gives areas a unique identity, but the consistent use of similar materials / contemporary styles throughout also creates a cohesive unity between neighbourhood areas.



Appropriate integrated design for the storage of waste and recyclable materials in bins or other waste containers, for houses, apartments and retail outlets also needs to be considered at the early design stage. (Section 7 'Infrastructure / Water / Utilities' for more information).

It should be noted that all applications for development on the LAP lands will be required to conform to the Development Plan standards

required relating to dwelling standards, private amenity space for houses and apartments, privacy and overlooking, car and bicycle parking standards, etc. Retail and commercial units will also be required to comply with relevant FDP standards.

Boundary Treatments

In general, front boundary treatments should be hedge (or reinforced hedge), rather than wall or railing, where possible. Stone / brick may be appropriate in certain instances, depending on the design.

The sensitive design, configuration and detailing of boundaries to the plan area is important in achieving the landscape and biodiversity objectives of the LAP.

The southern boundary of the plan area south of the LAP lands at Corballis will be formed by the retained hedgerow, where possible.

The existing earth-bank on the Coast Road will be retained to minimise impact on the estuary margins and the ecological buffer zone. Boundary fencing at this location will be limited to a low timber post and rail with mesh fence (1.2 metre approx) with associated planting of native hedge species. Existing trees and hedgerows should be retained along the boundary with the Dublin-Belfast Railway line.

8.3.7 Landscape Design

Good landscape design provides an essential component in successfully integrating planned residential areas with the existing established village and its community. The use of appropriate planting is critical in unifying the built and landscape structure of the LAP lands.

Flora and fauna studies, tree and hedgerow surveys and landscape management plans should accompany new planning applications, where appropriate. Landscape plans should set out to conserve and enhance the quality of existing habitats by incorporating elements of heritage and biodiversity. Method statements should be included in any landscape plans submitted, detailing the proposed methods for protecting existing habitats and elements of biodiversity and heritage value during and after construction. Dedicated way-finding and biodiversity information boards can be placed at appropriate locations to give an identity to specific areas of the LAP lands.



Landscape Design and Planning in New Residential Developments in Fingal

8.3.8 Public Lighting within the Landscape

Good quality lighting promotes a safe environment by ensuring inter-visibility between users. The quality of lighting will also have a major impact on perceptions of security. If lighting levels are not sufficient, a place may not be perceived as safe, particularly for pedestrians and cyclists, which may discourage people from walking and cycling in winter months.

On roads and streets within urban areas, lighting should be designed to ensure that both the vehicular carriageway and pedestrian / cycle paths are sufficiently illuminated.

However, significant lighting can have a negative impact on sensitive coastal landscapes. To minimise the environmental impact of public lighting in sensitive coastal areas and on species including birds and bats, lighting must be of a sufficient level but of a reduced impact. Any lighting proposed close to sensitive Natura sites will be subject to Appropriate Assessment and assessment of bird and bat movements within the plan lands and the wider area during dark hours.

8.3.9 Irish Language

The use of the Irish language as part of everyday life is encouraged. Approximately 38% of the population of Fingal could speak Irish in 2011 (www.cso.ie). In this regard, the Council has an important role to play in the promotion of the language in the County. This LAP can support and provide the land-use and spatial dimension to promote and protect the linguistic and cultural heritage of the area. It is an objective of this LAP to ensure that the naming of new residential and mixed use schemes reflect local history, folklore and/or place names and are stated in the Irish language, where appropriate.



Public Lighting along pedestrian/cycle path
Source: www.ecolandscapes.ie



Example of tree planting in a new residential scheme, Polnoon Masterplan, Scotland



URBAN DESIGN OBJECTIVES

OBJECTIVE 8.1

Require the submission of detailed design appraisals with each planning application for greater than 8 no. dwelling units within the plan area. The design appraisal is required to:

- Outline how the development meets the Development Plan objectives, the objectives of the Local Area Plan or other statutory plan or requirements affecting the site.
- Explain the design principles and design concept (including proposed palette material) of the proposed scheme in accordance with the design criteria set out in this section.
- Demonstrate how the proposed units (i.e. unit and/or mix) can adapt to changing household needs.
- Outline how green infrastructure integrates into the scheme and how habitat protection measures relevant to the designated sites have been achieved.
- Submit a detailed topographical survey and Visual Impact Assessment including cross-sections and photomontages to assist the Planning Authority in determining the full visual impact of development on the plan lands.
- Submit a light spill assessment where proposed developments

will involve public lighting or recreational lighting and are within 100m of unlit areas at the time of application – in order to correctly assess the potential impacts on sensitive receptors including human beings as well as wildlife especially in European designated sites.

- Submit detailed design proposals including green routes and cross sections for primary and secondary streets, to include detailed provisions in relation to carriageway widths, surface treatments of cycleways, footpaths, road pavement, landscaping, street lighting and building interface (including on adjoining sites where applicable).
- Flora and fauna studies, tree and hedgerow surveys and landscape management plans should accompany new planning applications, where appropriate.
- Submit proposals for an appropriately located construction haul route.
- Submit proposals and cross-sections for the treatment of the lands between the Dublin – Belfast railway line and new development to include the treatment of the railway edge.
- Submit details of how any interfaces/undeveloped areas between sites and/or within the plan lands will be treated. This should include consideration of pedestrian safety, boundary treatment, connectivity and management of the lands. (See Section 9: Phasing and Implementation).
- Demonstrate how each planning application will integrate with adjoining residential lands and relate to key infrastructure set out in the Green Infrastructure and Landscape Strategy, the Transport and Movement Strategy and the sub-sections of the LAP.

OBJECTIVE 8.2

Prepare a Campus Masterplan to support the creation of an Educational and Recreational hub at Ballymastone to include the consolidation of existing sporting facilities in this area and to co-locate new recreational amenities adjacent to new school site facilities, supporting the Fingal Schools Model. 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. The Masterplan, including any new development, shall take account of the Architectural Conservation Area at Portrane Demesne (St Ita's Hospital) where these lands adjoin this sensitive landscape.

OBJECTIVE 8.3

Improve vehicular and pedestrian access to St Ita's and St Pat's Football Club facilities.

OBJECTIVE 8.4

Integrate pedestrian and cycling routes within the LAP lands with walkways through St Ita's Demesne to the coast

OBJECTIVE 8.5

Protect and enhance views along Hearse Road and retain the mature trees which are located along the Newbridge Demesne boundary / approach road to the village.

OBJECTIVE 8.6

Protect and enhance the rural and amenity character of the existing scenic road leading from the Estuary to Hearse Road.

OBJECTIVE 8.7

Ensure sensitive and appropriate boundary treatments, respecting the estuarine nature of the landscape, in all development proposals.

OBJECTIVE 8.8

A strategic landscaping scheme shall be implemented on the lands at Corballis, in advance of any development within the area above the 20m OD line to mitigate / soften the visual impact of the existing houses at 'The Strand' and to provide a visual backdrop to proposed development within this area.

OBJECTIVE 8.9

Ensure as far as feasible that all urban and rural areas are accessible to all, with provision of facilities for people with mobility impairment and/or disabilities based on the principles of Universal Design. Implement a street network with a high quality public realm and priority for the pedestrian/cyclist and the mobility impaired.

OBJECTIVE 8.10

Facilitate the provision of pedestrian crossings at appropriate locations within the LAP area and introduce tactile paving, ramps and kerb dishing at appropriate locations including pedestrian crossings, bus stops and rail platforms.

OBJECTIVE 8.11

Ensure that all new developments are consistent with the principles contained within the national policy documents '*Smarter Travel: A Sustainable Transport Future – A New Transport Policy for Ireland 2009-2020*' and the '*Greater Dublin Area Draft Transport Strategy 2011-2030*'. Mobility Management Plans shall be submitted under new planning applications lodged within the LAP lands.

OBJECTIVE 8.12

Ensure that the Councils Housing Strategy and any/all requirements under Part 5 provisions of the *Planning and Development Act 2000* (as amended) are incorporated into all residential schemes. Social housing provided on site shall be well designed and integrated into the overall scheme for the area.

OBJECTIVE 8.13

Social and Affordable housing will be delivered in accordance with the provisions of the Housing Strategy and will be provided jointly by the Council, private developers and Approved Housing Bodies across the LAP lands. In order to promote and facilitate social integration, social and affordable housing shall be integrated appropriately into the overall development of the lands so as to ensure there is no concentration of social housing in any one specific area or zone.

