

# Fingal Development Plan 2017-2023



## Strategic Environmental Assessment SEA Statement for the Fingal Development Plan 2017-2023





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# 1 INTRODUCTION

This Strategic Environmental Assessment (SEA) Statement has been prepared as part of the SEA of the Fingal Development Plan 2017-2023 (herein after referred to as the plan) in accordance with national and EU legislation.

This document provides information on the decision-making process and documents how environmental considerations, the views of consultees/stakeholders and the recommendations of the Environmental Report and the assessment carried out under Article 6 of the Habitats Directive have been taken into account by, and influenced, the final adopted plan.

This SEA Statement has been prepared by RPS, in accordance with Article 8 (Decision Making) of EU Directive 2001/42/EC on Strategic Environmental Assessment; Article 16(2) of the European Communities (Planning and Development) Regulations (S.I. No. 436 of 2004) as amended; and Circular Letter PL 9/2013, Department of Environment, Community and Local Government.

The structure of the SEA Statement is as follows:

1. Introduction;
2. Summary of Key Facts;
3. Summary of the SEA Process;
4. Influence of the SEA Process on the Plan;
5. How Consultation Feedback has Influenced the Plan;
6. Preferred Scenario and Reason for Choosing;
7. Measures to Monitor Significant Environmental Effects of the Implementation of the Adopted Plan; and
8. Addendum to Environmental Report.

This SEA Statement should be read in conjunction with the following documents:

- *Draft Fingal Development Plan (19<sup>th</sup> February 2016)*
- *Chief Executives Report on Draft Fingal Development Plan (22<sup>nd</sup> July 2016);*
- *Proposed Material Alterations to the Draft Fingal Development Plan 2017-2023 (4<sup>th</sup> November 2016);*
- *Addendum Report - SEA, AA and SFRA Screening of Proposed Material Alterations to the Draft Fingal Development Plan 2017-2023 (4<sup>th</sup> November 2016);*
- *Chief Executive's Report on Proposed Material Alternations to the Draft Fingal Development Plan 2017-2023 (9<sup>th</sup> January 2017);*
- *The final adopted Fingal Development Plan 2017-2023; and*
- *Appropriate Assessment Determination.*

## 2 SUMMARY OF KEY FACTS

<b>Title of Plan:</b>	Fingal Development Plan 2017-2023
<b>Purpose of Plan:</b>	The plan sets out the policies and objectives for the development of the County over the plan period. It provides a spatial planning structure for guidance and control of development within Fingal. It ensures that the requirements of higher order plans are suitably integrated into county level planning and it provides for sustainable development within Fingal county.
<b>Competent Authority:</b>	Fingal County Council
<b>Period Covered:</b>	The Fingal Development Plan sets policies and objectives for the county spanning the years 2017 – 2023.
<b>Area of Plan:</b>	The Fingal Development Plan is a county level plan.
<b>Other Documents accompanying the Plan:</b>	Strategic Flood Risk Assessment Natura Impact Report
<b>Date Plan Adopted:</b>	Adoption on the 16 <sup>th</sup> February 2017
<b>Main Contact(s):</b>	Planning and Strategic Infrastructure Department, County Hall, Main Street, Swords, Co. Dublin Email: devplan@fingalcoco.ie

### 3 SUMMARY OF SEA PROCESS

The plan has been subject to a process of SEA, as required under the European Communities Planning and Development (Strategic Environmental Assessment) Regulations S.I. No. 436 of 2004, as amended by S.I. No. 201 of 2011. This has included the key steps described in the following sections.

#### 3.1 KEY STAGES IN PLAN PROCESS

In order to provide a detailed summary of the influence of the SEA process on the plan, an overview of the key stages for the plan has been presented in **Table 3.1**.

**Table 3.1 – Key Stages for Fingal Development Plan 2017-2023**

Stages	Process Milestone	Month
Stage 1 Pre- Draft Plan	Commencement of Review of Fingal Development Plan – Background Issues Paper on Fingal Development Plan	20 <sup>th</sup> March 2015
Stage 2 Draft Plan	Chief Executive’s Draft Fingal Development Plan	4 <sup>th</sup> December 2015
	Council Meetings to consider Chief Executives Draft Fingal Development Plan (including 528 motions)	January/ February 2016
	Public Display of Draft Fingal Development Plan, SEA Environmental Report and Natura Impact Report	19 <sup>th</sup> February to 29 <sup>th</sup> April 2016
Stage 3 Material Alterations	Chief Executives Report on Draft Fingal Development Plan in response to 897 submissions received.	22 <sup>nd</sup> July 2016
	Council Meetings to consider Chief Executives Report on Draft Fingal Development Plan	27 <sup>th</sup> September 2016 and 14 <sup>th</sup> October 2016
	Proposed Material Alterations to the Draft Fingal Development Plan	4 <sup>th</sup> November 2016 to 2 <sup>nd</sup> December 2016
	Chief Executives Report on Proposed Material Alterations to Draft Fingal Development Plan in response to 80 submissions received	9 <sup>th</sup> January 2017
	Council Meetings to consider Chief Executives Report on Proposed Material Alterations to Draft Fingal Development Plan	14 <sup>th</sup> to 16 <sup>th</sup> February 2017
	Adoption of Fingal Development Plan 2017-2023	16 <sup>th</sup> February 2017

#### 3.2 SCREENING

Fingal County Council determined through SEA Screening that SEA is mandatory for County Development Plans under S.I. 436 of 2004, as amended.

### 3.3 SCOPING AND STATUTORY CONSULTATION

Scoping was carried out to establish the level of detail appropriate for the Environmental Report. A Scoping Report was prepared and sent to the statutory consultees in June 2015, to be used as the basis for statutory consultations. The statutory consultations were undertaken with the five statutory consultees for SEA in Ireland as outlined in **Table 3.2**.

**Table 3.2 - Statutory Consultees for SEA**

Statutory Consultees under National SEA Legislation	Newly Named Departments
Environmental Protection Agency	N/A
Department of the Environment, Community and Local Government (DECLG)	Department of the Housing, Planning, Community and Local Government (DHPCLG)
Department of Arts, Heritage and the Gaeltacht (DAHG)	Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs (DAHRRGA)
Department of Communications, Energy and Natural Resources (DCENR)	Department of Communications, Climate Action and the Environment (DCCAE)
Department of Agriculture, Food and the Marine (DAFM)	N/A

A workshop was held at the offices of Fingal County Council on the 22<sup>nd</sup> July 2015 and representatives from all statutory consultees were invited to attend this workshop.

One statutory body, Inland Fisheries Ireland who reside within the Department of Communications, Climate Action and the Environment attended. In addition, representatives from Irish Water, the National Transport Agency and Meath County Council attended the workshop. Following the workshop written submissions were received from the EPA, DAFM, DAHRRGA and Irish Water.

All submissions received from statutory consultation were considered in preparation of the Environmental Report. All of the environmental topics listed in the SEA Directive were considered and all were scoped in for the purposes of the assessment.

### 3.4 ENVIRONMENTAL ASSESSMENT AND ENVIRONMENTAL REPORT

The preparation of an Environmental Report on the likely significant effects on the environment of implementation of the plan included consideration of:

- Baseline data relating to the current state of the environment;
- Links between the Fingal Development Plan and other relevant strategies, policies, plans, programmes and environmental protection objectives;
- Key environmental problems within the administrative area of Fingal;
- The likely significant effects of the policies and objectives on the environment (both positive and negative);
- Measures envisaged for the prevention, reduction and mitigation of any significant adverse effects;
- An outline of the reasons for selecting the alternatives chosen; and



- Monitoring measures to ensure that any unforeseen environmental effects will be identified, allowing appropriate remedial action to be taken.

### 3.5 STATUTORY CONSULTATION ON FINGAL DEVELOPMENT PLAN

On 19<sup>th</sup> February 2016 the Draft Plan was published for public consultation alongside the SEA Environmental Report and the Natura Impact Report. The deadline for receipt of submissions was the 29<sup>th</sup> April 2016. A total of 897 responses were received from a wide range of stakeholders and interested parties including government departments, professional bodies, industry bodies/chambers of commerce, community and voluntary /NGO groups, local government, individuals and other interested parties.

The submissions received were reviewed and responded to in the Chief Executive's Report (22<sup>nd</sup> July 2016) and a series of proposed amendments were recommended. The Elected Members, having considered the Draft Plan and the Chief Executive's Report on submissions received, resolved at Council Meetings between 27<sup>th</sup> September 2016 and 14<sup>th</sup> October 2016 to amend the Draft Plan. As the proposed amendments constituted a material alteration to the Draft Plan, the proposed amendments were put on public display for a period of 4 weeks in a document entitled *Proposed Material Alterations to the Draft Fingal Development Plan* published on 4<sup>th</sup> November 2016. SEA, AA and Strategic Flood Risk Assessment (SFRA) Screening of the Proposed Material Alterations to the Draft Plan was undertaken and published on 4<sup>th</sup> November 2016 in an Addendum Report.

There were 80 submissions received during the Proposed Material Alterations consultation period. The key issues outlined within the submissions received have been summarised in **Chapter 5** of this SEA Statement. Under the Planning and Development Act 2000, (as amended), the final (third) phase of public consultation is solely limited to the Proposed Material Alterations to the Draft Plan. The submissions received were reviewed and responded to in the Chief Executive's Report (9<sup>th</sup> January 2017) and a series of recommendations in relation to the Proposed Material Alterations were made. These recommendations were considered by the Elected Members together with further motions brought by the Members at Council Meetings in February 2017. SEA, AA and Strategic Flood Risk Assessment (SFRA) screening of motions being brought forward to the Council Meetings took place, prior to adoption of the Fingal Development Plan on 16<sup>th</sup> February 2017.

### 3.6 APPROPRIATE ASSESSMENT AND NATURA IMPACT REPORT

In addition to the SEA, there is a requirement under the EU Habitats Directive (92/43/EEC) (as transcribed into Irish law) to assess whether the Fingal Development Plan, individually or in combination with other plans or projects, is likely to have significant effect on a European Site, which includes Special Protection Areas (SPAs) and Special Areas of Conservation (SACs), in view of the site's conservation objectives. The requirement for an assessment derives from Article 6 of the directive, and in particular Article 6(3) which requires that:

*"Any plan or project not directly connected with or necessary to the conservation of a site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives."*

In recognition of this, an Appropriate Assessment (AA) Screening was carried out, in parallel with the SEA process. From this it was determined that AA was required and a Natura Impact Report was prepared to inform an AA. The assessment of the plan has been carried out in the context of the scope and content presented in the plan.

The Natura Impact Report took a precautionary approach and assessed the impacts that would be anticipated from the plan providing the necessary inclusion of mitigation measures and guiding principles at the strategic level of the plan. The policies and objectives within the plan have been devised, as part of an iterative approach, to anticipate and avoid as appropriate measures that would likely have a significant adverse effect upon the integrity of the European Sites. Where such measures might be permitted, on foot of provisions of the plan, they shall be required to conform to the mitigation measures contained in the Natura Impact Report (as transposed into the Fingal Development Plan) and to the relevant regulatory provisions aimed at preventing pollution or other environmental effects likely to adversely affect the integrity of European Sites. In addition, lower level projects arising from the implementation of the plan may themselves be subject to AA legislation when details of location and design become known.

Based on the Natura Impact Report, and with reference to the scope of the plan, Fingal County Council has determined that the Fingal Development Plan 2017-2023 is compliant with the requirements of Article 6 of the EU Habitats Directive as transposed into Irish law.

### 3.7 SEA STATEMENT

In accordance with Article 13I of S.I. 436 of 2004, as amended, the Competent Authority is required to prepare a statement summarising:

- a) *How environmental considerations have been integrated into the plan;*
- b) *How (i) the environmental report, prepared pursuant to article 13C, (ii) submissions and observations made to the planning authority in response to a notice under section 12(1) or (7) of the Act and (iii) any consultations under article 13F have been taken into account during the preparation of the plan;*
- c) *The reasons for choosing the plan, as adopted, in the light of other reasonable alternatives dealt with, and;*
- d) *The measures decided upon to monitor, in accordance with article 13, the significant environmental effects of implementation of the plan.*

The main purpose of this SEA Statement is to provide information on the decision-making process for the plan in order to illustrate how decisions were taken, making the process more transparent. In so doing, the SEA Statement records how the recommendations of both the Environmental Report and the Natura Impact Report, as well as the views of the statutory consultees/ councillors and other submissions received during consultation have influenced the preparation of the final document. The SEA Statement also provides information on the arrangements put in place for monitoring. It will be available to the public, along with the Natura Impact Report and the adopted Fingal Development Plan 2017-2023.

### **3.8 ADOPTION OF THE FINGAL DEVELOPMENT PLAN**

The plan was adopted by Fingal County Council on the 16<sup>h</sup> February 2017.

## 4 INFLUENCE OF THE SEA PROCESS ON THE PLAN

### 4.1 INTRODUCTION

The SEA and the AA processes have been undertaken in parallel to the preparation of the plan. Thus, from the outset, considerable effort has been made to ensure that environmental consequences of the plan (including policies and objectives) have been taken into account and that relevant mitigation and monitoring measures have been incorporated into both the draft and final versions of the plan.

The integration process commenced at the SEA scoping stage with discussions on the key environmental issues relative to Fingal. Two workshops were organised by the SEA team, the first which took place on the 27<sup>th</sup> April 2015 provided a forum for the various departments within the Council to come together and discuss the steps involved in the SEA process and the key issues concerning the plan. The second workshop which took place on the 22<sup>nd</sup> July 2015 comprised an SEA workshop and it provided an additional forum to both discuss the key issues that the plan team had established along with listening to the issues raised by the statutory authorities.

Following on from the initial workshops the plan document was developed along with the policies and objectives and during this phase a number of further workshops and meetings were undertaken along with continual discussions through telephone and emails with the plan team. Following the environmental assessment there was an intensity of meetings between the SEA, AA and plan teams in relation to proposed mitigation measures and their integration within the plan document.

The SEA team kept close liaison with the plan team through the steps involving the material alterations to the plan and SEA/ AA screening was undertaken to identify the environmental consequences of the proposed amendments to the plan.

### 4.2 INTEGRATION OF SEA WITHIN PLAN DEVELOPMENT

The SEA and AA processes were ongoing throughout the development of the plan, with the corresponding project teams working together to identify potential environmental issues/constraints at the earliest possible stage in the plan-making process. The SEA and AA teams were involved in the:

- Identification of key issues;
- Development of the alternatives;
- Assessment of plan policies and objectives;
- Recommendation of mitigation measures to address the potential impacts arising from the preferred scenario; and
- Screening of proposed amendments and councillor motions.

The SEA and AA processes have ensured that potential environmental impacts (both positive and negative) associated with the plan have been given due consideration in the preparation of the plan. **Table 4.1** shows how environmental considerations and the input of the SEA and AA have been taken into account in the plan.

**Table 4.1 – How Environmental Considerations Have Been Taken Into Account in the Fingal Development Plan**

Environmental Consideration	How has this been accounted for in the Fingal Development Plan?
Identification of environmental constraints	The SEA team undertook an audit of baseline environmental conditions for the plan with reference to biodiversity, flora and fauna, population, human health, soils and landuse, water, air quality and climatic factors, material assets, cultural heritage and landscape. The audit involved workshops with the plan team during the SEA Scoping phase. This information was used to focus the SEA objectives, develop alternatives and assess positive and negative impacts associated with the implementation of the plan and the land use zonings.
Assessment of alternatives	The environmental baseline and objectives were used to identify key sensitivities and inform development of the alternatives and ultimately the assessment of the preferred alternative scenario. The SEA team and the plan team held a specific workshop in relation to the development of possible alternatives for the plan.
Recommendation of mitigation measures to address impacts on the wider environment	Mitigation measures were proposed to address negative environmental impacts identified during the assessment process. These included amendments to the wording of policy measures in the plan and inclusion of new measures to reflect protection of the environment. In particular policies were developed to address the feasibility of cycle routes within the county to thus ensure that future cycle routes would be constructed in locations that would not have significant impacts on the environment.
Required Environmental Monitoring Programme	An Environmental monitoring programme to track progress towards achieving strategic environmental objectives and reaching targets was presented in the SEA Environmental Report and will form part of the ongoing monitoring undertaken for the plan.
Consultation	Statutory consultation was undertaken with the environmental consultees for SEA in Ireland in relation to scoping of the environmental report. Issues raised were used to inform the overall scope and context of the environmental assessment.  Subsequently, the SEA environmental report, the Natura Impact Report (from the Appropriate Assessment Process) and the Draft Plan was put on public display. Submissions and motions received were reviewed by the SEA/ AA teams and the plan team. Proposed amendments were screened by the SEA/ AA teams to determine if they would result in significant effects. <b>Section 3.1</b> and <b>Chapter 5</b> provide overviews of the steps undertaken within the consultation process.