OBJECTIVE 8.14

Development along the northern edge of the Rahillion LAP lands (southern boundary of Rogerstown Estuary) shall be single storey with a ridge height no greater than 5.5 m. The remaining Rahillion lands shall be developed for a maximum of 2.5 storey units only.

OBJECTIVE 8.15

Provide for high quality footpaths along Turvey Avenue to connect development at Turvey continuously to Donabate Village.

OBJECTIVE 8.16

Ensure that the naming of new residential and mixed use schemes reflect local history, folklore and/or place names and are stated in the Irish language, where appropriate.

OBJECTIVE 8.17

Ensure crime prevention measures are incorporated into new developments.

OBJECTIVE 8.18

Ensure that the interface between the proposed Donabate Distributor Road and all development abutting the road comprises only best practice urban design led solutions. In this regard no backing on of houses or house rear boundary walls will be permitted along the entire road alignment.

9.0 PHASING AND IMPLEMENTATION

9.0 INTRODUCTION

Section 19(2) of the *Planning and Development Act 2000* provides for the phasing of development within an LAP. This section of the LAP will deal with the sequential development and phasing programme linked with necessary investment in road infrastructure, open space, drainage, educational and recreational amenities and local service provision. It sets out a phasing mechanism and the infrastructural works that are required in each phase.

It is critical that the LAP ensures that development within the plan lands progresses in an ordered way which avoids the creation of sites geographically isolated from the existing settlement and infrastructural provision.

Accordingly, the phasing of development will be linked with the overall strategy for the LAP whereby the existing settlement will expand geographically from the centre, through the development of physically adjoining lands in a coherent manner. New development will integrate with the established settlement of Donabate and will be supported by the required infrastructure provision.

Planning applications for each phase shall be in accordance with the phasing set out in this section. In total, the proposed phases of development on LAP lands have the potential to achieve up to **3,635 dwelling units** subject to detailed design appraisal. There is potential to achieve a total of **3,935 dwelling units**, when two small areas of zoned residential lands are included (which are outside of the LAP boundaries). See Section 8.3.4.

Planning applications for residential development shall generally not exceed 150 units to facilitate detailed assessment of each application, unless clear justification for exceeding this number is demonstrated by the applicant.

Figure 9.1 illustrates the sequencing of development for the LAP lands.

9.1 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. As part of the initial phase of development, the Turvey and Rahillion areas will continue to develop to the west and north of the Village respectively.

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. Latter phases of development will comprise the easterly section of Corballis lands and the easterly section of Ballymastone.

9.1.1 Phase 1 – Lands at Turvey, Rahillion and Corballis West

Turvey and Rahillion (600 Units)

The Turvey and Rahillion development areas are relatively modest in size and are extensions to the existing residential development in these areas. Housing is currently under construction at Turvey (Beresford Estate) under an existing planning permission for 155 no. units, while the majority of the Rahillion lands have planning permission (99 no. units permitted), although construction has not yet commenced. Both areas are supported by existing road and drainage infrastructure and essentially represent the extent of the zoned housing lands available to the north and west of Donabate Village. The Turvey and Rahillion areas have a combined potential to deliver a total of c. 600 dwelling units (permitted units and future development).

The completion of the linear open space at Turvey (which is an important section of the Turvey Looped Walkway from Newbridge Demesne to Rogerstown Estuary) and the upgrading of pedestrian facilities on Turvey Avenue (to include pedestrian / cycle crossing facilities from Turvey LAP lands at Beresford / Beverton Estate to Newbridge Demesne) are important infrastructural elements required as part of Phase 1 development on these lands.

The development of the Rahillion Looped Walkway with a link through to St Ita's to the Coast and improvements to the footpath (incorporating lighting, drainage) at the underpass linking Beverton Estate to Donabate Village (via Hands Lane) is required at this stage of development. Pedestrian / Cycle access from the Rahillion LAP lands southwards to St Patrick's Boys and Girls Schools is also a requirement for any development on these LAP lands and has been incorporated into the existing planning application permitted at this location.

Corballis West (400 Units)

The Corballis lands west of the railway and a small area south of the Village at Smyths Pub are also targeted as part of Phase 1, as this area can be effectively integrated into the established village and community. These lands at Corballis are strategically positioned south of the train station and village core of Donabate (200 metres from the railway bridge) and also adjoin Newbridge Demesne to the west.

The initial phase of housing construction will be located south of the village as a logical urban extension to the urban core area. The severance created by the railway line will be addressed through the provision of a new pedestrian / cycle bridge over the railway line to link Main Street to Corballis and into Newbridge Demesne via an alignment

through lands to the rear (south) of Smyths Pub. A footpath to connect development within the Corballis West lands to Donabate Village, via a new footpath along Hearse Road is also required.

Junction improvements east of the railway bridge (at Smyths Pub) and in the environs of Main Street and Balcarrick Road shall be completed prior to the occupation of any residential or commercial units south of Smyths Pub.

Residential lands to the west of the railway (c. 350 dwellings) will be accessed from Hearse Road and the small area of lands immediately south of Smyths pub (c.50 dwellings) will be accessed from the Main Street. This area is envisaged as a 'Transitional Zone' with a mix of residential and commercial development. Vehicular access will be limited and restricted to serving the small area of residential development at this location only, with no through-route. The remaining Corballis LAP lands east of the railway line will be accessed from the Donabate distributor road in Phases 2 and 3.

9.1.2 Phase 2 – Corballis West and Corballis East, Spires East

The substantial development areas of Corballis and Ballymastone border the southern and eastern flanks of Donabate respectively. The initial development of these lands will be targeted where they can most effectively integrate with the established village and existing community. Phase 2 of development will be underpinned by the construction and operation of the DDR 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 ('X - Y - Z' on Figure 9.1). This route will provide an alternative for traffic travelling through Donabate Village.

Prior to the occupation of any units in Phase 2:

- The road (route X-Y) shall be constructed and fully operational.
- Ownership of the proposed Corballis Nature Park shall be transferred to Fingal County Council.

Corballis West (150 Units)

The remaining Corballis lands west of the railway line (Corballis West) will be developed with access directly from Hearse Road (c. 150 dwellings) in Phase 2. These lands will be developed as a natural extension to the initial Phase 1 development of 300 units. Strong pedestrian and cycle links to Donabate Village and to Newbridge Demesne will be required.

Corballis East (300 Units)

The Corballis LAP lands east of the railway line (Corballis East – c. 300 dwellings) will be developed with access directly from DDR and internal link roads in Phase 2.

Prior to the occupation of any residential units in Phase 2 of the Corballis East lands, landscape screening in the form of a Strategic Landscape Mitigation Area shall be in place in the area south of 'The Strand' estate to better integrate the new development lands into the existing ridgeline of the Corballis hillside area. Detailed Visual Impact Assessments and Landscape Character Analysis will be required as part of any application for development on these lands.

Spires East (300 Units)

Phase 2 will enable housing to be developed along the western side of the Ballymastone LAP lands, in the area adjoining the existing 'The Spires' and 'The Links' housing estates – c.300 dwellings). The development of the 'Spires East' will be supported by existing road and drainage network infrastructure at this location. The construction of a pedestrian and cycleway connection from the LAP lands at Spires East to the existing open space in 'The Links' estate is a requirement for any development on these lands.

The construction and operation of a local road to connect 'The Links' south to Balcarrick Road, through the Spires East lands is also a requirement for this phase of development.

9.1.3 Phase 3 – Corballis East and Ballymastone

The final phase of development will be predicated on the completion and operation of the DDR infrastructure and the geographical growth of the settlement. Safeguards are also required to ensure that Corballis East does not develop in geographic isolation from the rest of the LAP residential lands. It is envisaged that Phase 2 and 3 will run consecutively, with a relatively short timeframe between these phases of construction. Fingal is committed to construction of the DDR within the short term, with funding set aside in the Council's capital programme.

Corballis East (1,000 Units)

Development at Corballis East (1,000 units) will be dependent on the delivery of enabling road and open space infrastructure, and access to retail, community and educational facilities.

A small neighbourhood centre with a landscaped civic space and provision of a school site (minimum 16 classroom primary school) will be required prior to the commencement of house no. 301 within Corballis East (Phase 3).

The Corballis Nature Park shall be developed and provided as a public facility in tandem with pedestrian and cycle access providing a strategic link to the proposed Broadmeadow Way across the Estuary, linking Donabate to Malahide.

Ballymastone (900 Units)

The Ballymastone development area adjoins the eastern perimeter of the existing Donabate settlement and is bisected by the DDR as it traverses the area from Corballis northwards to the Portrane Road. As outlined in Section 8 it is proposed to develop an Educational and Recreational Campus / Hub at Ballymastone adjacent to the existing sports club facilities of St Ita's and St Pat's, and located west of St. Itas Demesne.

A detailed Masterplan for the Ballymastone Educational and Recreational Hub shall be prepared prior to development of Phase 3 lands at Ballymastone.

Key to the development of Ballymastone is the provision of important new local road infrastructure to serve proposed development in the area and to create the required access between new and existing neighbourhoods in Donabate, and to provide improved access to the sporting facilities at this location. Accordingly, Phase 3 at Ballymastone requires the following enabling infrastructure:

- Provide a local road to connect 'The Links' east to the proposed Ballymastone Educational and Recreational Campus – 'Ballymastone Campus Link Road', in tandem with development at Ballymastone LAP lands.
- Completion of the road (route X-Y-Z); and
- Pedestrian / Cycleway connections from the Ballymastone LAP lands west to St Ita's to complete the Rahillion Loop and to link into the Fingal Coastal Way.

The Phase 3 residential lands in Ballymastone (c. 900 dwellings) will be accessed directly from the distributor road, and from the new internal link routes ('The Links' Road connection running in a north-south direction and the 'Campus Link Road' running in an east-west direction).

Pedestrian / Cycle connections from Ballyastone to St Ita's, and to the Green Routes (Turvey Loop, Rahillion Loop and Fingal Coastal Way) shall also be completed before occupation of units in Phase 3.

Two new school sites (primary and post primary) will be required as part of the Phase 3 development at Ballymastone and the school site provision, together with the sporting and recreational facilities will form an integral part of the Masterplan for the Educational and Recreational Hub at this location.

9.2 PHASING OF MAJOR RECREATIONAL AMENITIES

The LAP requires the provision of two significant new recreational amenities to be developed as part of the future expanded Donabate:

- Ballymastone Educational and Recreational Campus
- Corballis Nature Park

These amenities will be developed in a series of phases which will commence with the preparation of detailed Masterplans for the amenities and then the subsequent phased construction for public use. These facilities will underpin the expansion of Donabate and ensure that the new housing development is accompanied by significant local amenity infrastructure.

9.2.1 Phasing of Ballymastone Educational and Recreational Campus

The established football and GAA clubs at Ballymastone will provide the focus for the development and expansion of the education, community and sports hub. The provision of road access to this location is important in the overall development of the area for recreational and sporting facilities ('Campus Link Road' referred to above). Efficient and deliverable co-location of various facilities with different operators/clubs/interest groups will require the preparation of a Masterplan for the campus. This will deal with issues of building siting, access arrangements, car parking, urban design and overall layout in a co-ordinated and comprehensive manner.

The preparation of a Campus Masterplan will be an important first step in securing the future of the project and is included in the Phasing Schedule. Provision of road infrastructure, school and recreation facilities will also be detailed.

9.2.2 Phasing of Corballis Nature Park

A key infrastructural element in the future development of Donabate is the provision of a Nature Park strategically located between the planned expansion of the settlement and the sensitive ecological habitat of the Malahide Estuary. The provision of this facility is a key device in ensuring the protection of Malahide Estuary and the implementation of the SUDS Strategy for Donabate. The park will be developed and provided as a public facility in tandem with pedestrian and cycle access providing a strategic link to the proposed Broadmeadow Way across the Estuary to Malahide.

Importantly, the area will be secured as an environmental resource for use by migratory bird populations using the Estuary. Corballis

Nature Park will be developed on a phased basis in tandem with new development on the zoned LAP lands in Phase 2. This phasing shall generally include the early provision of related infrastructure as part of the SUDS Strategy for the overall LAP, moving to landscaping and works required for managed public access.

Habitat protection measures agreed with the both the NPWS and the Planning Authority shall be implemented as may be appropriate prior to the commencement of development. This will ensure that feeding and roosting habitats are protected and disturbance to migratory birdlife for the duration of the construction phase and post construction is mitigated, to the greatest possible extent.

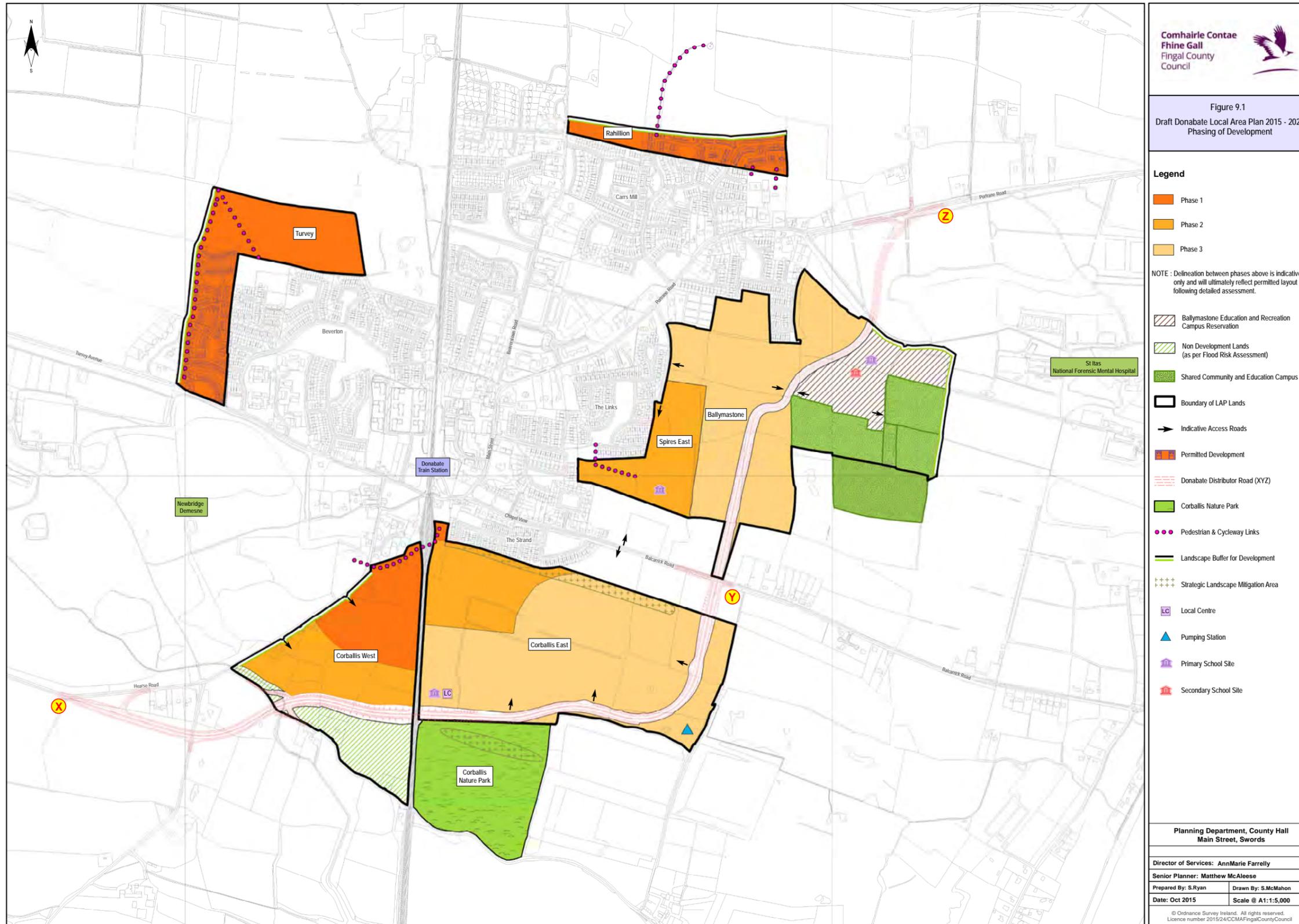
Prior to the commencement of development in the Corballis section of the LAP, the developers/landowners shall enter into an agreement with the Council for the transfer of Corballis Nature Park lands to Council ownership. Corballis Nature Park shall be fully transferred to the Council, prior to the occupation of any units in Phase 2.