#### 4.2.1 Assessment Process and Identification of Mitigation Measures

The approach used for the assessment in the SEA is termed an “objectives led assessment”. In this case, each of the Draft Plan policies and objectives were tested against defined SEA Strategic Environmental Objectives, as outlined in **Table 4.1**, which covered all SEA environmental topics under the relevant SEA legislation, e.g. population, biodiversity, material assets, etc. A matrix format was used for the assessment, which permitted a systematic approach and comparison of alternatives.

**Table 4.2 – Strategic Environmental Objectives**

<p><b>Obj. 1 Biodiversity Flora and Fauna:</b> Preserve, protect, maintain and where appropriate restore the terrestrial, aquatic and soil biodiversity, including EU and nationally designated sites and protected species.</p> <p><b>Obj. 2 Population:</b> Provide high quality residential, working and recreational environments with access to sustainable transport options.</p> <p><b>Obj. 3 Human Health:</b> Protect human health.</p> <p><b>Obj. 4 Soil and Land use:</b> Safeguard the soil resources within Fingal in recognition of the strong agricultural and horticultural base.</p> <p><b>Obj. 5 Water:</b> Protect and where necessary improve and maintain water quality and the management of watercourses and groundwater, in compliance with the requirements of the Water Framework Directive objectives and measures.</p> <p><b>Obj. 6 Air Quality:</b> Minimise emissions of pollutants to air associated with transport.</p> <p><b>Obj. 7 Climatic Factors:</b> Minimise contribution to climate change by adopting adaptation and mitigation measures.</p> <p><b>Obj. 8 Cultural Heritage:</b> Protect places, features, buildings and landscapes of cultural, archaeological and/ or architectural heritage from impact as a result of development in Fingal.</p> <p><b>Obj. 9 Material Assets:</b> Make best use of existing infrastructure and promote the sustainable development of new infrastructure to meet the needs of Fingal’s population.</p> <p><b>Obj. 10 Landscape:</b> Protect and maintain the special qualities of the landscape character including coastal character within Fingal.</p>
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The policies and objectives contained within all of the chapters of the Draft Plan were assessed in matrices and then presented in a summary form within the SEA Environmental Report. The policies and objectives related to:

- Strategic Context;
- Core Strategy and Settlement Strategy;
- Placemaking;
- Urban Fingal;
- Rural Fingal;
- Economic Development;
- Infrastructure and Movement;
- Green Infrastructure;
- Natural Heritage;
- Cultural Heritage;
- Land Use Zoning Objectives; and
- Development Management Standards.

The Chief Executive’s Draft Fingal Development Plan was considered at a series of Council meetings during January and February 2016 with 528 motions discussed. As a result of these Meetings some changes were made which were then incorporated into the final Draft Fingal Development Plan. The SEA and AA team reviewed all of the motions submitted in light of the potential for significant

environmental effects arising from their inclusion in the Draft Fingal Development Plan 2017-2023 and the SEA Environmental Report was produced in February 2016.

Following consideration of submissions received on the Draft Fingal Development Plan a series of proposed amendments were put on public display as *Proposed Material Alterations to the Draft Fingal Development Plan* in November 2016. SEA, AA and Strategic Flood Risk Assessment (SFRA) Screening of the Proposed Material Alterations to the Draft Plan was also undertaken. This is set out in **Section 5.3** SEA Screening of Material Amendments and the document *Addendum Report - SEA, AA and SFRA Screening of the Proposed Material Alterations to the Draft Fingal Development Plan 2017-2023* provides further details. Following receipt of submissions on the material amendments recommendations in relation to these were considered by the Elected Members, together with further motions brought by the Members, at Council Meetings in February 2017. SEA, AA and Strategic Flood Risk Assessment (SFRA) screening of motions being brought forward to the Council Meetings took place prior to adoption of the Final Plan on 16<sup>th</sup> February 2017. Of those reviewed a number were further assessed as outlined in **Appendix B** of this document.

The assessment of the preferred strategy for the plan resulted in the recommendation of mitigation measures as outlined in **Appendix A**. The tables within the Appendix provide an overview of the new objectives/ policies suggested by the SEA/ AA teams and also the alterations to existing policies/ objectives. It is notable that the mitigation proposed by the SEA process was, in the main, integrated into the plan to improve its overall environmental benefits.

The Plan team have included within **Appendix A** of this SEA Statement responses in relation to a point made by the Eastern Midlands Regional Assembly regarding the need for clear justification for non-inclusion of proposed amendments to policies/ objectives recommended as part of the SEA process.

## 5 HOW CONSULTATION FEEDBACK HAS INFLUENCED THE PLAN

This chapter outlines how submissions and observations on the Environmental Report, Natura Impact Report and Draft Fingal Development Plan (and any amendments) have been taken into account in the evolution of the plan.

### 5.1 SEA SCOPING PHASE

As outlined in **Section 3.3**, a Scoping Report was prepared and sent on the 22<sup>nd</sup> June 2015 to the five statutory consultees for SEA in Ireland on which written submissions were invited. As part of the scoping process a workshop was convened on the 22<sup>nd</sup> July 2015 which was attended by both statutory authorities and the Final DP team. The SEA Environmental Report was directly influenced by this SEA Scoping phase.

Following the consultation period, written submissions were received from the EPA, DAFM, DAHG (now DAHRARG) and Irish Water. The written submissions and comments made during the workshop have also been taken into consideration in compiling the Environmental Report and the Draft Plan. A summary of some of the issues raised in the submissions from statutory consultees is presented below.

- Suggestions in relation to other relevant plans, programmes and legislation that should be included in the SEA and consideration of cumulative effects;
- Suggestion of additional key issues, data and information sources for consideration in the SEA;
- Suggestion provided on potential alternatives for the plan;
- Consideration to ensure commitment to the Eastern River Basin Management Plan and Programme of Measures. In addition ensure provision for the protection of surface and groundwater resources;
- Suggestion to link development proposals and population increases to the ability to provide adequate and appropriate critical service infrastructure;
- Identification of failure of a treatment plant within Fingal to meet specific standards and the issue of a national drop in compliance with waste water load;
- Request that the plan includes a commitment to consideration the EPA code of practice on unregulated waste disposal sites and that future re-zoning and development take cognisance of the sensitivities;
- Recommendation that Strategic Environmental Objectives cover habitats within and outside designated sites as applicable;
- Focus on the promotion of water conservation and the sustainable use of water in new developments; and
- Inclusion in the Appropriate Assessment site-specific conservation objectives for designated sites.



## 5.2 KEY ISSUES RAISED IN PUBLIC CONSULTATION ON DRAFT FINGAL DEVELOPMENT PLAN (19<sup>TH</sup> FEBRUARY 2016 TO 29<sup>TH</sup> APRIL 2016)

The Draft Plan along with the SEA Environmental Report and the Natura Impact Report was put on public display on the 19<sup>th</sup> February 2016. In total 897 responses were received on the Draft Plan during this round of consultation. These included submissions from members of the public, government bodies, NGOs and the statutory consultees.

Three submissions were received from the SEA Statutory Authorities including:

- Environmental Protection Agency (EPA);
- Department of Arts, Heritage and the Gaeltacht (now referred to as the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs); and
- Department of Environment, Heritage and Local Government (now referred to as the Department of Housing, Planning, Community and Local Government).

The specific issues raised by these statutory consultees are addressed in **Table 5.1** and have also been documented in the *Draft Fingal Development Plan Chief Executives Report (22<sup>nd</sup> July 2016)*.

**Table 5.1 – Issues Raised by SEA Statutory Consultees in Relation to Draft Development Plan**

General Comment	How this has been taken on board in the Adopted Fingal Development Plan
<b>EPA</b>	
<p>It is noted that account needs to be taken of SEA, Habitats and Flood Directives when preparing Local Area Plans for various settlements.</p>	<p>The need to undertake SEA and AA on future LAPs/Masterplans is referenced as part of Objective PM20 in Chapter 3: Placemaking: <i>Local Area Plans, Masterplans, Urban Framework Plans and other plans and strategies will be subject to Strategic Environmental Assessments as appropriate and Screening for Appropriate Assessment.</i></p> <p>In addition to Screening for Appropriate Assessment, Chapter 12: Design Management Standards, refers to other assessments which may need to be undertaken for planning proposals, including Flood Risk Assessment. Further, consideration must be given to the Flood Risk Management Guidelines and Section 12.12 includes the following objective:</p> <p>Objective DMS175: <i>Prohibit development within areas liable to coastal flooding other than in accordance with The Planning System and Flood Risk Management – Guidelines for Planning Authorities 2009 issued by the Department of the Environment, Heritage and Local Government and the Office of Public Works.</i></p>
<p>It was outlined that the plan should ensure that the potential for cumulative effects, particularly on water, biodiversity and noise is taken into account.</p>	<p>The SEA process has taken into consideration cumulative effects and the plan has developed in line with this process.</p>
<p>It was noted that there may be future development at Dunsink and that the Plan will need to ensure that all licence conditions</p>	<p>The Plan outlines the potential for the lands at Dunsink. It is state in Chapter 4: Urban Fingal that in relation to the Blanchardstown Development Plan Objectives that the</p>

General Comment	How this has been taken on board in the Adopted Fingal Development Plan
are fully considered and that development does not impact on the environment and human health.	lands will require further investigations. <i>'To carry out a feasibility study of lands at Dunsink to include a full investigation of requirements in terms of infrastructure, water, access, drainage and any remedial measures associated with the former landfill area to inform the future designation of these lands for development. This will be carried out in consultation with necessary statutory agencies and appropriate stakeholders to facilitate the orderly and appropriate release of lands at Dunsink'.</i>
Suggestion that the plan consider including a summary of the key changes in the environmental baseline from the previous plan period.	The inclusion of a section in the plan that details key changes in the environmental baseline in comparison with the previous plan period has been considered but is not feasible due to a lack of environmental data in line with the timeframe involved which therefore precludes the development of an accurate baseline.
Additional information provided on Loughshinny beach which failed to achieve the relevant water quality status.	This information has been included in Chapter 8 of this SEA Statement containing the Addendum to the SEA Environmental Report.
It was outlined that a copy of the SEA Statement to be developed in line with Schedule 2A of the SEA Regulations should be sent to the EPA on adoption of the plan.	This SEA Statement has been developed in line with Schedule 2A of the SEA Regulations and will be submitted to the EPA post adoption of the plan.
<b>DAHG (now DAHRRGA)</b>	
The Green Infrastructure Map and table BD01 needs to include the Codling Fault Zone.	The plan has been updated to include Codling Fault Zone in Chapter 9: Natural Heritage. Figure 2.1 within the Natura Impact Report has also been updated.
Bat species need to be considered in the Plan.	The plan has been updated to include references to bat species throughout Chapter 9: Natural Heritage, as well as in Chapter 12: Development Management Standards.
The Wildlife Acts 1976 to 2012 needs to be referred to in the Development Plan.	The plan has been updated to include the Wildlife Acts 1976 to 2012 in Chapter 9: Natural Heritage.
Certain objectives have the potential to impact negatively on biodiversity and designated sites and it is not clear that they have all been adequately assessed in the SEA and AA.	Every policy and objective has been assessed in the SEA Environmental Report and the Natura Impact Report. Appendix B of the SEA Environmental Report provides the impact assessment and Chapter 10 summarises the required mitigation and includes the AA mitigation. Chapter 4 of the Natura Impact Report provides detail on impact assessment and mitigation.  SEA/ AA Screening of Councillor Motions was undertaken and outlined in <b>Section 5.3</b> of this SEA Statement and in Section 4.11 and Section 4.12 of the Natura Impact Report.
Query on Table 7.1 of the SEA Environmental Report and clarification that protected species outside of designated sites are included.	The inclusion of question marks was an error in Table 7.1 of the SEA Environmental Report. The table was included to provide a broad overview of each objective and a direction for the plan. It can also be clarified that protected species outside of designated sites are included in the SEA Environmental Report.
It is outlined that the SEA has not adequately	The SEA Environmental Report complies with the

General Comment	How this has been taken on board in the Adopted Fingal Development Plan
assessed the potential negative impact of objectives in the plan.	requirements of the Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the SEA Directive) and the national legislation in Ireland by the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435/2004) and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436/2004) as amended in 2011 under S.I. 200/2011 and S.I. 201/2011. Chapter 8 of the SEA Environmental and Chapter 9, along with Appendix B provide an assessment of impacts on the environment. In addition Chapter 10 includes both the SEA mitigation and the AA mitigation ensuring that the significant negative impacts identified are mitigated.  In addition SEA Screening of the proposed material amendments and Councillor Motions was undertaken.
Query that Appendix B of the SEA Environmental Report has a positive rating for the Malahide policies in the Urban Chapter even though the Departments view is different.	It is recognised that Appendix B of the SEA Environmental Report has both a positive and negative rating in the table under biodiversity, flora and fauna and the accompanying text is only reflective of the positive impacts. A clarification has been included in <b>Section 8.1.7</b> of this SEA Statement containing the Addendum to the SEA Environmental Report.
The issue that cumulative impacts have been considered only in the matrix in Appendix B.	Cumulative impacts have been discussed in Chapter 9 of the SEA Environmental Report and specifically in Figure 9.2 which identifies the sensitivity of the environment. In addition Chapter 5 provides an overview of other relevant plans and programmes.  The NIR has been updated in relation to cumulative impacts and both the <i>Greater Dublin Drainage</i> project and the <i>Water Supply Project Eastern and Midlands Region</i> have been outlined.
Figure 9.1 of the SEA Environmental Report does not include NHAs.	Figure 9.1 has been included in <b>Section 8.1.7</b> of this SEA Statement containing the Addendum to the SEA Environmental Report.
Table 9.1 of the SEA Environmental Report outlines positive impacts on policy no. 8 however the text identifies negative impacts.	Table 9.1 has been updated to reflect the negative impacts and this update is included in <b>Section 8.1.7</b> of the Addendum to this SEA Statement.
The presence of brown trout needs to be noted in Section 6.2.1.6 of the SEA Environmental Report and the River Liffey needs to be included in Section 6.5.1.2.	The reference to brown trout and the River Liffey has been included in <b>Section 8.1.3</b> and <b>8.1.4</b> of this SEA Statement containing the Addendum to the SEA Environmental Report.
Table 5.2 needs to be amended to state Wildlife Acts 1976 to 2012.	An amendment has been made to Table 5.2 to include reference to the Wildlife Acts 1976 to 2012 and has been included in <b>Section 8.1.1</b> of this SEA Statement containing the Addendum to the SEA Environmental Report.
Outline that the advice in relation to Conservation Objectives has not been followed.	Section 4.4 of the NIR contains a specific section on Conservation Objectives and each individual European Site has been reviewed in line with their corresponding Conservation Objectives as shown in Table 4.6 of the NIR.

General Comment	How this has been taken on board in the Adopted Fingal Development Plan
	The NIR provides further details on updates to the Conservation Objectives.
Issue on the extent of the distance for the Zone of Influence	With regard to the objectives and potential impacts arising from the implementation of the plan, the 15km zone of influence was considered to be acceptable to screen all likely significant effects that might arise as a result of the implementation of the plan.  The buffer has had regard to the nature of the plan being considered, the sensitivities of the ecological receptors, and the potential for in combination effects, in line with current best practice.
The proposed new water supply project to bring water from the Shannon to Dublin was not included in the AA.  Cumulative impacts with other plans and projects did not include projects.	The NIR refers to the Greater Dublin Strategic Drainage Study (2002-2031) which is currently preparing a planning application for an offshore pipe for wastewater disposal. Further details on this project and other key projects such as the new Water Supply Project are outlined in the Natura Impact Report.
<b>DECLG (now DHPCLG)</b>	
A number of observations were raised by the Department who outlined that the Draft Plan provided a well-structured framework for the proper planning and sustainable development of Fingal.	There were no issues raised in relation to the SEA or NIR documents. A number of points were raised by the DHPCLG which were responded to in the <i>Chief Executives Report 22<sup>nd</sup> July 2016</i> .

The remaining submissions and observations made in relation to the Draft Plan, SEA Environmental Report and Natura Impact Report broadly covered the following key topics as outlined in **Table 5.2**. It should be noted that the *Chief Executives Report 22<sup>nd</sup> July 2016* provides a detailed summary of all the submissions received and the information contained in **Table 5.2** is not exhaustive.