9.2.3 Phasing of the Donabate Distributor Road

Delivery of the Donabate Distributor Road and the internal road infrastructure will be by the Council and the developer as part of planning approval or will be enabled, at least in part, through Section 48 development contribution schemes including Section 48 (2)(c) for strategic infrastructure in the Donabate area.

9.2.4 Phasing of Green Routes / Looped Walkways

The Council is fully committed to the planning, development and implementation of the strategic green routes (Turvey Loop, Rahillion Loop and Fingal Coastal Way) throughout the Peninsula. The delivery of these routes is dependent on a multi-agency approach between landowners, environmental bodies and funding agencies with Fingal as the lead agency. The Council is currently progressing with the planning of various sections of these routes. Funding will be sourced from various funding bodies and from development contribution schemes. The early transfer of open space lands within the plan area will facilitate the planning and implementation of these routes. These green routes will form part of the public open space network within the plan area and will be taken in charge and maintained by the Council.



Comhairle Contae
Fhine Gall
Fingal County
Council



Figure 9.1
Draft Donabate Local Area Plan 2015 - 2021
Phasing of Development

- Legend**
- Phase 1
 - Phase 2
 - Phase 3
- NOTE : Delineation between phases above is indicative only and will ultimately reflect permitted layout following detailed assessment.
- Ballymestone Education and Recreation Campus Reservation
 - Non Development Lands (as per Flood Risk Assessment)
 - Shared Community and Education Campus
 - Boundary of LAP Lands
 - Indicative Access Roads
 - Permitted Development
 - Donabate Distributor Road (XYZ)
 - Corballis Nature Park
 - Pedestrian & Cycleway Links
 - Landscape Buffer for Development
 - Strategic Landscape Mitigation Area
 - Local Centre
 - Pumping Station
 - Primary School Site
 - Secondary School Site

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: Oct 2015 Scale @ A1:1:5,000

© Ordnance Survey Ireland. All rights reserved.
Licence number 2015/24/CCMA/FingalCountyCouncil

Figure 9.1 Phasing Plan Donabate LAP

TABLE 9.1: Housing & Infrastructural Phasing for the Donabate LAP 2016-2022

Phase 1 - c. 1000 dwellings

Phase 2 - c.1000 -1600 dwellings

Phase 3 - c. 1600 - 3800 dwellings

				HOUSING AND INFRASTRUCTURE PHASING	DONABATE LAP
DEVELOPMENT	Approx Area	Approx. Dwellings	Location	SITE / SPECIFIC INFRASTRUCTURE REQUIREMENTS	
PHASE 1 c. 1,000 homes	16 ha	460 (including existing planning permission for 155 no. units).	Turvey	<ul style="list-style-type: none"> Provide a linear Walking / Cycling route from Turvey Avenue along western side of Turvey LAP lands (Beresford Estate) and joining to Turvey Nature Reserve as part of the 'Turvey Loop' linking Newbridge Demesne to Rogerstown Estuary prior to the commencement of house no. 156 Provide footpath upgrade along Turvey Avenue to connect development from Turvey continuously to Donabate Village; Provide appropriate crossing facilities and opening of entrance to Newbridge Demesne opposite the Turvey LAP lands (Beresford / Beverton Estate) fronting Turvey Avenue. <p>In tandem with new residential development on the LAP lands at Turvey, the following infrastructure is required:</p> <ul style="list-style-type: none"> Provide a dedicated walking and cycling route through the Turvey LAP lands to connect the LAP lands with the existing Beverton Estate, linking into the Turvey Loop to access the Nature Reserve, Newbridge Demesne and to provide access from the LAP lands to the village. Provide a footpath including lighting/footpath/drainage at underpass linking Beverton Estate to Donabate Village (via Hands Lane) Provide SUDS measures including attenuation pond on northern Turvey lands as per 'SUDS Strategy for the Donabate LAP 2016-2022 	
	5.5 ha	125 (including existing permission for 99 no. units)	Rahillion	<ul style="list-style-type: none"> Prior to any residential unit being sold and occupied in the Rahillion LAP lands, a pedestrian/cycle access shall be provided from the LAP lands southwards into St Patrick's Boys and Girls Schools. Complete the Rahillion Looped Walkway with trail through St Ita's to the Coast and completion of the northern section running parallel to Rahillion LAP Lands (along southern boundary of Rogerstown Estuary); 	
	7.9 ha	350	Corballis West	<ul style="list-style-type: none"> Prior to any residential unit being sold and occupied in Phase 1 of the Corballis West development, a footpath to connect development within these lands continuously to Donabate Village along the Hearse Road shall be provided. 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. 	
	0.2 ha	< 50	Lands south of Smyths Pub	<ul style="list-style-type: none"> Mixed use commercial and residential development. Junction improvements east of railway bridge (Smyths) and in the environs of Main Street - Balcarrick Road shall be completed prior to the occupation of any residential / commercial unit south of Smyths Pub. 	

DEVELOPMENT	Approx Area	Approx. Dwellings	Location	SITE / SPECIFIC INFRASTRUCTURE REQUIREMENTS
PHASE 2 c. 1000 – c.1,750 homes	7.5 ha	150	Corballis West	<ul style="list-style-type: none"> • Prior to any units being sold and occupied in Phase 2, the road (X-Y) linking the Hearse Road to Balcarrick Road shall be constructed to taking in charge standards and be operational. • Prior to any residential units in Phase 2 of the Corballis lands (east or west) being sold and occupied , the ownership of Corballis Nature Park lands shall be transferred to Fingal County Council. • Prior to any residential units in Phase 2 of the Corballis lands (East) being sold and occupied, the Strategic Landscape Mitigation Area running east to west across the Corballis East lands shall be implemented in accordance with an approved Landscape Plan. • A new pedestrian & cycleway connection from Spires East to existing open space in The Links estate shall be provided in tandem with residential development. • A local road to connect 'The Links' south to Balcarrick Road shall be constructed in tandem with residential development. • Provide SUDS measures as per the 'SUDS Strategy for the Donabate LAP 2016-2022' • A walking and cycling route along the Malahide Estuary (part of the Fingal Coastal Way) shall be provided.
	7.9 ha	300	Corballis East	
	7.9 ha	300	Spires East	

DEVELOPMENT	Approx Area	Approx. Dwellings	Location	SITE / SPECIFIC INFRASTRUCTURE REQUIREMENTS
PHASE 3 c. 1600 – c. 3600 homes	30 ha	1000	Corballis East	Prior to the commencement of any residential units in Phase 3, a road (X-Y-Z) linking the Hearse Road to Portrane Road shall be constructed to taking in charge standards and operational. <ul style="list-style-type: none"> • Provide a site to facilitate a minimum 16 classroom Primary School at Corballis East prior to the commencement of house no. 301 within Phase 3 of the Corballis East development. • Provide a Local Centre and landscaped civic space adjacent to the primary school site at Corballis East prior to the commencement of house no. 301 within Phase 3 of the Corballis East development. • Prepare a Masterplan for ‘Ballymastone Educational and Recreational Campus’, to facilitate the development of community, education (primary and post primary school sites), recreation and sporting facilities at Ballymastone, including a youth activity space for the Donabate Peninsula, as required. • Provide a local road to connect ‘The Links’ east to the proposed Ballymastone Education & Recreation Campus – Ballymastone Campus Link Road, in tandem with development at Ballymastone LAP lands. • Provide the pedestrian / cycleway connection from Ballymastone to St Ita’s to complete part of the Rahillion Loop and Fingal Coastal Way, in tandem with development at Ballymastone LAP lands.
	23.2 ha	900	Ballymastone	

Notes	N1	Zoned Residential Lands at the Ballymastone Educational and Recreational Campus	There is a reservation of 7.2 Hectares east of the distributor road alignment for the Ballymastone Educational and Recreational Campus / Hub. This site will be the subject of a detailed Masterplanning exercise, which may identify a reduced site area requirement and lands that are not required for education, community or recreation use. Following the finalisation and agreement of this Masterplan, such lands may be developed for housing.
	N2	Phasing Boundaries	Boundaries of distinct phases with identified housing numbers are indicated on the Phasing Maps and accompanying table – these boundaries may be subject to minor alteration for design reasons at the discretion of the planning authority. Housing numbers in each phase will however remain as per the above table.
	N3	Interim Sites/Undeveloped LAP Lands	Undeveloped sites within the LAP lands shall be appropriately fenced off, landscaped / cultivated or used in a way which is visually sensitive and allows for connectivity within the site.