**Table 5.2 – Overview of Issues Raised in Submissions (*Chief Executives Report 22<sup>nd</sup> July 2016*)**

Issues Raised
<ul style="list-style-type: none"> <li>▪ The Eastern Midlands Regional Assembly acknowledge that the Plan's policies, housing and population strategy are in broad alignment with the Greater Dublin Area Regional Planning Guidelines.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Suggestions to re-structure of plan and inclusion of a specific chapter on Climate Change and that a clearer focus is needed</li> </ul>
<ul style="list-style-type: none"> <li>▪ There was a welcome input on the emphasis of sustainable development within the plan</li> </ul>
<ul style="list-style-type: none"> <li>▪ More focus is needed on coastal flooding</li> </ul>
<ul style="list-style-type: none"> <li>▪ Targets should be set in the plan for emission reductions</li> </ul>
<ul style="list-style-type: none"> <li>▪ Welcoming the integration of and consideration of climate change.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Concerns over the threat of climate change and associated costs.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Provision of sufficient houses, underpinned by sustainable development.</li> </ul>
<ul style="list-style-type: none"> <li>▪ The need for provision of specific community requirements in relation to education, adequacy of</li> </ul>

Issues Raised
infrastructure and provision of facilities/limiting of other developments.
<ul style="list-style-type: none"> <li>▪ The need for more open space around the county and reference to the Dublin Bay UNESCO Biosphere Reserve.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Proposals for infrastructure such as cycleways, pedestrian links and road schemes to be noted or clarified within the plan.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Policies which support the development of various facilities and centres (e.g. of culture) to be noted in the plan.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Further promotion and protection of Fingal's natural and cultural heritage.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Need for recognising the issues around farming families, family ties to rural land and housing distance considerations.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Concerns over housing provisions in Fingal's rural villages in relation to e.g. quantum, privacy and amenity considerations.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Lack of high speed broadband and telecommunications infrastructure in parts of the county.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Relationship between Dublin Airport and surrounding communities.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Seeking for additional cultural designations to be considered (e.g. new ACAs).</li> </ul>

As can be seen by the topics covered most of the submissions received were related to specific aspects included in the plan itself rather than on the content of the SEA Environmental Report and Natura Impact Report documents. Relevant submissions on the Draft Plan were reviewed by the SEA and AA Team and, where considered necessary, proposed amendments to the plan were recommended in the form of rewording of policies and objectives.

### 5.3 MATERIAL AMENDMENTS TO THE DRAFT PLAN AND SEA / AA SCREENING

Following the 19<sup>th</sup> February to 29<sup>th</sup> April 2016 period of public display and consideration of submissions received amendments proposed to be made to the Draft Plan were screened for SEA and AA in order to determine if significant impacts would arise as a result of their inclusion. This information was part of the consideration of the Elected Members in considering proposed amendments at Council meetings in September and October 2016. The resulting Proposed Material Alterations to the Draft Plan were put on public display between 4<sup>th</sup> November and 2<sup>nd</sup> December 2016 with a report entitled Addendum Report - *SEA, AA and SFRA Screening of the Proposed Material Alterations to the Draft Fingal Development Plan 2017-2023*.

Submissions and observations were received in relation to the Material Amendments and the SEA / AA Screening Report. The submissions covered both the Draft Plan Written Statement and the associated Maps. A total of 80 submissions were received on the Material Amendments. These included submissions from members of the public, government bodies, NGOs and statutory consultees.

Submissions received from the Environmental Protection Agency and the Department of Housing Planning Community and Local Government and the specific issues raised by these statutory consultees are addressed in **Table 5.3**.

The submissions received were reviewed and responded to in the Chief Executive's Report (9<sup>th</sup> January 2017) and a series of recommendations in relation to the Proposed Material Alterations were made. These recommendations were considered by the Elected Members together with further motions brought by the Members at Council Meetings in February 2017. SEA, AA and Strategic Flood Risk Assessment (SFRA) screening of motions being brought forward to the Council Meetings took place prior to adoption of the Final Plan on 16<sup>th</sup> February 2017. **Appendix B** provides an overview of key amendments assessed by the SEA/ AA team at this stage of the process.

**Table 5.3 – Issues Raised by Statutory Consultees in Relation to Material Amendments**

General Comment	How this has been taken on board in the Adopted Fingal Development Plan
<b>EPA</b>	
<p>It was noted that in relation to a new objective to <i>“identify and support the provision key enabling infrastructure at strategic sites in Fingal County to facilitate their release for development in response to the current housing crisis”</i>, that the plan should ensure that any proposed additional development is set in the context of proper planning and sustainable development and is consistent with the Regional Planning Guidelines.</p>	<p>The Plan has embraced the settlement hierarchy laid out in the Regional Planning Guidelines and is referenced in Section 2.7: Settlement Strategy. Further, environmental protection is incorporated into the planning process; Chapter 12: Development Management Standards includes the following objective:</p> <p>Objective DSM02: <i>Ensure Local Authority development proposals are subject to environmental assessment, as appropriate, including Screening for Appropriate Assessment and Environmental Impact Assessment.</i></p>
<p>Identified that the requirements of the Planning System and Flood Management Guidelines (OPW) should be fully implemented where relevant to ensure that any proposed development/ land use zoning is appropriate to the level of flood risk identified.</p> <p>Eastern CFRAM, Fingal East Meath Flood Risk Assessment and Management Study should be taken into account in the zoning of lands.</p>	<p>A Strategic Flood Risk Assessment has been carried out on the plan and this document will accompany the final adopted Plan. In addition, all material amendments were screened in relation to SFRA.</p> <p>The plan outlines in Objective DMS175 to <i>‘Prohibit development within areas liable to coastal flooding other than in accordance with The Planning System and Flood Risk Management – Guidelines for Planning Authorities 2009 issued by the Department of the Environment, Heritage and Local Government and the Office of Public Works’.</i></p>
<p>Additional development should also take into consideration the requirements of the EIA, Habitats, Floods and Water Framework Directives.</p> <p>The preparation of local area plans and masterplans should take on board the requirements of SEA, Habitats, Water Framework and Flood Directives.</p> <p>The preparation of a feasibility plan for the development of a marina at the Ramparts, Rogerstown, Rush should also undertake the requirements of SEA, EIA, Habitats, Water Framework and Flood Directives.</p> <p>The requirements of the EIA, SEA, Habitats and Floods and Water Framework Directives should be taken into account in the preparation of plans and strategies.</p>	<p>The need to undertake SEA and AA on future LAPs/Masterplans is referenced in Chapter 3: Placemaking, Section 3.2 as follows:</p> <p>Objective PM20: <i>Local Area Plans, Masterplans, Urban Framework Plans and other plans and strategies will be subject to Strategic Environmental Assessments as appropriate and Screening for Appropriate Assessment.</i></p> <p>The Chief Executive outlined that the following map based local objective should be included: SH6B.4: <i>Examine the feasibility of developing a marina and auxiliary and associated facilities at the Ramparts, Rogerstown, Rush designed and built in accordance with sustainable ecological standards and avoiding significant adverse impacts on European Sites and species. Such consideration shall take cognisance of a wider study into marina development along the Fingal</i></p>

General Comment	How this has been taken on board in the Adopted Fingal Development Plan
	<p><i>coastline (Objective ED82, Chapter 6: Economic Development). The final adopted Plan includes Policy ED82 which outlines to: Undertake a feasibility study of the Fingal coastline to identify potential sites to accommodate marina development relevant to recreational pursuits and requirements. As part of the study the impact on the receiving marine environment, including the coastline, will be assessed and Screening for Appropriate Assessment undertaken.</i></p> <p>The requirements of the Water Framework Directive are principally addressed in Chapter 7: Movement and Infrastructure, under Section 7.2 Water Services. The following objectives are included in the plan:</p> <p><i>Objective WQ01: Strive to achieve ‘good status’ in all waterbodies in compliance with the Water Framework Directive, the Eastern River Basin District Management Plan 2009-2015 and the associated Programme of Measures (first cycle) and to cooperate with the development and implementation of the second cycle national River Basin Management Plan 2017-2021.</i></p> <p><i>Objective WQ02: Protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and control development in a manner consistent with the proper management of these resources in conformity with the Eastern River Basin Management Plan 2009-2015 and the second cycle national River Basin Management Plan 2017-2021 and any subsequent plan and the Groundwater Protection Scheme.</i></p> <p>The requirements of the Floods Directive are addressed in Chapter 7 Section 7.2, under Flood Risk Management, with the following objectives are included in the plan:</p> <p><i>Objective SW07: Implement the Planning System and Flood Risk Management-Guidelines for Planning Authorities (DoEHLG/OPW 2009) or any updated version of these guidelines .....</i></p> <p><i>Objective SW08: Implement the recommendations of the Fingal East Meath Flood Risk Assessment and Management Study (FEMFRAMS).</i></p> <p><i>Objective SW09: Assess and implement the recommendations of the Eastern CFRAMS when complete.</i></p> <p>Objectives exist in Chapter 12: Design Management Standards, which relate to the requirements of the Habitats and EIA Directives:</p> <p><i>Objective DSM01: Ensure that all plans and projects in the County which could, either individually or in-combination with other plans and projects, have a significant effect on a European site or sites will be</i></p>

General Comment	How this has been taken on board in the Adopted Fingal Development Plan
	<p><i>subject to Screening for Appropriate Assessment.</i></p> <p>Objective DSM01: <i>Ensure Local Authority development proposals are subject to environmental assessment, as appropriate, including Screening for Appropriate Assessment and Environmental Impact Assessment.</i></p>
<p>The plan should clarify the amount of land to be rezoned/ zoned in total and the amount associated with each proposed alteration as relevant appropriate. Justification should be provided for the amount/ extent of additional zoned/ rezoned lands and whether there are implications in relation to the Habitats Directive.</p>	<p>SEA/ AA Screening was undertaken on the Proposed Material Alterations and the Councillor Motions.</p>
<p>The plan should have a commitment to fully integrate, and remain consistent with, the National Planning Framework and the Regional Spatial and Economic Strategy for the Eastern Midlands.</p>	<p>The National Planning Framework is referenced in Section 2.2 of the plan, and the Regional Spatial and Economic Strategy (RSES) is referenced in Section 2.3. Chapter 3: Placemaking also contains the following objective in relation to the RSES:</p> <p>Objective PM11: <i>Review the Fingal Housing Strategy having regard to the provisions of any future Regional Spatial and Economic Strategy (RSES) by the Eastern and Midlands Regional Assembly for its area.</i></p>
<p>The development of lands should be carried out in a phased basis and be closely linked to the ability to service these developments with adequate and appropriate critical service infrastructure.</p>	<p>The plan has been developed to ensure phased development that is closely linked to services. For example in Chapter : Core Strategy and Settlement Strategy it states <i>'By identifying Lissenhall as a key future development area, the Council is seeking to maximize the opportunities created by the delivery of this key piece of strategic infrastructure in accordance with best planning practice and the principles of sustainable development. The development of the area, following the sequential development of the existing Swords envelope, is also consistent with the Council's long term strategic vision for Swords to develop as a sustainable city. It is envisaged that this area could accommodate the development of a significant mixed use urban district providing for a significant level of employment in addition to approximately 6,000 – 7,000 residential units. A Local Area Plan will be prepared for these lands to provide a framework for development</i></p>
<p>The plan should ensure that the potential for cumulative effects in relation to residential/ industrial/ infrastructural development which may arise as a result of the alterations is fully assessed and mitigated for.</p>	<p>SEA and AA Screening of the Proposed Material Alterations and the Councillor Motions was undertaken.</p>
<p>Any rezoning/ development should ensure that Green Infrastructure policies and objectives in the plan and the Fingal Heritage Plan are fully taken into consideration.</p>	<p>SEA and AA Screening of the Proposed Material Alterations and the Councillor Motions was undertaken.</p>
<p>Noted the need for use of recycled construction</p>	<p>The point is noted and Section 5.3 of the plan notes</p>



General Comment	How this has been taken on board in the Adopted Fingal Development Plan
and demolition wastes and that appropriate measures should be in place to ensure protection of environmental resources.	that construction and demolition waste has potential for use as an alternative source of sustainable material and should be employed where possible to reduce the need for excessive extraction.
Advice provided that the EPA has recently published guidance <i>Local Authority Adaptation Strategy Development Guidelines (2016)</i> to support local authorities developing local climate adaptation strategies.	The point is noted and the guidelines are referenced in Sections 1.8 and 7.3 of the plan.
The screening response in relation to provision of new transport reservation corridors was noted. Clarification requested as to whether the new transport corridor has previously undergone EIA assessment. It was outlined that for development related to the alterations the requirement of the EIA, SEA, Habitats, Floods and Water Framework Directives should be taken into account.	It was noted in the SEA/ AA Screening of Proposed Material Alterations that there was potential for negative impacts from the development of linear transport infrastructure.  The proposed new transport corridor has not been subject to EIA.  At Council Meetings during February 2017, the motion to include the new public transport reservation corridor was not passed and as such the adopted Plan does not include for this reservation on the mapping.
Identification that the EPA has recently published an updated State of the Environment Report 2016.	The Addendum to the SEA Environmental Report included in Chapter 8 of this SEA Statement provides an overview of the State of the Environment Report 2016, which was not published at the time of compiling the SEA Environmental Report.
Identification that Fingal County Council are required to determine that if the implementation of the proposed alterations would be likely to have significant effects on the environment.	The point is noted and it is outlined that SEA and AA Screening was undertaken on the Proposed Material Alterations and Councillor Motions.
The required content for an SEA Statement was provided.	The information provided has been noted and the SEA Statement has been developed in line with this requirement.
<b>DHPCLG</b>	
The Department of Housing Planning, Community and Local Government's (DHPCLG) submission notes that many of their comments submitted on the Draft Plan have been acknowledged and addressed in the Draft Plan as proposed material alterations	The point is noted.
The submission refers to proposed Amendment relating to the long term development of Swords and specifically the Lissenhall lands and acknowledges that the observations have been considered. However it outlines that the plan would benefit from a clear statement of the lands identified in Swords being sequentially developed in advance of the Lissenhall lands.	The plan has been updated to reflect the point made and that there is a prioritisation for development within the Swords area.
The submission outlines that Dunsink lands have strategic future significance and notes that the amendments made to the plan strengthen the previous commitment but request that a clear	The Chief Executive included the recommendation of a three year time period in relation to Dunsink lands but this was not accepted by the Councillors.

General Comment	How this has been taken on board in the Adopted Fingal Development Plan
time commitment be given to identify the parameters for considering the strategic zoning of these lands.	
It was noted in the submission that the amendment SH 12.8 provides a minor extension of the Local Centre zoning into the high amenity zoning in Mulhuddart and that the lands are close to the Tolka.	The Managers Recommendation was accepted and the plan was made without the material alteration.
The amendment in relation to proposed exemptions to the 6000sq.m retail warehouse cap has concerned the Department that it is at variance with the state statutory guidance. The proposed retailing facilities of more than 6000sq.m should clearly reflect the current requirements as outlined in the Retail Planning Guidelines for Planning Authorities issued under Section 28 of the Planning and Development Act 2000 (as amended).	Additional text was included in the plan in Section 6.8: Retail Warehousing and Retail Parks. This section outlines the requirements of the Retail Planning Guidelines and details where exceptions may be made to the retail warehouse cap only subject to certain provisions of the Guidelines. Further, the following objective is included in the plan: <i>Objective ED56: Ensure that applications for new retail warehousing and/ or retail parks are consistent with the requirements of the Guidelines for Planning Authorities: Retail Planning, including, where appropriate, the application of the Sequential Approach, and requirements for retail impact assessments and transport impact assessments for retail developments which due to their scale and/ or location may impact on the vitality and viability of existing retail parks.</i>
The proposal to delete the Retail-Hypermarket >5000sq.m and Retail Factory Outlet centre from the not permitted category within the zoning objective requires clarification in relation to compliance with statutory Section 28 guidance on retailing.	The Chief Executives Report 9 <sup>th</sup> January 2017 outlines that while having regard to the information contained within the Retail Planning Guidelines in relation to these types of retail formats it is considered that the plan should be made <u>without</u> the proposed amendment.  The material amendment was rejected and no change made to the plan.
Regarding proposed zoning of greenbelt lands SH12.1 and SH12.3 there appears to be no evidence base for the zoning.	The proposed zoning under SH 12.1 related to the rezoning of lands from 'GB' to 'GE' at Cherryhound. Given that the subject lands were located in close proximity to largely undeveloped 'GE' zoned lands within the Cherryhound LAP area, the existing employment land capacity within the LAP, and the possibility for undesirable encroachment into greenfield, it was considered that there was no immediate demand for re-zoning at this location.  The Manager's recommendation was accepted and the plan was made <u>without</u> the material alteration.  The proposed zoning under SH 12.3 related to rezoning of lands from 'GB' to 'WD' at Newtown, Kilshane Cross. It was not considered appropriate to allow further loss of greenbelt at this location and it was outlined that the proposed zonings should not be undertaken.  The Manager's recommendation was accepted and

General Comment	How this has been taken on board in the Adopted Fingal Development Plan
	the plan was made <u>without</u> the material alteration.