Donabate

Appendix 1

PLANNING CONTEXT AND LEGISLATIVE FRAMEWORK

APPENDIX 1A: PLANNING CONTEXT AND LEGISLATIVE FRAMEWORK

INTERNATIONAL

POLICY CONTEXT	POLICY DOCUMENT	KEY POLICIES	RELEVANCE FOR DONABATE								
INTERNATIONAL	<p>EU Habitats Directive, 92/43/EEC EU Birds Directive, 79/409/EEC and 2009/147/EC</p> <p>SEA Directive (2001/42/EEC)</p> <p>EC (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, (SI no. 435 of 2004) as amended in 2011</p> <p>Water Framework Directive (2000/60/EC)</p> <p>Urban Waste Water Directive (91/271/EEC)</p> <p>Floods Directive (2007/60/EC)</p>	<p>This Legislation provides the legislative framework for the protection of habitats and species throughout Europe through the establishment of a network of designated conservation areas known as the Natura 2000 network.</p> <p>This network includes sites designated as Special Areas of Conservation (SACs), under the EU Habitats Directive and Special Protection Areas (SPAs) designated under the EU Birds Directive.</p> <p>The SEA Directive requires Member States of the EU to assess the likely significant environmental effects of plans and programmes prior to their adoption thus providing for the assessment of strategic environmental considerations at an early stage of the decision making process. The SEA Directive came into effect in July 2004 and since then, SEA must be prepared for plans and programmes, including Regional Planning Guidelines, City and County Development Plans, Development Plans made by Town Councils, where the population of the area is 10,000+, or Local Area Plans for towns with a population of 5,000+.</p> <p>This legislation addresses water protection in Europe and the Water Framework Directives have the following key aims:</p> <ul style="list-style-type: none"> • Expanding the scope of water protection to all waters, surface waters and groundwater. • Achieving "good status" for all waters by a set deadline. • Water management based on river basins. • "Combined approach" of emission limit values and quality standards. • Getting the prices right. • Getting the citizen involved more closely. • Streamlining legislation. 	<p>These sites are considered to be of exceptional importance in terms of rare, endangered or vulnerable habitats and species within the European Community. SPAs and SACs form 'Natura 300' a network of protected areas throughout the EU. The relevant sites proximate to Donabate are:</p> <table border="0"> <tr> <td>Rogerstown Estuary SPA (4015)</td> <td>(0.5km from LAP lands)</td> </tr> <tr> <td>Rogerstown Estuary cSAC (0208)</td> <td>(0.5km from LAP lands)</td> </tr> <tr> <td>Malahide Estuary SPA (4025)</td> <td>(0km from LAP lands)</td> </tr> <tr> <td>Malahide Estuary cSAC (0205)</td> <td>(0km from LAP lands)</td> </tr> </table> <p>The population of Donabate is stated as 6,778 in the Census, 2011 and is greater than the threshold of 5,000 population. Therefore, the carrying out of SEA for the Donabate LAP is mandatory.</p> <p>The Environmental Report which accompanies this LAP is contained in Appendix 2. This documents the SEA process and is a key document in facilitating an understanding of the environmental issues associated with the LAP.</p> <p>A Natura Impact Report has also been produced as a separate document as part of the LAP process. The Appropriate Assessment informs the objectives and policy of the LAP. This report is contained in Appendix 3.</p> <p>The Directive introduced two key changes to the way in which the water environment is managed across the EU. Firstly, it sets new environmental objectives that must be delivered for all waters through broad ecological goals, designed to protect and, where necessary, restore the structure and function of aquatic ecosystems themselves and thereby safeguard the sustainable use of the water resource. Secondly, it introduced a river basin management planning system to provide a framework to ensure the integrated management of all waters (groundwater, rivers, canals, lakes and estuaries) as well as the protection of ecosystems and wetlands. A key objective of the Directive is that the biological and chemical status of all water bodies will be 'good' or 'high' by 2015.</p> <p>The Donabate Water Management Unit (WMU) sets out the water quality priorities for the plan area. The water quality is deemed 'Moderate' and the principal pressures identified are agriculture and wastewater and industrial discharges. However, it is expected to attain 'Good Quality Status' by 2015.</p>	Rogerstown Estuary SPA (4015)	(0.5km from LAP lands)	Rogerstown Estuary cSAC (0208)	(0.5km from LAP lands)	Malahide Estuary SPA (4025)	(0km from LAP lands)	Malahide Estuary cSAC (0205)	(0km from LAP lands)
Rogerstown Estuary SPA (4015)	(0.5km from LAP lands)										
Rogerstown Estuary cSAC (0208)	(0.5km from LAP lands)										
Malahide Estuary SPA (4025)	(0km from LAP lands)										
Malahide Estuary cSAC (0205)	(0km from LAP lands)										

APPENDIX 1B: PLANNING CONTEXT AND LEGISLATIVE FRAMEWORK

NATIONAL

POLICY CONTEXT	POLICY DOCUMENT	KEY POLICIES	RELEVANCE FOR DONABATE
NATIONAL	<p>National Development Plan 2007-2013 – ‘Transforming Ireland – A Better Quality of Life for All.’</p> <p>National Action Plan for Social Inclusion 2007-2016</p> <p>National Climate Change Strategy 2007-2012</p> <p>National Spatial Strategy 2002-2020</p> <p>Smarter Travel – A Sustainable Transport Future 2009-2020.</p> <p>Delivering Homes, Sustaining Communities 2007 and Quality Housing for Sustainable Communities, 2007, and Sustainable Urban Housing 2007 – Design Standards for New Apartments</p> <p>Our Sustainable Future: A Framework for Sustainable Development for Ireland 2012</p>	<p>This document sets out the roadmap to Ireland’s future through a number of interlinked objectives relating to sustainability, the consolidation and improvement of competitiveness internationally, balanced regional development, social inclusion and to provide value for taxpayers money.</p> <p>This Plan identifies a range of targets, interventions and high level strategic goals in certain key priority areas in order to achieve the overall objective of reducing consistent poverty. This Plan and the National Development Plan 2007-2013 ‘ Transforming Ireland – A Better Quality of Life for All’, highlight these goals which are aimed at making a decisive impact on poverty.</p> <p>This Strategy promotes integrated land use planning, transportation and appropriate technologies and its purpose is to show clearly the measures by which Ireland will meet its 2008-2012 Kyoto Protocol commitment and to identify areas in which further measures are required to enable us to meet our 2020 commitment.</p> <p>This document promotes sustainable design and the location of housing to facilitate sustainable communities. Recommendations are set out with regard to the relationship of housing to transport, community infrastructure, housing choice and paths to ownership. The report identified the characteristics of sustainable neighbourhoods in particular, the need for a clear centre; the preference for houses to be within a 5 minute walking distance of essential facilities; a legible street pattern including narrow versatile streets; high amenity green spaces and the need for mixed use areas and activities.</p> <p>Smarter Travel - A Sustainable Transport Future is designed to show how we can reverse current unsustainable transport and travel patterns and reduce the health and environmental impacts of current trends and improve our quality of life. This document sets out five key goals: (i) to reduce overall travel demand, (ii) to maximise the efficiency of the transport network, (iii) to reduce reliance on fossil fuels, (iv) to reduce transport emissions and (v) to improve accessibility to transport.</p> <p>Quality Housing for Sustainable Communities assists in the implementation of the policies set out in ‘Delivering Homes, Sustaining Communities 2007’ and makes recommendations on specific design elements such as layout and orientation of new homes through to more detailed design issues.</p> <p>The primary aim of these Guidelines is to promote sustainable urban housing, by ensuring that the design and layout of new apartments will provide satisfactory accommodation for a variety of household types and sizes – including families with children over the medium to long term.</p> <p>‘Our Sustainable Future’ Framework document sets out the challenges facing us and how we might address them in making sure that quality of life and general well-being can be improved and sustained in the decades to come. This Framework takes the year 2020 as the timeframe for its outlook and outcomes. The key challenges are categorised into a number of themes including sustainability of public finances and economic resilience; sustainable consumption and production; conservation and management of natural resources; climate change and clean energy; sustainable agriculture; sustainable transport; social inclusion, sustainable communities</p>	<p>Donabate LAP promotes sustainable urban development and the consolidation of Donabate Village, which correlates with the national aims for sustainable urban development.</p> <p>The Donabate LAP includes provisions which focus on children, working age people, people with disabilities, etc, to build a viable and sustainable community as supported by this National Action Plan for Social Inclusion.</p> <p>The Strategy promotes an integrated approach to sustainable urban development. Fingal Development Plan 2011-2017 contains provisions relating to climate change mitigation and adaption in areas such as flood risk management, transportation, surface water, waste management, water services, energy, design, natural heritage and green infrastructure. These themes have also been incorporated into the Donabate LAP.</p> <p>The consolidation of Donabate Village and the proposed development of residential lands adjoining high quality public transport links is relevant in the context of the Donabate LAP where the lands adjoin a suburban / inter-region rail line with potential DART expansion.</p> <p>Donabate LAP is consistent with the NTA Transport Strategy and Smarter Travel in terms of promoting development adjacent to a high quality public transport line, linked walking and cycling routes and green connected networks at a local and strategic level.</p> <p>New residential development in Donabate should be informed by the principles and guidance outlined in these documents. Donabate LAP reflects and responds to the design principles established in the guidance documents relating to sustainable residential development and sustainable communities.</p> <p>The principles of the Sustainable Urban Housing - design standards for new apartments and the Framework for sustainable development will form the basis for the creation and vision for new residential development within the LAP lands.</p>