The remaining submissions and observations made in relation to the Draft Plan, SEA Environmental Report and Natura Impact Report broadly covered the following issues as outlined in **Table 5.4**.

**Table 5.4 – Overview of Issues Raised in Submissions (Chief Executives Report 9<sup>th</sup> January 2016)**

Issues Raised
▪ Rezoning of lands e.g. concerns regarding retail development
▪ Amendments to proposed rezoning
▪ Inclusion of text to clarify compliance of the plan with certain directives
▪ Updates to the plan to reflect newly presented policy
▪ Including text to address the risks posed by climate change
▪ New policy to support enabling infrastructure to respond to the current housing crisis
▪ Planning requirements and layouts with regard to domestic and social accommodation
▪ Loss of Greenbelt
▪ Support for sustainable tourism
▪ Extractive Industry – change of objective wording
▪ Statutory obligation with regards to Plan types e.g. Masterplan versus LAP
▪ Extractive Industry –change of objective wording
▪ Alterations to proposed rezoning of lands in respect of identified flood risks
▪ Alter references to strategic transport proposals not included in the Transport Strategy for the GDA
▪ Inclusion of facilities in coastal areas – land and sea-based
▪ Addition of public transport reservations
▪ Addition of cycleways and pedestrian walkways

A detailed explanation of how these submissions have been taken into account in the Draft Plan is provided in the Chief Executive’s Report, 9<sup>th</sup> January 2017.

## 6 PREFERRED SCENARIO AND REASON FOR CHOOSING

### 6.1 INTRODUCTION

Article 5 of the SEA Directive requires the environmental report to consider '*reasonable alternatives taking into account the objectives and the geographical scope of the plan*' and the significant effects of the alternatives selected. Alternatives must be realistic and capable of implementation and should present a range of different approaches within the statutory and operational requirements.

The following section seeks to document the process of the development of the alternatives relating to the SEA of the plan by identifying where key decisions are reached, and by considering the environmental impacts of the policy path chosen. The examination of alternative means of achieving the strategic objectives of a plan, in the first place recognises the broad challenges before policy makers, as well as seeking the articulation of why the plan prescribes one path over another.

### 6.2 RATIONALE FOR SELECTING ALTERNATIVES

#### 6.2.1 Background

The consideration of reasonable alternatives must take into account '*the geographical scope of the plan*'. The County of Fingal includes areas within the metropolitan and hinterland areas of the GDA as set out in the RPGs. The RPGs require that 85% of Fingal's population is within the Metropolitan Area and the remaining 15% is located within the Hinterland Area. The 2011 Census indicated the split in population distribution between the Metropolitan Area and the Hinterland Area in Fingal as 79:21. This was a slight decrease on the percentage of the population living in the Metropolitan Area in 2006.

The plan will have to consider how the target distribution of 85% in the Metropolitan Area can be achieved through the location of zoned land and the potential for existing settlements to accommodate infill. In particular, the Plan should ensure that public transport infrastructure is being fully optimised by development at appropriate densities beside transport nodes/ corridors.

The key issue for Fingal County is not a simple question of whether to locate development at particular locations, but how to facilitate targeted growth which is in accordance with the RPGs distribution split between the Metropolitan Area and the Hinterland Area within existing settlements. The objective is to maximise the investment in existing and planned infrastructure within the limited land resources; by better integrating land-use, transportation and water services having regard to the core issues of climate change and proper planning and sustainable development.

#### 6.2.2 Key Strategic Influences

The current framework for Fingal's settlement strategy is set out in the RPGs. The strategy is based on a differentiation of towns within the Metropolitan Area of the County and those within the Hinterland Area (these areas being defined at regional level). The thrust of the settlement strategy is to consolidate urban areas around the Dublin Gateway and integrate investment in infrastructure, in particular public transport, with land use planning.

Fingal has a sufficient amount of land zoned to meet the targets set by the RPGs. These targets are ambitious but it was recognised during their formulation that in the short term, it is not planned for or expected that housing completions will be significant and that the population targets may prove to be unachievable in the short-term. This has turned out to be the case. A review of the targets is anticipated as part of the preparation of the new **Regional Spatial and Economic Strategies** by the Eastern and Midlands. Until that time, the plan will have to be consistent with the existing RPG targets.

The parameters for the proposed alternatives have regard to the policies set out in the NSS and the RPGs which recognise the metropolitan area's key role in the economic and social development of the state. It is noted that the RPGs will be replaced by Regional Spatial and Economic Strategies (RSES) during the period of the plan [2017-2023]. The new RSES will update population targets (having regard to the Census results in 2016) and will take into account the shortfall in targets in the region having regard to the sustained economic downturn during the period 2008-2013 (6 years) which straddled two County Plan periods.

The plan will set out a vision and overall strategy for the proper planning and sustainable development of the county for a six year period. It will also set out guiding policies and objectives for the development of the settlements in the metropolitan and hinterland areas of the county in terms of its physical growth, economic, social and cultural activities and environmental protection and enhancement.

The Settlement Strategy will set the direction for growth in Fingal not just for the next plan but into the future. Land is a finite resource and it must be used wisely. The policy of consolidation which is in the current plan and which is both National and Regional policy will help towards ensuring that land use and transportation are integrated and that investment in other infrastructure is also used efficiently.

Thus the strategic approach for the urban form and structure of Fingal is based on a number of key approaches, which include: the creation of a more compact settlement form thereby reducing urban sprawl; development of a well-designed and defined urban form through the provision of quality urban spaces; the development of a green infrastructures strategy; creation of high density sustainable neighbourhoods close to public transport; and the integration of a cultural and social vision into place-making.

The plan can influence the type, size and mix of housing. It is important that the county can provide accommodation to meet the needs of everyone at different times within their family and life cycle.

The policy of consolidation which is in the current plan and which is both National and Regional policy will help towards ensuring that land use and transportation are integrated and that investment in other infrastructure is also used efficiently.

Fingal currently has a policy of consolidation with the aim of reducing urban sprawl and the inefficiencies associated with dispersed settlement patterns. It is important to ensure sufficient high quality housing is available in the right places, with good infrastructure, services and amenities, to improve the quality of life for the residents of Fingal and to attract new business.

Recent market pressures for lower density development may put pressure on the ability to meet targets set by the RPGs, both in terms of actual numbers and in the split between the Metropolitan

Area and the Hinterland Area. Any such trend will be closely monitored so that the plan review is evidence based to allow for policy to be pro-active.

### 6.3 ALTERNATIVES CONSIDERED FOR SEA

For the purposes of the plan three possible realistic alternatives have been identified based on the overall strategy of gaining maximum benefit from existing assets, such as public transport social and green infrastructure. The plan must consider some key issues arising from the RPGs such as where or how development should occur within the metropolitan area, how development can occur along corridors within the settlement hierarchy, and how infrastructure delivery may affect the capacity to deliver growth in particular locations.

A number of alternatives were identified at the earlier stage of scoping for the SEA and subsequently during the series of meeting such as:-

- Promoting consolidated growth within existing settlements evenly distributed across the county proportionate to existing population share and related to the capacity of public transport connections, water services capacity and availability of social infrastructure.
- Dispersed Growth around Existing Settlements.
- 'Market Led' Growth.

The alternatives above were discounted as not being realistic in that they would have contravened the over-arching settlement split between the Metropolitan Area and the Hinterland Area (85:15 split). As such given the overall constraints, it was not considered appropriate to include them as alternatives. Rather the approach has been to provide consistency on the overall settlement hierarchy and population split between the metropolitan area and the hinterland area, but to also present three alternatives – each with a different focus, comprising transport, water infrastructure and the preservation of the green belt.

Having regard to the foregoing, the alternatives presented in this SEA address the policy and environmental responses of the plan to the possible influence on the preferred plan of the presence of key elements of the strategy in economic, transportation, water, services and residential demand.

It is considered that reasonable alternatives relate to the alternative means of achieving the broad objectives of the NSS and RPGs, having regard to key issues of available capacity of infrastructure, environmental constraints and potential impact, and strategic development goals. The alternatives have the potential to deliver different levels of population and settlement change. However, they are not '*growth*' scenarios, in the sense that the growth of settlements is not demand lead, but dependent on the capacity of settlements to grow sustainably, having particular regard to public transportation, and water infrastructure delivery/capacity.

The following alternatives/ scenarios for realising the objectives of the plan have been developed through a series of discussions between the plan team and the SEA team as well as taking on board comments from statutory and non-statutory bodies. They include:

- Alternative 1: Development concentrated around settlement hierarchy favouring high density expansion in areas nearest to existing and/or planned public transport corridors/nodes.

- Alternative 2: Development promoted in accordance with the settlement hierarchy favouring expansion in areas nearest to available water services infrastructure capacity.
- Alternative 3: Preservation of the greenbelt and natural heritage (including protection of horticulture/agricultural resource) through focusing development on existing settlements.

All three alternatives have common elements, such as the desire to achieve the 85:15 population split between the Metropolitan and Hinterland Areas. They focus on the alternative means of achieving the aims of the plan.

The ‘do-nothing’ scenario is not considered to be a reasonable alternative as the review of the existing, and the making of a new, plan is required under planning legislation which is to be undertaken every 6 years.

The following alternatives would all form part of the overall development strategy for the County Plan. The emphasis is to accommodate potential future residential/commercial development at appropriate locations proximate to existing public transport corridors/nodes. The consideration of alternatives will also seek to protect strategic economic lands and the green infrastructure (natural heritage) as well as cultural heritage assets. The proposed alternatives are described in detail below.

### **6.3.1 Alternative 1**

*Development concentrated around settlement hierarchy favouring high density expansion in areas nearest to existing and/or planned public transport corridors/nodes*

#### **6.3.1.1 Description of Alternative**

Development under ‘Alternative 1’ is favoured in high density development to occur in areas in proximity to existing and/or planned public transport corridors/nodes. Alternative 1 seeks to target and consolidate growth around the settlement hierarchy in accordance with the 85:15 population distribution/allocation split as set out in the RPGs.

#### **6.3.1.2 Planning Considerations**

The RPGs direct the majority of growth in Fingal to the metropolitan area, which reflects the established synergy between the established transportation network and concentration of the main settlements in this area. This reflects populations to locations where they have access to existing social infrastructure facilities as well as proximity to employment, retail and commercial services.

The plan should continue to promote public transport as a preferred alternative to the car. The integration of land use and transport is integral to this and Fingal’s Settlement Strategy will have a key role to play in ensuring the efficient use of investment in public transport.

The objective is to ensure that investment in existing and future public transport infrastructure can be supported by sustainable population levels. This will be achieved by high density development (50 units per hectare) in proximity to public transportation corridors/nodes.

The existing plan’s Core Strategy remains robust and the intention is to strengthen and consolidate existing settlements with the promotion of such areas as an attractive place for urban living in high density development in proximity to public transport.

Development within the metropolitan area is therefore focused in addressing growth in the Major Town Centres in the County (Blanchardstown & Swords) and their associated key transport corridors.

The key influences are:-

- Maximisation of use of investment in existing and planned transport and social infrastructure.
- New Metro North.
- DART Upgrade to Balbriggan.
- Locate more commercial/retail development in Balbriggan to complement existing residential development.
- Increased capacity on Maynooth railway line.
- Current capacity issues on the M50 and M1 and demand management approach will be required.
- Delivery of Swords BRT & Blanchardstown to UCD BRT.
- High density development is focused in and around settlements on transport corridors.
- Encourage development on infill and brownfield sites in Blanchardstown and Balbriggan.
- Development could accord with 85:15 split set out in RPGs between Metropolitan and Hinterlands Areas.
- Support and facilitate long term growth of Swords in line with Swords Strategic Vision 2035.
- Consolidation leading to a reduction in urban sprawl and the inefficiencies associated with dispersed settlement patterns.

### 6.3.1.3 Environmental Considerations

**Table 6.1 – Alternative 1 Environmental Considerations**

Alternative 1	BFF	P	HH	SL	W	A	CF	CH	MA	L
Development concentrated around settlement hierarchy favouring high density expansion in areas nearest to existing and/or planned public transport corridors/nodes.	+/-	+	+	+/-	+/-	+	+	+/-	+	+/-

The alternative is positive in relation to population, human health and material assets as it proposes development in line with the RPG Settlement hierarchy which has a stated objective of consolidating urban areas and making the most efficient use of investment in infrastructure through integration with land use planning policy. The RPGs specifically recommend that the majority of future housing in Fingal should occur within the catchment areas of strategic transport infrastructure. This alternative therefore provides a strong correlation between infrastructural investment and housing development.



The commitment by government to key infrastructure, such as Metro North which will be routed from the city centre to Swords will have the potential to reduce traffic impacts associated with car journeys and provide direct positive long effects on population and human health. The commitment to the DART upgrade on the line to Balbriggan and expansion of the Maynooth line will provide commuters with commuting options. The commitment by government to preserve reservations for infrastructure such as Metro West and Blanchardstown to UCD BRT will be critical to the future sustainable development of Blanchardstown which is a key urban area facilitating future consolidation within Fingal.

The development of high density housing in proximity to public transport corridors provides indirect positive impacts on air quality and climate change due to the potential to reduce emissions including greenhouse gases through provision of an alternative to use of private vehicles. As Fingal is a key land bank for future residential growth it is critical that future development is focused within the metropolitan area and in proximity to public transport nodes as the existing infrastructure such as the M50 and M1 has capacity issues.

The focused concentration of development within settlement envelopes leading to a reduction in urban sprawl will have a positive direct long term impact on biodiversity, flora and fauna, soils/landuse, water, cultural heritage and landscape through protection of the green field lands and preservation of the rural hinterland. However, there is the potential for negative impacts on these receptors from development within the settlement envelopes depending on the location of the development. There could be localised issues in relation to impacts on bats, hedgerow removal, discharges to water, uncovering of unknown archaeology and overshadowing from high density development.

### **6.3.2 Alternative 2**

*Development promoted in accordance with the settlement hierarchy favouring expansion in areas nearest to available water services infrastructure capacity*

#### **6.3.2.1 Description of Alternative**

The approach of 'Alternative 2' is to promote the development of the County in accordance with the settlement hierarchy but also favouring expansion in areas nearest to available water services infrastructure capacity. This alternative seeks to target and consolidate growth around the settlement hierarchy in accordance with the 85:15 population distribution/allocation split as set out in the RPGs. The location of new development would be where there was sufficient capacity in the wastewater services.

#### **6.3.2.2 Planning Considerations**

The application of 'alternative 2' to the development of the County would over time achieve consolidation but not necessarily in locations close to existing or planned public transport or social infrastructure and retail services. Under this Alternative, the emphasis on development in the County is to align it with the availability of wastewater capacity, while also having regard to the RPGs in respect of the 85:15 split.

There are constraints on development in Metropolitan Area due to capacity issues at Ringsend which are to be alleviated by an upgrade to plant by 2019. Approximately 80% of the metropolitan lands within Fingal dispose of wastewater at Ringsend. In the medium term growth in the metropolitan

area would be accommodated by the Clonshaugh plant (in 2022). It is envisaged that the plan will require some 20,000 PE which can be accommodated within the wastewater capacity.

Growth in Blanchardstown will be restricted by disposal capacity and upgrades to an existing sewer connection envisaged in 2018 (the 9C sewer). There is capacity in Swords to accommodate growth.

There is sufficient wastewater capacity in the hinterland area for it to accommodate an improved alignment between the existing residential communities and the provision of retail/commercial development so as to promote more self-sustaining settlements.

Growth may also not occur sequentially to the town centres as the location of water services infrastructure capacity may not always be located in areas close to town centres or to public transport/corridors/nodes.

The key influences are:-

- Maximisation of use of investment in existing and planned water services and social infrastructure.
- Locate more commercial/retail development in Balbriggan to complement existing residential development.
- The existing zoned lands in Swords do have waste treatment capacity.
- Growth in Blanchardstown will be restricted by disposal capacity and upgrades to an existing sewer connection envisaged in 2018 (the 9C sewer).
- Balbriggan and Donabate have sufficient capacity to meet their development in accordance with the settlement hierarchy.
- Availability of water services infrastructure in appropriate locations and in accordance with the 85:15 population split between Metropolitan and Hinterland Areas as set out in the RPGs.
- Capacity constraints in the metropolitan area may result in phasing of development (through the development management process).
- Delivery of development is not necessarily linked to transport infrastructure delivery.

### 6.3.2.3 Environmental Considerations

**Table 6.2 – Alternative 2 Environmental Considerations**

Alternative 2	BFF	P	HH	SL	W	A	CF	CH	MA	L
Development promoted in accordance with the settlement hierarchy favouring expansion in areas nearest to available water services infrastructure capacity.	+/-	+	+	0/-	+	0/-	0/-	0/-	+	0

Fingal County Council are agents for Irish Water and operate both water and wastewater treatment plants. The water treatment plants at Leixlip and Bog of the Ring are the main sources of drinking water for both Fingal and Dublin City. For wastewater there are a number of treatment plants

within Fingal such as Ballbriggan/ Skerries, Portrane/ Donabate, Swords and Malahide. The wastewater treatment plant in Ringsend treats a significant portion of the metropolitan lands within Fingal but has existing capacity issues and studies are underway to look to upgrading the plant. A new wastewater treatment plant is being proposed at Clonsaugh which will facilitate the future long term development of the metropolitan area.

There will be a direct positive impact on biodiversity, flora and fauna, population, human health, water and material assets through the provision of development that has the necessary provision of water and wastewater services. There is a strong likelihood that there would be a reduction in the number of future septic tanks through focusing development to locations that have available water services infrastructural capacity. This alternative would protect groundwater resources from the threat of pollution from inadequately serviced septic tanks.

The alternative states that the development has to be in line with the settlement hierarchy but it does not state that there is focus on high density expansion and therefore there is likelihood that there could be increased impacts on greenfield lands. This would have long term negative impacts on biodiversity, flora and fauna, soils/ landuse, water, cultural heritage and landscape.

The alternative will have neutral to negative impacts in relation to air quality and climate change as future development is not aligned with development of public transport corridors/ nodes and will not directly facilitate the utilisation of existing public transport and to maximise future investment in public transport such as Metro North which requires high density development to ensure viability. Therefore there could be long term negative impacts if there is an increase in the use of private vehicle and relative increase in emissions.

Whilst overall this alternative is positive in relation to the strategy for future development within Fingal, and its alignments to water services, there will need to be caution in relation to compliance with the RPGs and the 85:15 population split. The Balbriggan/ Skerries facility and the Portrane/ Donabate facility both have significant future design capacity however they are within the hinterland and in order to align with the RPGs the majority of future development within Fingal will be required to develop within the metropolitan lands.

### **6.3.3 Alternative 3**

*Preservation of the greenbelt and natural heritage (including protection of horticulture/agricultural resource) through focusing development on existing settlements.*

#### **6.3.3.1 Description of Alternative**

The third main alternative being considered is to preserve the green belt areas and to ensure that Fingal protects the natural heritage of the county. This will be achieved by maintaining distinct urban centres within clear development boundaries. This alternative seeks to target and consolidate growth around the settlement hierarchy in accordance with the 85:15 population distribution/allocation split as set out in the RPGs.

### 6.3.3.2 Planning Considerations

This alternative promotes the preservation of the Greenbelt between settlements in the county. There would be a strong emphasis on consolidation of development within the existing footprint of settlement boundaries.

The NSS places particular emphasis on the physical consolidation of the Metropolitan Area and for the sustainable development of settlements according to their hierarchy within the hinterland. Under this alternative the emphasis would be to develop vacant and under-used lands with a focus on lands close to public transport corridors/nodes so as to protect the rural/horticultural assets.

An integral feature of the county is the open countryside and green belt lands that separate the urban areas which help to define the character of Fingal, providing a sense of place and local identity to individual towns and villages. The maintenance of this general pattern of development is important for the sound and sustainable development of the county.

This alternative promotes the use of appropriate residential densities dependant on location, the use of an appropriate variety and mix of good quality, well designed dwelling types and sizes, and the encouragement of infill and brownfield development to consolidate existing towns in preference to 'greenfield' development.

Fingal's land-use profile is distinguished by the pressure to urbanise to cope with population growth (in accordance with RPG targets) and to maintain valuable agricultural/horticultural land. This alternative would seek to protect the key horticultural asset within the county which accounts for nearly half of the national production of field vegetables. The protection of this key asset would in turn safeguard the food production and processing sector which has developed from the horticultural sector.

The alternative seeks to maintain the protection afforded to the designated sites and the ecological network to ensure that the green infrastructure of the county is kept in place. The focus of high density development is into transportation corridors/nodes.

Development directed into settlement envelopes largely protects green belts, amenities, and environmental sites. The aim is to achieve maintenance of the greenbelts around settlements so that settlements don't coalesce. The green belt lands comprise a valuable resource such as recreational and amenity benefits to persons living in the settlements. It is important that the natural heritage/ agricultural nature of the rural parts of the county are maintained thus protecting the wide variety of both agricultural/ horticultural services and the associated environmental and environmental benefits that these lands also contribute.

The approach is primarily based on protecting the most important biodiversity conservation areas in the county. It includes the identification of buffer zones around these areas, providing opportunities for nature through the development of conservation initiatives in nature development areas in co-operation with landowners and by protecting important movement corridors and stepping stones for wildlife in the landscape.

The key influences are:-

- Protection of greenbelt through promotion of infill development and development of brownfield sites.

- Seek to maintain the protection afforded to the designated sites and the ecological network in the plan.
- Maximisation of use of investment in existing and planned water services and social infrastructure.
- Consolidation leading to a reduction in urban sprawl and the inefficiencies associated with dispersed settlement patterns.
- Intensification of development in high density development along existing and planned public transportation corridors/nodes.

### 6.3.3.3 Environmental Considerations

**Table 6.3 – Alternative 3 Environmental Considerations**

Alternative 3	BFF	P	HH	SL	W	A	CF	CH	MA	L
Preservation of the Greenbelt and natural heritage (including protection of horticulture and agriculture resource) through focusing development on existing settlements.	+/-	+	+	+	+/-	0	0	+/-	+	+/-

The provision of future development within existing settlements will be positive on all of the environmental receptors with the exception of air quality and climate which are neutral as there will not be a direct contribution to the reduction in greenhouse gas emissions. While the greenbelt and natural heritage will be protected this alternative does not link with future development of public transport corridors/ nodes and therefore the potential to reduce private vehicle usage is reduced.

Fingal has strong ties to agriculture and horticulture and the agri-food sector plays a vital role in the local and national economy. County Dublin represents 47% of the national food production area (DAFM, Census 2010) and it is reasonable to assume that the majority of this production occurs in Fingal. Therefore alternative 3 would be directly positive for soils/ landuse and material assets through protection of agricultural lands and ensuring economic gain. There will be indirect long term positive impacts on population through the employment generated from this sector.

There is a diversity of sensitive habitats within Fingal from the designated European sites, high amenity areas, sensitive landscapes and Special Amenity Area Orders (SAAO) located along the coastline to the inland high amenity areas and sensitive landscapes located along the Liffey Valley and in proximity to the Bog of the Ring. The focus on development within existing settlements will lead to a reduction in urban sprawl having positive long term benefits but there is the potential for negative impacts on biodiversity, flora and fauna, water, cultural heritage and landscape depending on the location of the development. There could be localised issues in relation to impacts on bats, hedgerow removal, discharges to water, uncovering of unknown archaeology and overshadowing from development within existing settlements.

There could be negative impacts on biodiversity, flora and fauna and water as development is not aligned with water and wastewater services and could occur in areas that have insufficient treatment capacities.

## 6.4 PREFERRED ALTERNATIVE

**Table 6.4** provides a summary of the environmental evaluation of the three alternatives presented. It highlights that alternatives 1, 2 and 3 have for the majority a number of positive plan a combination of key elements of all three alternatives has been used for the preferred alternative.

**Table 6.4 – Summary of Environmental Evaluation**

Alternatives	BFF	P	HH	SL	W	A	CF	CH	MA	L
Alternative 1	+/-	+	+	+/-	+/-	+	+	+/-	+	+/-
Alternative 2	+/-	+	+	0/-	+	0/-	0/-	0/-	+	0
Alternative 3	+/-	+	+	+	+/-	0	0	+/-	+	+/-

The objective of choosing a preferred alternative is to maximise the investment in existing and planned infrastructure within the limited land resources; by better integrating land-use, transportation and water services having regard to the core issues of climate change and proper planning and sustainable development. The preferred alternative is therefore summarised as follows:

*Consolidation of development within existing settlements, to preserve the greenbelt, favouring high density expansion in areas nearest to existing and or planned public transport corridors/nodes and in areas nearest to available/planned improvements to water services infrastructure capacity.*

The preferred alternative seeks to target and consolidate growth around the settlement hierarchy in accordance with the 85:15 population distribution/allocation split as set out in the RPGs. A focus on maintaining distinct urban centres and consolidating growth in accordance with the 85:15 population distribution/allocation split as set out in the RPGs will assist in the preservation of the Greenbelt (and key horticultural assets) between settlements in the county. The maintenance of this general pattern of development is important for the sound and sustainable development of the County.

The RPGs direct the majority of growth in Fingal to the metropolitan area, which reflects the established synergy between the established transportation network and concentration of the main settlements in this area. This reflects populations to locations where they have access to existing social infrastructure facilities as well as proximity to employment, retail and commercial services. This directs populations to locations where they have access to existing social infrastructure as well as alternatives to private transport, as well as the need to ensure that investment in public transport infrastructure can be supported by sustainable population levels.

The objective is to ensure that investment in existing and future public transport infrastructure can be supported by sustainable population levels. This will be achieved by high density development (50 units per hectare) in proximity to public transportation corridors/nodes. Development within

the metropolitan area is therefore focused in addressing growth in the Major Town Centres in the County (Blanchardstown & Swords) and their associated key transport corridors.

The emphasis on development in the County is to align it with the availability of wastewater capacity, while also having regard to the RPGs in respect of the 85:15 split. Growth in Blanchardstown will be restricted by disposal capacity and upgrades to an existing sewer connection envisaged in 2018 (the 9C sewer). There is capacity in Swords to accommodate growth and the planning approval has been granted to upgrade the plant to 90,000PE.

It is also noted that the hinterland area has wastewater capacity, in areas such as Balbriggan in which the wastewater treatment plant has a design capacity of 70,000PE and in Portrane/ Donabate where there is a 65,000PE capacity. It is important that future growth in these areas does not undermine the RPGs objective of an 85:15 split in population between the metropolitan and hinterland areas.

The preferred alternative has a strong presumption against unnecessary greenfield development. This is positive as the unnecessary loss of greenfield gives rise to long-term permanent impacts on the receiving environment and is generally considered unsustainable. Whilst there is some development on greenfield lands due to the need to align with the 85:15 split and comply with the core strategy, growth will be directed to areas that have public transport corridors and wastewater capacity, therefore ensuring protection of surface and groundwater systems and providing sustainable transport access for residents.

The key characteristics of the preferred alternative are:-

- Maximisation of use of investment in existing and planned transport, water services and social infrastructure.
- High density development is focused in and around settlements on transport corridors and available capacity in water services.
- Development could accord with 85:15 split set out in RPGs between Metropolitan and Hinterlands areas.
- Protection of greenbelt through promotion of infill development and development of brownfield sites.
- Consolidation leading to a reduction in urban sprawl and the inefficiencies associated with dispersed settlement patterns.
- Capacity constraints in the metropolitan area may result in phasing of development (through the development management process).
- Delivery of development is not necessarily linked to transport infrastructure delivery.

## 7 MEASURES TO MONITOR SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE IMPLEMENTATION OF THE ADOPTED PLAN

### 7.1 INTRODUCTION

Article 10 of the SEA Directive requires that monitoring be carried out in order to identify, at an early stage, any unforeseen adverse effects due to implementation of a plan, and to be able to take remedial action. Monitoring is carried out by reporting on a set of indicators, which enable positive and negative impacts on the environment to be measured. The environmental targets and indicators of relevance to the plan were identified from the SEA process. These targets and indicators will be used to identify unforeseen adverse effects from implementation of the plan.

### 7.2 RESPONSIBILITY FOR MONITORING

It is the responsibility of Fingal County Council to undertake the monitoring of the plan.

The Statutory Manager's Report on progress in achieving objectives of the plan, takes place two years after the adoption of the Fingal Development Plan [2017-2023]. It includes information in relation to the progress on, and the results of monitoring the significant environmental effects of implementation of the plan. If an objective or policy is having a significant adverse effect a variation may be considered during the lifetime of the plan.

### 7.3 SOURCES OF INFORMATION FOR MONITORING

Monitoring will focus on aspects of the environment that are likely to be significantly impacted by the plan. Where possible, indicators have been chosen based on the availability of the necessary information and to show changes that would be attributable to implementation of the plan. **Table 7.1** presents the environmental monitoring and reporting programme to track progress towards achieving SEOs and reaching targets, and includes sources of relevant information.



Table 7.1 – SEA Monitoring

Strategic Environmental Objective	Targets	Indicators	Data Source
<b>Objective 1:</b> Preserve, protect, maintain and where appropriate restore the terrestrial, aquatic and soil biodiversity, particularly EU and nationally designated sites and protected species.	Update the Biodiversity Action Plan (2010-2015) with a clear programme for delivery of actions	Number of programmed actions achieved in Development Plan period [2017-2023]	Fingal Biodiversity Section (yearly reporting)
	Develop a Green Infrastructure Strategy within the lifetime of the Development Plan	Not available (n/a)	Fingal Biodiversity Section
<b>Objective 2:</b> Provide high quality residential, working and recreational environments with access to sustainable transport options.	Increase the number of people living and working in Fingal compared to the 2016 Census base findings	Number of people living and working in Fingal	Census 2016 and 2021 (to be calculated in line with available Census data)
	Undertake Local Area Plan for Lissenhall which outline and specify that services will be put in place in advance of residential development	n/a	Fingal Planning Department
<b>Objective 3:</b> Protect human health.	Compliance with air quality legislation	Number of breaches of air quality limits	EPA Air Quality Monitoring Annual Report (nearest stations applicable to Fingal) (yearly reporting)
	Undertake a review as per the Dublin Agglomeration Noise Action Plan (2013-2018) of the areas within Fingal identified as being exposed to high levels of noise and develop a programme of implementation of the mitigation measures within the lifetime of the Development Plan	Number of measures implemented	Fingal Planning Department (Noise Section) (yearly reporting)
<b>Objective 4:</b> Safeguard the soil resources within Fingal in recognition of the strong agricultural and horticultural base.	Higher rate of brownfield and infill development as opposed to greenfield development	Percentage of development within brownfield and infill compared to greenfield	Fingal Planning Department (yearly reporting)
	Implementation of the Programme of Measures in the ERBD River Basin Management Plan	% increase in waters achieving and maintaining at least 'good status'	EPA and DECLG National River Basin District 2017 Programme of Measures

Strategic Environmental Objective	Targets	Indicators	Data Source
watercourses and groundwater, in compliance with the requirements of the Water Framework Directive objectives and measures.	Comply with the recommendations of the Fingal Groundwater Protection Scheme	No. planning permissions granted in areas identified as vulnerable under Groundwater Protection Scheme	(reporting in line with EPA available data) Fingal Water Department and Planning
<b>Objective 6:</b> Minimise emissions of pollutants to air associated with transport.	10% increase in the number of people using sustainable transport modes (rail, bus, cycling walking) against current 2011 Travel to Work Modes. [target also linked to objective 3]	Percentage increase in walking, cycling and public transport modes	National Travel Survey 2014, Census 2016 and Fingal Transport Department
<b>Objective 7:</b> Minimise contribution to climate change by adopting adaptation and mitigation measures.	No new high vulnerable development applications, as defined by the OPW the Planning System and Flood Risk Management Guidelines (2009), within lands that fall within the 1% AEP and 0.1% AEP All new buildings to have an A3 or higher BER	No. of high vulnerable development applications permitted within lands in the 1% AEP and 0.1% AEP	Fingal Water Department and Planning (yearly reporting)
<b>Objective 8:</b> Protect places, features, buildings and landscapes of cultural, archaeological and/or architectural heritage from impact as a result of development in Fingal.	Develop a code of practice for the management of architectural heritage in private ownership	Percentage of new residential buildings granted planning with A3 or higher BER n/a	Fingal Planning and SEA1 (yearly reporting)
<b>Objective 9:</b> Make best use of existing infrastructure and promote the sustainable development of new infrastructure to meet the needs of Fingal's population	Require all new residential planning permissions to be within 500m of bus stop and 1km of railway station. Phased development in line with wastewater capacity	Percentage of planning permissions within 500m of a bus stop and 1km of a railway Available capacity for treatment of phased development	Fingal Planning Department (Both distances to be calculated by road and reported yearly) Fingal Planning & Water Services Department (yearly reporting)
<b>Objective 10:</b> Protect and maintain the special qualities of the landscape character, including coastal character	Review and prioritise a programme of the objectives and policies within the Special Amenity Area Orders of Liffey Valley and	Number of programmed objectives and policies achieved in Development Plan period	Fingal Planning Department

Strategic Environmental Objective	Targets	Indicators	Data Source
within Fingal	Howth Conduct a Habitat Characterisation Study in the South Shore Rush Area as detailed in the Natura Impact Report.	n/a	

## 8 ADDENDUM TO ENVIRONMENTAL REPORT

### 8.1 INTRODUCTION

This is the addendum to the Environmental Report for the Fingal Development Plan. This chapter serves two purposes: a) to provide clarification and/or additional information following comments in the submissions received during the consultation period on the Draft Plan and Environmental Report; and b) to identify where the Environmental Report has been updated in following consideration of comments received in submissions during the public consultation period.