	<p>Government Policy on Architecture 2009-2015</p> <p>Sustainable Residential Devt in Urban Areas Guidelines 2009 and Urban Design Manual</p> <p>SEA Guidelines 2004 and 2011 Local Area Plan Guidelines for Planning Authorities 2013</p> <p>Planning System and Flood Risk Management Guidelines 2009</p> <p>Retail Planning Guidelines for Planning Authorities 2012.</p> <p>Retail Design Manual 2012.</p> <p>National Cycle Policy Framework; The National Cycle Manual Guidance Document 2011.</p> <p>GDA Draft Transport</p>	<p>and spatial planning; public health; education, communication and behaviour change; innovation, R&D; skills and training; and global poverty and sustainable development.</p> <p>The Government Policy on Architecture provides the appropriate framework for architectural policy up to 2015 and beyond. The policy places an emphasis on sustainable development, improved standards for urban design and the need to integrate architectural heritage in a more holistic manner as regards development planning. The policy encourages and supports high quality modern architecture and also complements wider economic objectives within the Programme for Government as regards opportunities for specific research within the built environment.</p> <p>These Guidelines supersede the 'Residential Density Guidelines 1999' and contain policies and guidance for development within larger urban centres, towns and villages as well as individual homes and their surroundings. They promote increased density in appropriate locations, such as close to public transport nodes. The Guidelines emphasise the qualities which make for successful places and the need for high quality, sustainable design and layout and good quality living environments including the availability of adequate shopping, social, childcare, transport and leisure infrastructure. The Urban Design Manual accompanies these Guidelines and these two documents set out 12 criteria for sustainable residential development which seek to ensure a good quality of life through provision of well designed homes in the right location.</p> <p>Planning Authorities are now required to assess the consistency of existing LAPs with the core strategies and to review them where necessary, with a view to aligning local planning with strategic city and county development objectives. The aims of these Guidelines is to:</p> <ul style="list-style-type: none"> • Highlight best practice and improve the quality of LAPs. • Improve community and institutional participation in the process of preparing / amending LAPs, and • Enhance the co-ordination and provision of essential public infrastructure within the planning process. <p>These Guidelines require Planning Authorities to introduce flood risk assessment as an integral and leading element of the plan-making process.</p> <p>These Guidelines support the creation of a retail hierarchy of centres which promote the formulation of a local policy framework. The Retail Planning Guidelines 2012 therefore reiterate national policy objectives to secure the future of city and town centres by prioritising and planning future development in these locations - not least to promote sustainable modes of transport (particularly public transport, cycling and walking) and to encourage multi-purpose shopping, business and leisure trips without the use of a car. The Guidelines note the major role that shopping plays in attracting people to cities, towns and villages, emphasising that it is therefore important that these centres retain retailing as a core function and provide a diversity of shopping choice, and high quality services and amenities, for residents and visitors alike, thereby supporting their ongoing role as the focus of their regions and rural hinterlands.</p> <p>This document is to act as a companion to The Retail Planning Guidelines 2012. Both the Guidelines and the Manual are intended to provide a planning framework for future development of the retail sector in a way which meets the needs of modern shopping formats while contributing to protecting, supporting and promoting the attractiveness and competitiveness of city and town centres as places to live, work, shop and visit.</p> <p>This Policy Framework document sets out the principles of providing a sustainable and safe traffic environment for cyclists.</p> <p>The <i>GDA Draft Transport Strategy 2011-2030</i> considers public transport accessibility as a key factor in influencing the scale, density and location of future development in the GDA and views</p>	<p>A high standard of urban design and architecture will be required and encouraged in Donabate LAP with design guidance and suitable materials outlined in Section 8.</p> <p>Any applications for development will be assessed by the Development Management team in Fingal County Council who will ensure that a high standard of urban design is maintained.</p> <p>Sustainable residential development was a key theme in the preparation of the Donabate LAP and policies and guidance for sustainable residential development are essential to the success of the Donabate LAP. The 12 criteria outlined in the best practice design manual will be incorporated into new development within the LAP lands (Section 8).</p> <p>The Donabate LAP has been prepared having regard to the Core Strategy as outlined in Fingal Development Plan 2011-2017.</p> <p>The Donabate LAP contains a statement in Section 1 which clearly places Donabate and surrounds within the settlement structure as established by Fingal Development Plan and its associated core strategy. This statement is supported by a concept map and accords with the LAP Guidelines for Planning Authorities.</p> <p>A Strategic Flood Risk Assessment was carried out on the Donabate LAP lands to assess the risk of flooding. This assessment was prepared having regard to the Department of the Environment, Community and Local Government and OPW issued Guidelines to identify flood risk areas together with mitigation measures to be implemented. This is attached as Appendix 4.</p> <p>Donabate is identified as a Level 4 retail centre in Fingal's Retail Hierarchy. (Other level 4 centres include Rush, Baldoyle, Howth etc.) These areas provide 'basic convenience shopping, either in small supermarkets or convenience shops and in some cases, also provide comparison shopping e.g. small-scale hardware, retail pharmacies and clothes shops.'</p> <p>The Donabate LAP supports the consolidation of the existing town centre and any additional retail provision will be for local shopping purposes only, for example, neighbourhood shops and services. It is considered that the increase in residential development will support and improve the existing retail offer in Donabate and will compliment and augment the existing retail and non-retail services in the area.</p> <p>The Donabate LAP supports the policies and objectives contained within the GDA Transport Strategy and specific details relating to cycling and accessibility are contained within Section 3 of the LAP 'Movement and Transport Strategy'.</p> <p>The Draft Strategy outlines a number of land use planning recommendations which have been considered in the preparation of the LAP.</p>
--	---	--	--