It should be noted that this document supplements and should be read in conjunction with the original Environmental Report.

The clarifications and additional information contained herein (shown in blue text) have been provided in order to increase the usefulness of the document for the public and decision makers. However, the amendments proposed are not of such an extent that changes to the content or outcome of the assessment contained within the Environmental Report will be required.

#### 8.1.1 Review of Relevant Plans, Programmes and Policies (Section 5.2)

Modification to Table 5.2 to state Wildlife Acts 1976 to 2012.

Wildlife Acts 1976 to 2010<sup>2</sup>

#### 8.1.2 State of the Environment Overview – Republic of Ireland (Section 6.1.1)

New section included to reflect the EPA State of the Environment Report 2016

**Section 6.1.1, State of the Environment Overview – Republic of Ireland** has been updated with the following text.

Following on from the four key challenges, seven key actions for Ireland on the state of the environment have also been listed, summarised in **Table 6.2**.

**Table 6.2 – EPA Key Actions for Ireland**

Theme	Key Actions
Environment, health and wellbeing	It needs to be recognised that a good quality environment brings benefits to both health and wellbeing.
Climate change	The response to climate change needs to be accelerated - we need to act quickly, transform our energy systems and a shift to a more sustainable transport system.
Implementation of legislation	There needs to be an improvement in tracking plans and policies, as well as compliance with several directives and continued targeting of non-compliances by environmental enforcement bodies.
Restore and protect water quality	Measures should continue to be implemented to achieve at least Good Status in all water surface bodies, while also acknowledging that while Ireland's marine waters are relatively unpolluted, pressures continue to increase.

Theme	Key Actions
Nature and wild places	Habitat and biodiversity loss continue - initiatives need to be developed which incorporate nature protection at the core of decision-making.
Sustainable economic activities	The economy can be competitive, but in a sustainable way having regard to finite resources. Issues include the increase in exported residual waste, the need to phase out subsidies and exemptions which encourage unsustainable activities/emissions as well as the challenge of intensifying agricultural output in a sustainable way.
Community engagement	A strong evidence-base and good communication strategies are key for keeping stakeholders and citizens reliably informed - sustainable growth requires changes to the way all consumers act.

A summary of the relevant aspects of the current state of the environment in Ireland has been summarised in **Table 6.3**.

**Table 6.3 – Summary of Current State of the Environment in Ireland**

Theme	Key Findings
Air Quality and Transboundary Air Emissions	While air quality is of a good standard compared to other EU member states, however monitoring shows that local levels of some pollutants (e.g. NO <sub>2</sub> ) are at concentrations that may impact on health. Trends of PAH levels in Ireland are a concern. Ireland should adopt the stricter WHO guidelines, particularly for particulate matter and ozone, as compliance with the EU limit values is still not enough to protect health. A 2015 EEA report indicates that around 1,200 deaths in Ireland in 2012 were directly linked to air pollution. Continued effort is being made to reduce air pollution through bans on bituminous coal in large towns and cities and implementing the actions set out in the Smarter Travel Policy for Sustainable Transport. Incentives in recent years to change from petrol to diesel in the personal car fleet has had unforeseen and significant effects on air quality, increasing key pollutants in cities especially PM <sub>10</sub> , PM <sub>2.5</sub> . Incentives to switch to electric vehicles should therefore be encouraged.
Climate Change	Irish per capita GHG emissions remain among the highest in Europe, with agriculture the largest source accounting for 33.3% of total national emissions. Sectors such as energy are showing decreases in GHGs due to increased use of renewables and improving standards. In 2016, Ireland is just over halfway to meeting its Renewable Energy Directive target and the newly published Climate Action and Low Carbon Development Act will also help transition to a low carbon economy. Further reductions, particularly in the agriculture and transport sectors, will be required to meet the 2020 EU Effort Sharing targets of 20% below 2005 levels. Longer term horizons will pose a serious challenge for Ireland based on current trajectories, as Ireland is not on track to meeting its National Policy Position of 80% reduction in CO <sub>2</sub> emissions by 2050. There is an urgent need for further policies and regulations in order to meet existing targets and achieve decarbonisation.
Nature	The majority of Ireland's most important habitats are reported to be of inadequate or bad conservation status; most species are considered to be stable however a number of key species are declining. Aquatic species and bees are reported to be most at risk. Pressures from changes to land use, intensification of agriculture, pollution and climate change, as well as the impacts of a growing economy, are likely to bring additional pressures on a number of species and habitats in Ireland. Based on the poor conservation status of many important habitats and some species, considerable efforts and resources will be required to improve their status, both within and outside protected areas.
Inland and Marine Waters	Most of Ireland's water bodies are of good ecological status or better however a number of main pressures persist including eutrophication, urban wastewater, diffuse agricultural sources and impacts to the marine environment (e.g. overfishing, by-catch, pressures from

Theme	Key Findings
	<p>aquaculture). Measures to improve water quality are being implemented in order to achieve the targets of the WFD such as the development of River Basin Management Plans and control and licensing of industrial discharges. However there has been little overall improvement since the last river basin management cycle; in the latest water quality assessment period (2013-2015) there has been a decline in the number of high status sites. The merging of the River Basin Districts into one national district as well as implementation of the three tier catchment management system are key responses to addressing these issues. The second cycle RBMPs are in preparation and are anticipated for completion in 2017.</p> <p>The implementation and enforcement of the Nitrates Action Plan is the most important measure to address diffuse agricultural pollution of freshwaters. This includes a code of Good Agricultural Practice (GAP) which is mandatory for all farms. Other measures such as the GLAS Scheme, the Agricultural Catchments Programme, the National Inspection Plan for domestic wastewater systems, as well as improvements to urban wastewater discharges are also key for tackling point and diffuse sources of pollution.</p>
Waste	<p>The new Regional Waste Management Plans were published in 2015. Ireland continues to move from a position of almost total reliance on landfill, to a high level of recovery, with a focus on prevention, reuse and recycling. The waste sector is almost wholly privatised which has led to considerable investment in technologies but which comes with its own challenges. More value is now being derived from waste as fuel than from disposal, with the number of landfills reducing from 18 in 2012 to 6, however much of Ireland’s residual waste continues to be exported which has implications for infrastructural capacity and market security. Litter and fly-tipping continue to remain significant problems. Increases in municipal, construction and demolition waste have also increased since 2012, likely as a result of economic recovery; municipal waste generation also continues to grow (an increase of 6% between 2012 and 2014). Over half of households are still without a separate bin for food waste, with organic matter still being disposed to landfill. While Ireland is currently meeting its targets under the Landfill Directive, some future targets are at risk of not being met (e.g. relating to end-of-life vehicles, WEEE and battery collection).</p>
Land and Soil	<p>In Ireland the main changes since 2012 have been an increase in the amount of forested lands, semi-natural areas and artificial areas, and a decrease in the total amount of agricultural land and peatland. The main land use type in Ireland is for agriculture, while forestry cover in Ireland remains very low compared to other European countries. The main drivers of land use change over the coming decade will be the agricultural policy of Food Wise 2025 and afforestation policies associated of the National Forestry Programme 2014-2020. While the rate of urbanisation decreased with the economic downturn, however this is expected to increase in the future. The decline in peatland ranges and functions also represents a significant problem, as is degradation of soils (e.g. soil sealing).</p>
Environment, Health and Wellbeing	<p>Environmental sources of harm include the built environment, the natural environment and consumption patterns. It is therefore recognised that health and wellbeing are tied to a good quality environment. The overall quality of the Irish environment is generally good, but health impacts associated with air pollution in Ireland, particularly from traffic and burning of smoky solid fuels, are still issues that require further measures. Exposure to noise, odours and radon in homes also impact health. The availability, safety and attractiveness of high-quality green spaces (parks, woods, countryside) and blue spaces (ponds, river banks, lakeshores and seashores) helps to foster activity on the road to better health.</p> <p>The EU’s Drinking Water Regulations (2014) set quality standards for water at the tap, however there are still some problems which need to be tackled such as long-term boil notices and addressing key priorities such as lead, disinfection, pesticides etc. The quality of Ireland’s bathing waters has remained high, with the vast majority meeting required EU standards. Damage to health associated with environmental pollution in Ireland is much less than that caused by lifestyle factors such as poor diet, lack of exercise and tobacco use. Emerging risks include impacts from climate change, microbial resistance and new chemical</p>

Theme	Key Findings
	substances. The ongoing protection of Ireland's high-quality environment is vital.
Environment and the Economy	<p>The quality of Ireland's environment is generally good though it has been under increasing pressure over the last decade as a result of economic changes, population growth and urbanisation, and changing consumer patterns. The European Commission's Economic Forecasts indicate that the economy continues to recover from the last recession.</p> <p>The main challenge for Ireland now is to grow the economy in a sustainable way, with a focus being an economy that is circular, resource-efficient and striving for carbon-neutrality. Many of the persistent environmental problems that we face, such as air pollution, biodiversity loss, and hazardous waste, continue to be rooted in unsustainable production and consumption patterns. The extra challenge to government is to consider environmental quality, well-being and sustainability in addition to indicators such as GDP or GVA.</p>
Environment and Transport	<p>The transport sector in Ireland is currently very fossil fuel dependent, making up about 20% of GHG emissions. While emission levels dropped during the economic downturn, current recovery means emissions are climbing again. The transport sector is required to deliver 10% of its energy from renewable sources by 2020, representing a major challenge. The EEA has highlighted that use of alternative fuels, electrification of the fleet as well as major modal shifts are required to help meet decarbonisation targets. Modal shifts as well as increased fuel efficiency are critical to enable the transport sector to become faster, more convenient, and more sustainable. To achieve this, measures such as good planning, capital investment as well as fiscal measures are required. The main policies and initiatives are included in the Energy White paper, the National Mitigation Plan, the Biofuels Obligation scheme, the Draft Transport Strategy as well as the Dublin Area Cycle Network.</p>
Environment and Energy	<p>Use of fossil fuels in Ireland remains very high, providing 90% of the country's energy requirement. The shift towards renewable sources of energy will be critical in the coming decades. To achieve this, there is a requirement for large-scale investments infrastructure and technology, as well as distribution and storage systems. Further, a significant number of private and business buildings will need to be retrofitted to bring them to higher energy efficiency standards - this will be critical for achieving Ireland's target of a 20% reduction in energy costs from energy efficiency by 2020. Engagement with the public and stakeholders is necessary to help mobilise these changes.</p>
Environment and Agriculture	<p>Agriculture is the largest user of land in the country, with about 67% of total land cover. Food Harvest 2020 and Food Wise 2050 are the main agricultural strategies developed to increase productivity, export and employment. The main challenges for these will be to increase primary production in a way that is sustainable and does not adversely impact the environment. Currently, the agriculture sector in Ireland accounts for 32% of GHG emissions, which is projected to rise in the coming years and could place pressures on achieving 2020 and 2030 national emissions reduction targets. Diffuse loss of nutrients from agriculture to water remains a major environmental pressure. Current actions to address these issues are covered by the Common Agricultural Policy, the Nitrates Action Programme, Origin Green, the River Basin management Plans, Climate Action and Low Carbon Development Act 2015, as well as the Industrial emissions Directive. A strong research and evidence base, as well as sharing of information and knowledge, will be critical to keep all stakeholders informed and so that protection of the environment and agricultural productivity can be balanced.</p>

### 8.1.3 Biodiversity, Flora and Fauna (Section 6.2)

The presence of brown trout has now been included.

#### Other Flora and Fauna (Section 6.2.1.6)

As a coastal region, Fingal has an abundance of areas important for both common and internationally rare birds. Some of these such as Rogerstown Estuary and Malahide Estuary are designated under EU legislation as SPAs. Other areas, such as the Tolka River Valley Park and Newbridge Demesne are important for species such as the kingfisher, little egret, kestrel, sparrowhawk and buzzard as well as songbirds such as chiffchaff, willow warbler, goldcrest and blackbird.

Inland Fisheries Ireland noted that the River Delvin, Liffey and Tolka support brown and sea trout with the Broadmeadow and Ward Rivers also supporting brown trout. The River Liffey also supports Atlantic salmon (*Salmo salar*), an Annex II species listed under the Habitats Directive. Sections of other rivers within Fingal were identified as being of poor ecological status under the Water Framework Directive (see **Section 6.5** Water) and are therefore unlikely to support significant fisheries.

#### 8.1.4 Water (Section 6.5)

Reference to the River Liffey has been included in the water quality discussion.

Rivers (Section 6.5.1.2) South of the Fingal boundary with Dublin City, the River Liffey is at poor status at Leixlip Bridge (Q value between Q1 - Q3). Flowing eastwards, status improves to moderate at Lucan Bridge (Q value between Q3 - Q4). On the southern side of the Phoenix Park, quality drops back to poor status, then improving to moderate again 1km eastwards at the Chapelizod Bridge.

Information on bathing water quality has been included.

Quality of Bathing Waters (Section 6.5.2) Results from *The Quality of Bathing Water in Ireland 2015* (EPA, 2016) are given in **Table 6.8**. In 2015, the quality of Ireland's bathing waters remained high with 93% of identified bathing areas (128 of 137) complying with the minimum EU mandatory values and achieving sufficient water quality status. Of the 6 bathing areas that failed to achieve sufficient water quality status, two were within Fingal (Rush - South Beach and Loughshinny).

**Table 6.8 - Compliance and Water Quality Status of Designated Bathing Areas (2015)**

Bathing Water	Water Quality Status	Compliance with EU Standards	
		Mandatory	Guide
Balbriggan, Front Strand Beach	Sufficient	√	X
Claremont Beach	Good	√	√
Donabate, Balcarrick Beach	Excellent	√	√
Loughshinny Beach	Poor	X	X
Portmarnock, Velvet Strand Beach	Excellent	√	√
Portrane, the Brook Beach	Excellent	√	√
Rush, South Beach	Poor	X	X
Skerries, South Beach	Good	√	√
Sutton, Burrow Beach	Excellent	√	√



### 8.1.5 Climate (Section 6.7)

Further discussion has been included on the Climate Action and Low Carbon Development Act, the Paris Agreement and the EU 2050 transition goals.

The Climate Action and Low Carbon Development Act 2015 (No. 46 of 2015) was enacted on the 10<sup>th</sup> of December 2015. The Climate Act sets out the proposed national objective for Ireland to transition to a low carbon, climate resilient and environmentally sustainable economy by the end of 2050.

At the Conference of the Parties in Paris (COP21) in which Ireland is a member, the Paris Agreement (2015) was produced. This agreement includes as its overarching objective: *“holding the increase in the global average temperature to well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5 °C above pre-industrial levels”*.

The longer term perspective as set out in the EC’s Energy Roadmap 2050 is for moving to a low carbon economy in 2050. The roadmap does not set specific targets at this stage but the ultimate goal is to cut EU-wide emissions by 80-95% of 1990 levels by 2050. Based on the premise that achieving this reduction in greenhouse gas emissions will require EU energy production to become almost carbon-free, the roadmap explores the challenges of delivering on this decarbonisation objective for the energy sector, while at the same time ensuring security of supply and competitiveness. As part of the EU’s overall strategy, the Low-carbon Roadmap 2015 reiterates the goal of cutting emissions across all sectors (not just energy), to increase energy efficiency and to use clean electricity. As the roadmap is further discussed within the EU, this will result in more detailed initiatives proposed by the Commission for individual industries.

More recently in July 2016, a communication was issued from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, titled:

*“Accelerating Europe’s transition to a low-carbon economy – Communication accompanying measures under the Energy Union Framework Strategy: legislative proposal on binding annual greenhouse gas emissions reductions by Member States from 2021 to 2030, legislative proposal on the inclusion of greenhouse gas emissions and removals from land use, land use change and forestry into the 2030 climate and energy framework and communication on a European Strategy for low-emission mobility”*. It concludes that *“Europe’s transition to the low-carbon economy needs to accelerate”*.