	<p>Strategy 2011-2030</p> <p>Design Manual For Urban Roads and Streets, 2013 (DMURS)</p> <p>National Transport Authority (NTA) Integrated Implementation Plan (2013-2018)</p> <p>National Heritage Plan 2002</p> <p>Actions for Biodiversity 2011-2016 – Ireland’s National Biodiversity Plan</p> <p>National Renewable Energy Action Plan (NREAP) 2010</p> <p>National Landscape Strategy for Ireland (2015-2025)</p>	<p>Donabate as a suitable location for higher density, mixed used development, with an emphasis on residential development.</p> <p>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. This approach is based upon an integrated model of street design where real and perceived barriers to movement are moved to promote more equitable interaction between users in a safe and traffic calmed environment.</p> <p>The DART extension north of Malahide remains a key part of the NTA’s <i>Integrated Implementation Plan 2013-2018</i>. The <i>GDA Draft Transport Strategy 2011-2030</i> 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.</p> <p>This Plan sets out a clear and coherent strategy and framework for the protection and enhancement of our heritage. The Plan seeks to ensure the protection of Ireland’s heritage and to promote its enjoyment by all.</p> <p>The National Biodiversity Plan identifies actions to be taken including: taking responsibility; strengthening knowledge and raising awareness; protecting and restoring biodiversity in Ireland, protecting and restoring biodiversity internally.</p> <p>This was submitted under Article 4 of Directive 2009/28/EC and sets out Ireland’s renewable energy targets to be achieved by 2020. Ireland’s overall target is to achieve 16% of energy from renewable sources by 2020. Member states are to achieve their individual target across the heat, transport and electricity sectors and apart from a sub-target of a minimum of 10% in the transport sector, there is flexibility for each country to choose how to achieve their individual target across the sectors.</p> <p>The Department of Arts, Heritage and the Gaeltacht has issued a National Landscape Strategy for Ireland, which sets out objectives to implement the European Landscape Conventions by integrating landscape into our approach to sustainable development. The strategy provides a policy framework, which will put in place measures at national, sectoral - including agriculture, tourism, energy, transport and marine - and local community levels to protect, manage and properly plan through high quality design for the sustainable development of our landscape.</p>	<p>It is considered that the new routes and road network in the LAP areas in Donabate comprise predominantly ‘link streets’ and ‘local streets’. The DMURS approach will be incorporated into any new layouts in the new residential areas.</p> <p>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. 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. Appropriate Assessment of this strategy has identified the possibility that the implementation of additional tracks on the northern Line may have impacts in relation to ‘Natura 2000’ sites. This will be further addressed through project-level Appropriate Assessment (<i>GDA Draft Transport Strategy 2011-2030</i>).</p> <p>The policies of the National Heritage Plan have informed the preparation of this Draft Local Area Plan.</p> <p>Recent developments in Planning Legislation provide significantly improved measures for the conservation of biodiversity. It is considered that the biodiversity of the LAP lands has been carefully considered in the preparation of this Draft Plan. SEA and AA have also been completed.</p> <p>Renewable energy is supported in this Draft LAP.</p> <p>The National Landscape Strategy policies and objectives have informed the preparation of this Draft LAP.</p>
--	---	--	---

APPENDIX 1C: PLANNING CONTEXT AND LEGISLATIVE FRAMEWORK

REGIONAL

POLICY CONTEXT	POLICY DOCUMENT	KEY POLICIES	RELEVANCE FOR DONABATE
REGIONAL	Retail Strategy for the Greater Dublin Area 2008-2016	<p>This Strategy guides the activities and policies for retail planning across the Greater Dublin Area. It sets out a co-ordinated, sustainable approach to the assessment and provision of retail within the GDA so that retail provision is made to meet the needs of the growing and changing population, is suitably located and provided within existing growth areas and public transport investment. The revitalisation of town centres is a key aim, so that significant overprovision is avoided.</p> <p>The Strategy proposes a five-tier hierarchy of retail centres.</p>	<p>The Donabate LAP aims to achieve higher levels of sustainability by encouraging local shopping provision for lower order goods and the consolidation of Donabate Village, in accordance within the Retail Strategy.</p> <p>Donabate is identified as a Level 4 Retail Centre, which generally provides for 'one supermarket or discount foodstore ranging in size from 1,000-2,500 sq m with a limited range of supporting shops' (i.e clothes shops, grocery, chemist, hairdressers, dry cleaners, cafes, post office, community facilities and health clinic.</p>
	Greater Dublin Area Transport Strategy 2030 Vision: Spatial Planning and national Roads 2012	<p>This sets out appropriate policies and transport measures in a Strategic Transport Plan for the Greater Dublin Area for the period up to 2030. This will support the GDA in meeting its potential as a competitive, sustainable city region. The strategic vision is based on 5 key objectives which seek to:</p> <ol style="list-style-type: none"> 1) Build and strengthen communities. 2) Improve economic competitiveness. 3) Improve the built environment. 4) Respect and sustain the natural environment. 5) Reduce personal stress. 	<p>The Donabate LAP supports the policies and objectives contained within the GDA Transport Strategy and details are contained within Section 3 of the LAP 'Movement and Transport Strategy'.</p>
	Draft Transport Strategy for the Greater Dublin Area 2016-2035	<p>This Strategy reviews and updates the work undertaken in the GDA <i>Draft Transport Strategy 2011-2030</i>. 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.</p>	<p>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 <i>Drogheda – Balbriggan – Swords – Airport – North Inner City – to Dublin City Centre</i>. 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.</p> <p>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.</p>
	Regional Planning Guidelines for the Greater Dublin Area 2010-2022	<p>The RPG's aim to enhance the unique national position of the Greater Dublin Area (GDA) and defines a Metropolitan and a Hinterland Area. The settlement strategy for the GDA directs new housing to the area within the existing footprint of the Metropolitan Area with expansion of the footprint only as part of an integrated plan. The RPGs promote development adjacent to multi-modal transport facilities.</p>	<p>Donabate is defined as a Moderate Sustainable Growth Town within the Metropolitan Area. These 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. The anticipated long term growth is linked to levels of natural increase or economic expansion. The development of lands adjoining high quality public transport links is relevant in the context of the Donabate LAP where the lands adjoin a suburban / inter-region rail line and there is potential expansion of the DART line.</p>
	Eastern River Basin Management Plan (2009 – 2015)	<p>The Eastern River Basin District (ERBD) covers the majority of Fingal and is one of eight river districts within Ireland formed to aid the implementation of the requirements of the EU Water Framework Directive 2000/60/EC. The Directive requires the preparation of management plans for each district. The ERBD River Basin Management Plan (RBMP) sets out the objectives for the water bodies within the plan area and outlines actions necessary to achieve these objectives. In compliance with the WFD these are to establish a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwaters.</p>	<p>The ERBD Management Plan has been considered in the context of the Water and Drainage Section of the Draft LAP.</p>

	<p>Eastern Midlands Waste Management Plan (2015-2020)</p>	<p>The Eastern Midlands Regional Waste Management Plan (RWMP) provides a framework for waste management for the next six years and sets out a range of policies and actions in order to meet the specified mandatory and performance targets. Most importantly, the plan seeks to assist and support the community and local business to develop resource efficiency and waste prevention initiatives. The Plan comprises a framework for the prevention and management of wastes in a safe and sustainable manner and acknowledges the use of waste at cement kilns as taking on an increasingly significant role.</p>	<p>The Draft Donabate LAP addresses waste in Section 7 and it is an objective of the LAP to meet and improve upon waste and recycling targets.</p>
--	--	---	--

APPENDIX 1D: PLANNING CONTEXT AND LEGISLATIVE FRAMEWORK

LOCAL

POLICY CONTEXT	POLICY DOCUMENT	KEY POLICIES	RELEVANCE FOR DONABATE LAP
LOCAL	Fingal Development Plan 2011-2017	Fingal Development Plan 2011-2017 sets out the Council's policies and objectives for the development of the County over the Plan period through a Written Statement and accompanying Maps. The Development Plan is underpinned by the principles of sustainable development, climate change adaptation, social inclusion and high quality design.	The relevant policies and objectives pertaining to Donabate are identified throughout the Donabate LAP. The Development Plan seeks to secure the development and improvement in a sustainable manner of the economic, environmental, cultural and social assets of the County.
	Donabate Urban Centre Strategy 2010	The UCS sets out a development strategy for Donabate town centre, which examines its future potential and identifies development opportunities required to support the population growth envisaged for the town centre and its catchment. Key sites are identified and the strategy examines their future development potential and provides guidance on their future layout and design.	Whilst the town centre is not technically included within the identified LAP zoned lands, the UCS addresses a number of issues which are of importance to the town centre and wider Donabate area, including recommendations relating to traffic management and car parking in the area, pedestrian and cycling activities, environmental improvements to the urban realm, etc.
	Donabate Local Area Plan 2006 and Donabate Strategic Environmental Assessment	The Donabate LAP 2006 set out the optimal development strategy for the planning and sustainable development of the residentially zoned lands at Corballis, Ballymastone, Turvey and Rahillion to accommodate approximately 5,000 no. units. The proposed density of development was consistent with the housing boom which was ongoing at this time and a phasing plan for development was envisaged. The exact alignment of the proposed Distributor Road was unconfirmed when the 2006 LAP was adopted and the construction of the Donabate-Portrane Wastewater Treatment Plant had not commenced.	As outlined in Section 1 of the LAP – 'Introduction', there are a number of key changes in this updated LAP including a reduction in the number of potential housing units, the granting of planning permission for the new Donabate Distributor Road and the construction of the Donabate-Portrane Wastewater Treatment Plant. The Donabate LAP 2006 laid the foundations for this updated LAP and many of the key issues identified in the 2006 Plan are still relevant today. The SEA forms the basis and provided a lot of baseline information for the Donabate SEA 2015-2021.
	Fingal Biodiversity Action Plan 2010-2015 (FBAP)	The FBAP puts forward a programme of actions to protect the habitats, plants and animals that can be found in our County. The Plan identifies the detailed steps that need to be taken to protect the natural environment in Fingal.	Donabate has a rich biodiversity resource with its coast and estuaries, countryside, Newbridge Demesne and Donabate urban centre itself. The FBAP is a key document in providing a framework for biodiversity action for the future. Specialist consultants have been employed to assist in the preparation of Donabate LAP in the fields of SEA and AA.
	Fingal Heritage Plan 2011-2017.	This Plan presents an integrated approach to heritage services and heritage management for Fingal. The Heritage Plan provides a firm basis for the delivery of heritage services in Fingal and fully supports interagency working in this regard. The Heritage Plan also aims to enable the whole community to take part in the work of caring for and managing our local heritage.	The preparation of the Donabate LAP has been done in careful consideration with the Heritage officer, Conservation Officer and Biodiversity Officer who have helped to shape and guide the relevant policies and objectives. One of Donabate's key strengths is its rich heritage and biodiversity and the protection and management of this resources has been a central theme in the preparation of the LAP.
	Historical Landscape Characterisation Study – Donabate / Portrane, 2007	This project produced a distinctive and historic dimension of the Donabate-Portrane peninsula (semi-rural and coastal) using GIS to define the historical elements within the present landscape and the human processes that have formed it.	This Study provides useful information on the landscape character of the Donabate LAP area and informs land use planning and the ongoing conservation of RMP and RPS databases.
	Fingal Tree Strategy 2009	The 'Forest of Fingal' is the strategy for the trees, hedges and woodlands in the County. A series of actions have been developed. The aim of the Tree Strategy is to: <ul style="list-style-type: none"> • Establish an action plan of things we need to do to develop the strategy; • Establish detailed policies for trees and tree work in Fingal; and • Define Fingal policy regarding the management of the Council's own trees. 	The importance of the trees, hedgerows and woodlands in the County has been noted in the Donabate LAP and policies and objectives to protect our natural heritage have informed the preparation of the LAP.
	Fingal Growing Places 2009-2014	This document forms part of the Biodiversity Plan and Tree Strategy in the developing strands of Green Infrastructure in the County. Areas which were traditionally mowed open grass areas will now be changed to wildflower meadow and woodland. Routine maintenance of all street trees will be carefully planned. Outdoor sports facilities will be sustained and where possible, improved.	Green Infrastructure is a strong theme within the Donabate LAP. Large areas of open space, sports facilities and existing and proposed trees will be maintained in accordance with the Fingal Growing Places document. XXXXXXXX

<p>Draft Newbridge House and Demesne Conservation Management Plan,</p>	<p>This document devises an Action Plan for Newbridge Demesne and makes recommendations for improvements in this area. A Conservation Plan is seen as the first step in preparing management proposals, planning major repairs or restoration schemes and new developments and managing a programme of regular maintenance and day to day operations.</p>	<p>Fingal County Council recognise that Newbridge needs significant investment if it is to fulfil its potential as a community resource and at the same time protect the significance of the heritage of the site. The Conservation Plan has been taken into account in the preparation of the Donabate LAP. Any proposed walking and cycling routes illustrated in the LAP have been carefully considered in the context of this Conservation Plan.</p>
<p>Rogerstown Estuary Inner Management Plan</p>	<p>This Plan devises a coherent strategy to manage the rehabilitation of the landfill and estuary, to provide for the recreation of the future residents of the area and achieve the management objective of the Rogerstown Estuary Study.</p>	<p>This Inner Management Plan is important in the context of the LAP lands at Turvey. The accessibility of the lands at Rogerstown via Turvey LAP lands, is addressed in this LAP in Section 3 and a buffer zone needs to be maintained between the Estuary and the adjacent recreational lands. A pedestrian connection between Lusk, Donabate, the Coastal Walk and Newbridge Demesne is a key element of the Rogerstown Estuary Inner Management Plan, which corresponds with the Donabate LAP objectives to provide strong connections and good accessibility in this area.</p>
<p>Rogerstown Estuary Outer Management Plan</p>	<p>Rogerstown Estuary Outer Management Plan is under preparation.</p>	
<p>Fingal Open Space Strategy (Nov 2015)</p>	<p>The purpose of this document is to define the appropriate strategy for the planning, development and sustainable management of Public Open Space in Fingal. The document brings together in a coherent way existing policies and practices and introduces new and innovative approaches to public open space. The document also includes maps of current parks and open spaces and outline details of some future major new parks.</p>	<p>The provision and management of open space on the LAP lands will be guided by the Council's Open Space Strategy (November 2015). The Strategy outlined in this Draft LAP provides for a hierarchy of open spaces in line with Development Plan requirements, which will serve the plan area and provide links to the wider network of green spaces and coastal recreational areas.</p>
<p>Waste Management Plan for the Dublin Region 2005-2010</p>	<p>This document sets out targets for the management and recycling of waste.</p>	<p>The Donabate LAP addresses waste in Section 7 and Donabate should aim to meet and improve upon waste and recycling targets.</p>
<p>St Ita's Portrane Feasibility Study (Nov 2013)</p>	<p>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.</p>	<p>It is an objective of <i>St Ita's Feasibility Study</i> and in the recommendations made in Variation (no. 3) to maintain pedestrian access from the LAP lands through the Demesne. Fingal County 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 more details given in Section 3 'Movement and Transport Strategy'.</p>
<p>Variation No. 3, Fingal Development Plan 2011-2017</p>	<p>Fingal County Council varied the Fingal Development Plan 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.</p>	
<p>Fingal North Dublin Transport Study (Nov 2014)</p>	<p>The NTA is currently reviewing six options to link Swords and the airport with Dublin city centre. They include a revised Metro North, two different DART links, a Luas link, a BRT system or a combination of DART and LUAS. The overall objective of this Study is to identify the optimum long term public transport solution to connect Dublin City Centre, Dublin Airport and Swords.</p>	
<p>Fingal Tourism Strategy 2015-2018</p>	<p>The objective of the <i>Fingal Tourism Strategy 2015-2018</i> is to develop a comprehensive strategy for the development of tourism with support and buy-in of relevant public, private and community tourism stakeholders.</p>	<p>The <i>Fingal Tourism Strategy 2015-2018</i> notes strategic objectives to improve the visitor experience at Newbridge Demesne. A €1.5m investment programme is underway at Newbridge Demesne to provide a new visitor reception area, an enlarged, upgraded coffee shop and an educational facility to cater for school tours. The Strategy also contains strategic objectives relating to the completion of the Fingal Coastal Way and the Broadmeadow Way linking Malahide to Donabate.</p>

	<p>Fingal East Meath Flood Risk Assessment and Management Study 2012 (FEMFRAMS)</p>	<p>Fingal County Council along with project partners Meath County Council and the Office of Public Works (OPW) commissioned the Fingal East Fingal Flood Risk Assessment and Management Study (FEM FRAMS) in 2008 to investigate the high levels of existing flood risk in the Fingal East Fingal area. The study included detailed hydraulic modelling of 23 rivers and streams, 3 estuaries and the Fingal and Fingal coastline. The watercourses are defined as High Priority Watercourses (HPW) or Medium Priority Watercourses (MPW) and modelled in according detail.</p> <p>The FEM FRAMS models consist of 1D river models, 1D-2D linked models and 2D coastal models. The model results were used to map flood outlines for a range of scenarios, including the current and future, defended and undefended scenarios.</p>	<p>The findings of the FEM FRAMS study have informed the Flood Risk Management Section of the Draft LAP. Further detail is contained in Section 7 and in Appendix 4 and 5.</p>
--	--	---	--