Further discussion has been included on the decarbonisation trajectory in the Paris Agreement in relation to aviation.

The United Nations Framework Convention on Climate Change (UNFCCC) notes that the shipping and aviation industries are not directly covered by the Paris Agreement. It is acknowledged that with emissions from both sectors growing at a rate of 3-4% per year, there is consensus that emissions must peak soon in order to support the goals under the Paris Agreement<sup>1</sup>.

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<sup>1</sup> UNFCCC (2015) Paris Climate Agreement. <http://newsroom.unfccc.int/unfccc-newsroom/shipping-aviation-and-paris/>

It is also noted that as of October 2016, 66 states representing 86.5% of activity related to international aviation, have signed up to voluntarily participate in the International Civil Aviation Organisation's (ICAO) market-based measures (MBM) scheme as a means for limiting or reducing CO<sub>2</sub> emissions<sup>2</sup>. The Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) was therefore developed by ICAO as a global MBM with the aim of addressing annual increases in total CO<sub>2</sub> emissions from international civil aviation from 2020 levels. The underlying principle of CORSIA relies on emissions credits and trading to offset its own emissions. ICAO states that such offsetting could be achieved through the purchase/ redemption of credits from other sources such as the UNFCCC's Clean Development Mechanism, programmes such as REDD+ or offset projects<sup>3</sup>.

At a European level, the EU developed an Emissions Trading Scheme (ETS), which began in 2005. The EU ETS is a 'cap and trade' system, whereby large commercial and industrial energy users in each nation state are given an allowance, and are required to buy or sell allowances depending on whether they are above or below their allocation respectively. Beyond the terminal's boiler plant daa is not currently affected by the ETS; aircraft operators however must comply with the scheme. The overall cap within the system decreases over time, thereby creating the market pressure to find emissions savings across the system at least cost to the economy. From 2012, flights within the EU have also been included within the scheme. The EU is considering whether to include flights departing/arriving the EU following ICAO's agreement on CORSIA.

### 8.1.6 Material Assets (Section 6.8.1)

Further discussion has been included on the policy document Smarter Travel and its targets.

*Smarter Travel - A New Transport Policy for Ireland (2009-2020)* is a national action plan designed to show how the State can reverse current unsustainable transport and travel patterns and reduce the health and environmental impacts of current trends. It sets out five key goals which outlines the basis of the Government's policy:

- "Improve quality of life and accessibility to transport for all and, in particular, for people with reduced mobility and those who may experience isolation due to lack of transport;
- Improve economic competitiveness through maximising the efficiency of the transport system and alleviating congestion and infrastructural bottlenecks;
- Minimise the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions;
- Reduce overall travel demand and commuting distances travelled by the private car; and
- Improve security of energy supply by reducing dependency on imported fossil".

There are a number of key targets outlined in Smarter Travel and they include:

- "Future population and employment growth will predominantly take place in sustainable compact forms, which reduce the need to travel for employment and services;
- 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%;

<sup>2</sup> ICAO (2016) Market-Based Measures. <http://www.icao.int/environmental-protection/Pages/market-based-measures.aspx>

<sup>3</sup> ICAO (2016) *What is CORSIA and how does it work?* [http://www.icao.int/environmental-protection/Pages/A39\\_CORSIA\\_FAQ2.aspx](http://www.icao.int/environmental-protection/Pages/A39_CORSIA_FAQ2.aspx)

- Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work;
- The total kilometres travelled by the car fleet in 2020 will not increase significantly from current levels; and
- A reduction will be achieved on the 2005 figure for greenhouse gas emissions from the transport sector”.

In order to achieve these goals the Smarter Travel also outlines forty nine actions to be undertaken and details the funding which must be secured.

Smarter Travel aims to shift 500,000 more people towards utilising sustainable means of transport, as well as setting out provisions to support the development of alternative modes such e.g. greenways/walking routes, cycling and public transport. The provision of walking and cycling infrastructure will have indirect benefits for human health associated with increased exercise. In addition, the provision of real public transport alternatives to the private car will decrease car dependency and as such there will be direct health benefits with improvements in air quality due to a decrease in traffic-related air pollutants from vehicle exhausts. Indirect positive impacts include those anticipated for population and human health. Smarter Travel therefore had positive impacts for air quality and climatic factors by encouraging modal shifts, and positive impacts on population/human health through use of transport options which have direct health benefits.

An objective has therefore been included in the plan in relation to Smarter Travel in Chapter 7: Movement and Transport, Section 7.1:

**Objective MT03:** *Implement Smarter Travel – A sustainable Travel Future policy and work to achieve the Key Goals set out in this policy.*

### 8.1.7 Assessment of Policies/Objectives (Chapter 9)

The assessment section in Appendix B of the SEA Environmental Report has been updated.

Policies/ Objectives	BFF	P	HH	SL	W	A	CF	CH	MA	L
<b>Malahide 1:</b> Preserve the special character and identity of the town by securing its physical separation from Swords, Portmarnock and Kinsealy by Greenbelts.										
<b>Malahide 8:</b> Accommodate marine based activity within the estuarine area and fringe to the west of the rail line at Bissetts Strand including boardwalk and berthing facilities whilst ensuring that the visual and environmental amenity of the area is protected.	+/-	+/-	+/-	0/-	0/-	+	+	+/-	+	0/-
<b>Malahide 11:</b> Prepare and/or implement the following Masterplans during the lifetime of this Plan: <ul style="list-style-type: none"> <li>• Streamstown Masterplan (see Map Sheet 9, MP 9.A)</li> </ul>										

















<ul style="list-style-type: none"> <li>Broomfield Masterplan (see Map Sheet 9, MP 9.B)</li> </ul> <p>Streamstown Masterplan</p> <p>The lands will be the subject of a detailed flood risk assessment.</p>										
<p>There is the potential for direct negative impacts on BFF, P, HH, SL, W, CH and L, depending on the manner in which development, such as road infrastructure is undertaken.</p> <p>There is an emphasis on pedestrian and cycle lines which is positive for P, HH, A, CF and MA.</p> <p>Encouraging and promoting services would generate employment and have positive effect on P.</p> <p>Direct positive impacts on CH through protection of architectural character.</p> <p>Positive impacts on BFF through protection of the greenbelt and mature trees however there is <b>potential for negative impacts through disturbance to birds.</b></p>										

Table 9.1 of the SEA Environmental Report has been updated.


Policies/ Objectives	BFF	P	HH	SL	W	A	CF	CH	MA	L
<p><b>Policy 8:</b> Develop a strategy to promote and deliver an enhanced identity and link with Fingal for the wider communities of Santry, Ballymun, Meakstown/Charlestown, Finglas and Lanesborough and define them beyond the existing named South Fingal Fringe Settlement.</p>	+/-	+/-	+/-	+/-	+/-	+	+	+/-	+	+/-
<p>Comment: A focused strategy will assist with developing links to these areas and will offer positive impacts in terms of P, HH, CH and MA. The manner in which the links may be developed is not clear, however where this includes linear infrastructure there will be potential for negative impacts from construction and operation to all environmental areas.</p>										

Figure 9.1 has been updated to include the (p)NHAs.

# Legend

-  CSO Settlement Envelope (2011)
-  Special Protection Area (SPA)
-  Special Area of Conservation (SAC)
-  Natural Heritage Area (NHA)
-  Proposed Natural Heritage Area (pNHA)
-  High Amenity Area
-  Liffey Valley SAOO & Howth SAOO
-  Howth SAOO Buffer Zone
-  Sensitive Landscape
-  Architectural Conservation Area
-  Zone of Archeological Potential
-  Burial Site
-  Inner Public Safety Zone
-  Inner Airport Noise Zone (63dB)
-  Outer Public Safety Zone
-  Outer Airport Noise Zone (57dB)

**Data Source:** Fingal County Council and NPWS

**Client:**  Fingal County Council  
Comhairle Contae Fhine Gall

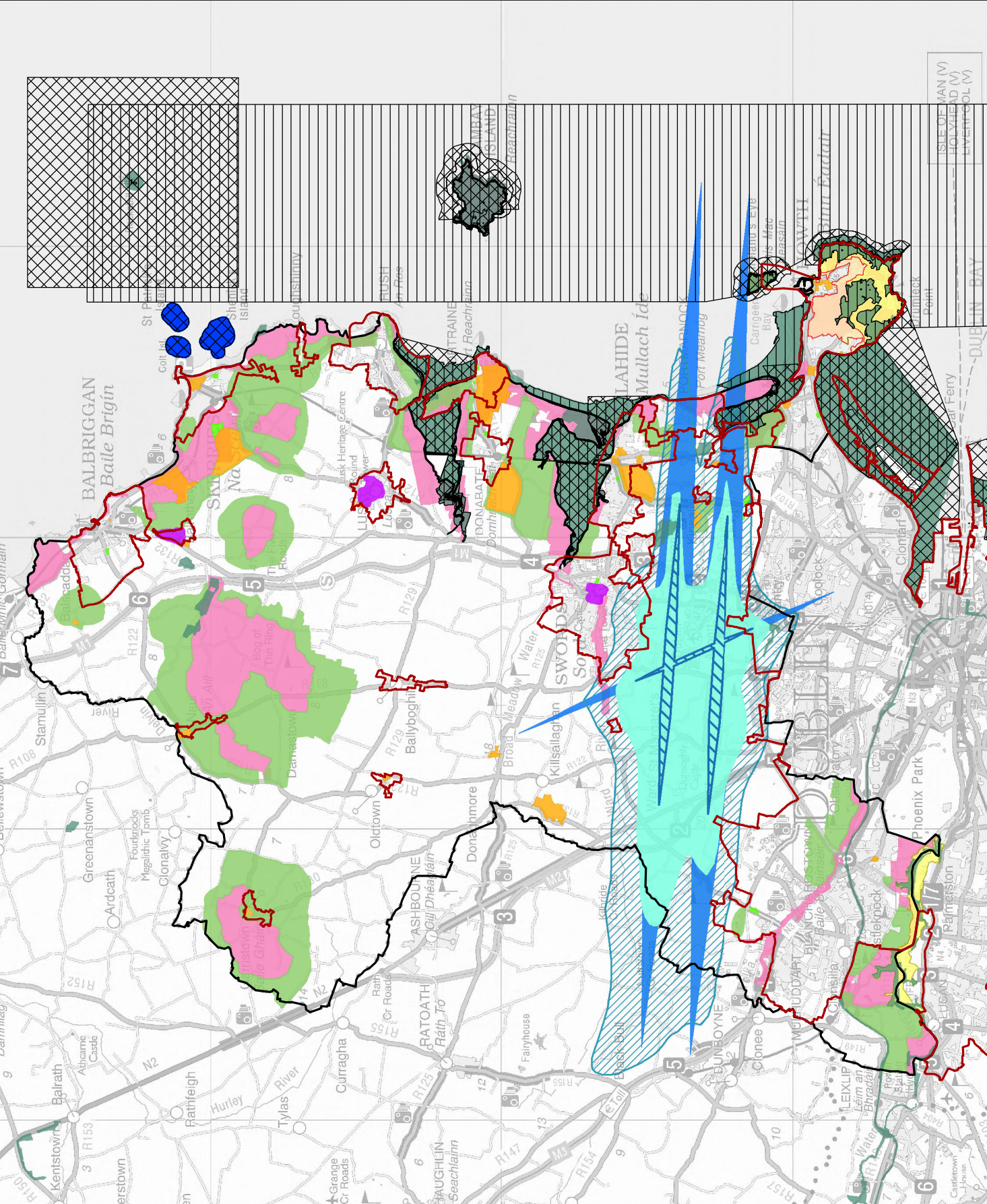
**Project:** SEA & AA of the Fingal Development Plan [2017-2023]

**Title:** Environmental Constraints with Settlement Envelopes  
**Figure 9.1(A)**

**RPS**  
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Issue Details	
Drawn By:	NON
Project No.:	MDE1205
Checked By:	EO
File Ref.:	MDE1205A\036F01
Approved By:	EO
Scale:	1:175,000 @ A4
Projection:	ITM (IRENET95)
Date:	07/03/2017

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## **APPENDIX A**

### **SEA and AA Mitigation**

## SEA Mitigation Table

Policy/ Objective Draft Plan February 2016	Amendments	Final Adopted Plan
Proposed New Objective	Suggested objective All masterplans will require Screening for Appropriate Assessment and Screening for SEA.	New wording inserted in Chapter 3 Placemaking (PM20): <i>Local Area Plans, Masterplans, Urban Framework Plans and other plans and strategies will be subject to Strategic Environmental Assessments as appropriate and Screening for Appropriate Assessment.</i>
Proposed New Objective	Suggested objective Planning applications will require an environmental appraisal to ensure that significant impacts are mitigated through constraints and route selection appraisal where applicable.	New wording in Chapter 12 Development Management Standards (DMS02): <i>Ensure Local Authority development proposals are subject to environmental assessment, as appropriate, including Screening for Appropriate Assessment and Environmental Impact Assessment.</i>
Proposed New Objective	Suggested objective Develop a Sector Adaptation Plan for Fingal in line with the forthcoming National Adaptation Framework for Climate Change, in line with the forthcoming guidelines to be produced by the Department of Environment, Community and Local Government	New wording in Chapter 1 Climate Change Section: <i>Fingal is working closely with Codema (Dublin's Energy Agency) and the 3 Dublin Local Authorities, who will act in unison and will work with all relevant stakeholders in order to deliver an inclusive and interconnected Climate Change Mitigation Action Plan. Internationally, Fingal will liaise closely with the Covenant of Mayors and has recently become one of the international signatories (alongside the other Dublin Local Authorities). Fingal supports the international co-operation of Local Authorities facing the challenge of climate change mitigation and adaptation.</i>
Proposed New Objective	Suggested objective Undertake a risk assessment, as per Policy Action G.3.2 of the Eastern-Midlands Waste Management Plan of all waste disposal sites in coastal and estuarine areas to identify those at risk from coastal erosion in the short, medium and long term and to carry out remediation works as appropriate.	Plan Team Response: It is not considered necessary to replicate a policy from the Eastern-Midlands Waste Management Plan in this way. No change is considered necessary.
Proposed New Objective	Suggested objective Development shall accommodate up to 10% of	New wording in Chapter 7 Movement and Infrastructure (MT10): <i>Facilitate the provision of electricity charging</i>



Policy/ Objective Draft Plan February 2016	Amendments	Final Adopted Plan
	electric charging infrastructure.	<i>infrastructure for electric vehicles for both on street and in new developments in accordance with car parking standards.</i>
<b>Strategic Policies</b>		
Develop a strategy to promote and deliver an enhanced identity and link with Fingal for the wider communities of Santry, Ballymun, Meakstown/Charlestown, Finglas and Lanesborough and define them beyond the existing named South Fingal Fringe Settlement.	The manner in which the links may be developed is not clear however, where this includes linear infrastructure there will be potential for negative impacts from construction and operation to all environmental areas.	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan must reflect the Strategic Direction given by Councillors. The issues raised are covered in the detailed objectives contained in the Draft Plan.
Safeguard the current and future operational, safety and technical requirements of Dublin Airport and provide for its ongoing development (incl. the second runway and potential commercial opportunities) within a sustainable development of framework. The framework shall take account of any potential impact on local communities and shall have regard to any wider environmental issues.	Suggest reference is made to government policy on climate change.	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan must reflect the Strategic Direction given by Councillors. The issues raised are covered in the detailed objectives contained in the Draft Plan.
Promote enterprise and employment throughout the County, including the Metro North Economic Corridor and Blanchardstown and work with the other Dublin Local Authorities to promote the Dublin City Region as an engine for economic growth for the Region and the County.	Suggest reference to sustainability is included in the Policy.	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan must reflect the Strategic Direction given by Councillors. The issues raised are covered in the detailed objectives contained in the Draft Plan.
Safeguard the 'green agricultural' identity of North Fingal, promoting the rural character of the County and supporting the agricultural/horticultural production sector.	Suggest reference to sustainability is included in the Policy.	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan must reflect the Strategic Direction given by Councillors. The issues raised are covered in the detailed objectives contained in the Draft Plan.
Provide viable options for the rural community through the promotion of controlled growth of	Suggest inclusion of text at end of policy to say ... in Fingal whilst protecting the natural and built	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan must reflect the Strategic

Policy/ Objective Draft Plan February 2016	Amendments	Final Adopted Plan
<p>the rural villages and clusters balanced with careful restriction of residential development in the countryside, recognising the unique value of rural communities in Fingal.</p>	<p>heritage within the county.</p>	<p>Direction given by Councillors. The issues raised are covered in the detailed objectives contained in the Draft Plan.</p>
<p>Promote, drive and facilitate the transition in the future to an entirely renewable energy supply.</p>	<p>Suggest inclusion of text at end of supply to say, in line with current national renewable energy and climate change policy.</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan must reflect the Strategic Direction given by Councillors. The issues raised are covered in the detailed objectives contained in the Draft Plan.</p>
<p>The Council recognises that climate change is an over-riding challenge facing us locally as well as globally. In addressing and responding to this challenge, Fingal will be required to both adapt to climate change, as well as mitigate against climate change, including reducing emissions and unsustainable energy consumption.</p>	<p>Suggest inclusion of text to say, Fingal will both adapt to climate change and as well as mitigate against climate change, including reducing emission and unsustainable energy consumption in line with the measures identified in the National Mitigation Plan for Climate Change and forthcoming Adaptation Framework and Plans.</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan must reflect the Strategic Direction given by Councillors. The issues raised are covered in the detailed objectives contained in the Draft Plan.</p>
<p>Promote and maximise the benefits of quality of life, public health and biodiversity arising from implementation of policies promoting climate change adaption and mitigation.</p>	<p>Suggest text change to word adaption to adaptation in line with phrasing within Climate Action and Low Carbon Bill 2015.</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan must reflect the Strategic Direction given by Councillors. The issues raised are covered in the detailed objectives contained in the Draft Plan.</p>
<p>Encourage innovation and facilitate the development of pilot schemes that support climate change mitigation and adaption.</p>	<p>Suggest text change to word adaption to adaptation in line with phrasing within Climate Action and Low Carbon Bill 2015. Suggest that pilot schemes that support climate change mitigation and adaptation are in line with the National Mitigation Plan for Climate Change and forthcoming Adaptation Framework and Plans .</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan must reflect the Strategic Direction given by Councillors. The issues raised are covered in the detailed objectives contained in the Draft Plan.</p>
<p>Develop, in consultation with stakeholders appropriate strategies and policies to facilitate a reduction in green house and carbon emissions and development of a sustainable</p>	<p>Suggest text change....for the County in line with the Local Authority Renewable Energy Strategy (LARES) document.</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan must reflect the Strategic Direction given by Councillors. The issues raised are covered in the detailed objectives contained in the Draft Plan.</p>

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energy and climate change action plan for the County.		Plan.
<b>Chapter 2 - Core Strategy and Settlement Strategy</b>		
Consolidate the vast majority of the county's future growth into the strong and dynamic urban centres of the metropolitan area while directing development in the hinterland to towns and villages, as advocated by national and regional planning guidance.	Suggest text inclusion "directing sustainable development in the hinterland"	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development. No change is considered necessary.
Identify sufficient lands for residential development in order to achieve the housing and population targets set out in the Core Strategy, while ensuring that excess lands surplus to this specific requirement are not identified, in order to prevent fragmented development, uneconomic infrastructure provision and car dependent urban sprawl.	Suggest text inclusion "sustainable residential development"	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development. No change is considered necessary.
Direct rural generated housing demand to villages and rural clusters in the first instance and to ensure that individual houses in the open countryside are only permitted where the applicant can demonstrate compliance with the criteria for rural housing set down by this Development Plan.	Suggest text inclusion "sustainable rural housing set down by this"	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development. No change is considered necessary.
Manage the development and growth of Malahide and Donabate in a planned manner linked to the capacity of local infrastructure to support new development.	Suggest text inclusion "sustainable development and growth"	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development. No change is considered necessary.
Ensure development in Portrane is sensitively designed and respects the unique character and visual amenities of the area.	Suggest text inclusion "sustainable development in Portrane"	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development. No change is considered necessary.

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<p>Support and facilitate residential, commercial, industrial and community development to enable Balbriggan to fulfil its role as a Large Growth Town in the Settlement Hierarchy recognising its important role as the largest town in the hinterland area.</p>	<p>Suggest text inclusion “sustainable residential development”</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development. No change is considered necessary.</p>
<p>Manage the development and growth of Lusk, Rush and Skerries in a planned manner linked to the capacity of local infrastructure to support new development.</p>	<p>Suggest text inclusion “sustainable growth”</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development. No change is considered necessary.</p>
<p>Ensure development in Balrothery and Loughshinny is sensitively designed and respects the unique character and visual amenities of these villages.</p>	<p>Suggest text inclusion “sustainable development in Balrothery and Loughshinny”</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development. No change is considered necessary.</p>
<p><b>Chapter 3 - Placemaking</b></p>		
<p>Deliver successful and sustainable communities through the provision of adequate housing, open space, retail, leisure, employment, community and cultural development supporting the needs of residents, workers and visitors, whilst conserving our built and natural heritage.</p>	<p>Suggest text inclusion “natural heritage thereby providing for sustainable communities”</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The proposed change is considered unnecessary as sustainable communities are already referred to in the Statement of Policy.</p>
<p>Develop a hierarchy of high quality vibrant and sustainable urban &amp; village centres including the continued development and enhancement of:  Swords as the County Town of Fingal Blanchardstown as a vibrant major town centre Balbriggan as the northern development centre</p>	<p>Suggest text inclusion “sustainable development and enhancement”</p>	<p>New wording for PM05: <i>Develop a hierarchy of high quality vibrant and sustainable urban and village centres including the continued sustainable development and enhancement of:</i>  <i>Swords as the County Town of Fingal</i> <i>Blanchardstown as a vibrant major town centre</i> <i>Balbriggan as a large growth town</i></p>

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<p>for the County</p> <p>The network of town, village and district centres</p> <p>A range of local and neighbourhood centres</p>		<p><i>The network of town, village and district centres</i></p> <p><i>A range of local and neighbourhood centres</i></p>
<p>Ensure each Rural Village develops in such a way as to provide a sustainable mix of commercial and community activity within an identified village core which includes provision for enterprise, residential, retail, commercial, and community facilities.</p>	<p>Suggest text inclusion “sustainable development and enhancement”</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development. No change is considered necessary.</p>
<p>Prepare Urban framework Plans, where appropriate, liaising closely with landowners, developers and other relevant stakeholders. The documents shall indicate the broad development parameters for each site and take cognisance of permitted developments.</p>	<p>Suggest text inclusion “permitted development and any potential environmental impacts”</p>	<p>New wording for PM19: <i>Prepare Urban Framework Plans, where appropriate, liaising closely with landowners, developers and other relevant stakeholders. These documents shall indicate the broad development parameters for each site and take cognisance of permitted developments and any potential environmental impacts.</i></p>
<p>Identify and secure the redevelopment and regeneration of areas in need of renewal.</p>	<p>Suggest text inclusion “renewal in line with proper planning and sustainable development”</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development. No change is considered necessary.</p>
<p>Identify areas and recommend methods of small-scale urban regeneration in the RAPID area and other disadvantaged areas.</p>	<p>Suggest text inclusion “areas, in line with proper planning and sustainable development”</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development. No change is considered necessary.</p>
<p>Encourage the production of energy from renewable sources, such as from Bio-Energy, Solar Energy, Hydro Energy, Wave/Tidal Energy, Geothermal, Wind Energy, Combined Heat and Power (CHP), Heat Energy Distribution such as District Heating/Cooling Systems, and any other renewable energy sources, subject to normal</p>	<p>The Council has committed to a Local Authority Renewable Energy Strategy which will address at a strategic level the types of renewable energy sources that should be considered for development in Fingal and the potential environmental impacts. Suggest text inclusion “planning considerations and</p>	<p>New wording for PM30: <i>Encourage the production of energy from renewable sources, such as from Bio-Energy, Solar Energy, Hydro Energy, Wave/Tidal Energy, Geothermal, Wind Energy, Combined Heat and Power (CHP), Heat Energy Distribution such as District Heating/Cooling Systems, and any other renewable energy sources, subject to normal planning considerations and in</i></p>

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<p>planning considerations.</p>	<p>in line with any necessary environmental assessments.”</p>	<p>line with any necessary environmental assessments.</p>
<p>Ensure an holistic approach, which incorporates the provision of essential and appropriate facilities, amenities and services, is taken in the design and planning of new residential areas, so as to ensure that viable communities emerge and grow.</p>	<p>Suggest text inclusion “sustainable viable communities.”</p>	<p>New wording for PM37: <i>Ensure an holistic approach, which incorporates the provision of essential and appropriate facilities, amenities and services, is taken in the design and planning of new residential areas, so as to ensure that viable sustainable communities emerge and grow.</i></p>
<p>Encourage and promote the development of underutilised infill, corner and backland sites in existing residential areas subject to the character of the area being protected.</p>	<p>Suggest text inclusion “character of the area and environment being protected.”</p>	<p>New wording for PM44: <i>Encourage and promote the development of underutilised infill, corner and backland sites in existing residential areas subject to the character of the area and environment being protected.</i></p>
<p>Encourage sensitively designed extensions to existing dwellings which do not negatively impact on adjoining properties or area.</p>	<p>Suggest text inclusion “impact on the environment or on adjoining properties”</p>	<p>New wording for PM46: <i>Encourage sensitively designed extensions to existing dwellings which do not negatively impact on the environment or on adjoining properties or area.</i></p>
<p>Support the provision of accommodation for third level students in the campus of Third Level Institutions or at other appropriate locations that are proximate to centres of third level education.</p>	<p>Suggest text inclusion “education and public transport.”</p>	<p>New wording for PM47: <i>Support the provision of accommodation for third level students in the campus of Third Level Institutions or at other appropriate locations with access to public transport, that are proximate to centres of third level education.</i></p>
<p>Reserve individual sites for primary and secondary schools in consultation with the Department of Education and Skills as and when they are required.</p>	<p>Text inclusion “are required, in line with proper planning and sustainable development. Such sites should be in proximity to public transport.”</p>	<p>New wording for PM78: <i>Reserve individual sites for primary and secondary schools in consultation with the Department of Education and Skills based on current population using the most up to date statistical data, anticipated additional growth based on residentially zoned land, taking into consideration the timelines of planning and constructing new school places, and in line with access to public transport.</i></p>
<p>Facilitate the development of additional schools at both primary and secondary level in a timely manner in partnership with the Department of Education and Skills and/or</p>	<p>Suggest text inclusion “other bodies, in line with proper planning and sustainable development. Such sites should be in proximity to public transport.”</p>	<p>New wording for PM79: <i>Facilitate the development of additional schools, including Gaelscoileanna and Gaelcoláistí, at both primary and secondary level in a timely manner in partnership with the Department of Education</i></p>

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<p>other bodies.</p> <p>Require new schools and other education centres to meet the Council's standards regarding quality of design with an emphasis on contemporary design, landscaping and vehicular movement and vehicular parking. Design of schools and other educational centres should also take account of sustainable building practices, water and energy conservation as well as air quality. Such standards are to be considered and demonstrated in any application for an educational centre.</p>	<p>Suggest text inclusion "air quality and climate change".</p>	<p>and Skills and/or other bodies. Such sites should be in proximity to public transport.</p> <p>New wording for PM80: <i>Require new schools and other education centres to meet the Council's standards regarding quality of design with an emphasis on contemporary design, landscaping and vehicular movement and vehicular parking. Design of schools and other educational centres should also take account of sustainable building practices, water and energy conservation as well as air quality and climate change. Such standards are to be considered and demonstrated in any application for an educational centre.</i></p>
<p>Promote and facilitate the development of existing and new third and higher-level education centres where practicable.</p>	<p>Suggest text inclusion "where practicable, in line with proper planning and sustainable development. Such sites should be in proximity to public transport."</p>	<p>New wording for PM81: <i>Promote and facilitate the development of existing and new third and higher-level education centres where practicable and in proximity to public transport.</i></p>
<p>Facilitate the development of additional places of worship through the designation and/ or zoning of lands for such community requirements and examine locating places of worship within shared community facilities to be delivered through actively engaging with the community to understand diverse religious needs for a place of worship and consulting with faith communities to understand which ones are compatible for shared premises/sites.</p>	<p>Suggest text inclusion "facilities, in line with proper planning and sustainable."</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.</p>
<p>The Development Strategy is to promote the planned and sustainable development of Swords as follows: Consolidate existing and future development within well-defined town boundaries separated</p>	<p>Suggested text inclusion "mixed use development, in line with proper planning, environmental assessment and sustainable development".</p>	<p>Plan Team Response: The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.</p>

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<p>from the agricultural hinterland by designated greenbelt areas</p> <p>Provide for a much-expanded employment, retail, commercial, civic and cultural base</p> <p>Develop high quality public transport links to Dublin City, Dublin Airport and the Greater Dublin area, with a particular emphasis on Metro North</p> <p>Target and facilitate the development of high tech and advanced manufacturing and other high intensity employment generating uses and service providing uses, in particular developments which include the provision of a hospital, 3rd/4th level educational facilities and major integrated sports facility</p> <p>Promote the development of high quality living and working environments</p> <p>Develop Swords, in the long term, in accordance with Your Swords An Emerging City Strategic Vision 2035. This Strategic Vision is contingent on Metro North coming to Swords</p> <p>Promote lands at Lissenhall as a longer term strategic area suitable for mixed use development.</p>		
<p>Promote the development of lands within Swords town centre in accordance with the principles and guidance laid down in the Swords Master Plan [January 2009].</p>	<p>Suggest text inclusion “SWRD4, the Swords Masterplan, that it will address capacities for development in line with wastewater constraints”.</p>	<p>Plan Team Response: The matter of waste water capacity constraints for development throughout the county is already dealt with in the Draft Plan. No change is considered necessary.</p>
<p>Consolidate the new and existing areas of Balgriffin and Belcamp to create vibrant residential communities with appropriate local services and community facilities to serve the</p>	<p>Suggest text in BAL objective to address remediation of lands at Belcamp in relation to illegal landfill disposal.</p>	<p>Plan Team Response: The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.</p>



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<p>new population. Ensure that the necessary infrastructure is delivered in tandem with development and that the new built form respects the rich built and natural heritage of the surrounding environment and recognises the ecological sensitivity and hydrological connection with adjacent European Sites.</p>		
<b>Chapter 4 – Urban Fingal</b>		
<p>Protect and retain the distinctive village character of Portrane and protect and enhance existing natural amenities and built heritage. Strengthen the urban form of the village and improve local service facilities. Ensure The Burrow is protected from inappropriate development.</p>	<p>Suggest text inclusion “in line with climate change measures”.</p>	<p>New wording for Portrane Dev. Strategy: <i>Protect and retain the distinctive village character of Portrane and protect and enhance existing natural amenities and built heritage. Strengthen the urban form of the village and improve local service facilities. Ensure The Burrow is protected from inappropriate development including the need to ensure any development takes full account of Climate Change Adaptation.</i></p>
<b>Chapter 5 – Rural</b>		
<p>Prepare a Local Area Plan and VDFP for each of the villages, where necessary, involving public consultation with the local community, to provide a planning framework for appropriate village development. The LAPs will protect and promote:  Village character through preparation of a Village Development Framework Plan;  A sustainable mix of commercial and community activity within an identified village core which includes provision for appropriate sized enterprise, residential, retail, commercial, and community facilities;  The water services provision within the village;  Community services which allow residents to meet and interact on a social basis, and include</p>	<p>Suggest text inclusion to objective “to provide a sustainable planning framework”.</p> <p>Suggest text inclusion to objective “The LAPs will protect the environment and promote” .</p>	<p>Plan Team Response: The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.</p>

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<p>churches, community and sports halls, libraries and pubs;</p> <p>A mix of housing types and tenure which will appeal to a range of socio-economic groups;</p> <p>Retail activity, consistent with the Fingal Retail Strategy, in the form of village shops which will meet the needs of the local community.</p> <p>A public realm within the village which allows people to circulate, socialise and engage in commercial activity in a manner which balances the needs of all involved;</p> <p>The provision of Green Infrastructure, including natural, archaeological and architectural heritage, and green networks within the village.</p>		
<p>Ensure the vitality and regeneration of rural communities by facilitating those with a genuine rural generated housing need to live within their rural community.</p>	<p>Suggest text inclusion “community, subject to sensitive siting”.</p>	<p>Plan Team Response: The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.</p>
<p>Permit new rural dwellings in areas which have zoning objectives RU, or GB, on suitable sites where the applicant meets the criteria set out in Table RF03.</p>	<p>Suggest text inclusion “suitable sustainable sites”</p>	<p>Plan Team Response: The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.</p>
<p>The replacement or conversion of existing coastal chalets and seaside huts by dwellings which can be resided in all year round will only be considered in exceptional circumstances where the following criteria is fully met:</p> <p>Verifiable documentary evidence indicating the unit is occupied on a year round basis and has been for a period of 7 years or more</p> <p>The proposal satisfies planning criteria in relation to appropriate design and layout,</p>	<p>Suggest text inclusion, the site shall not be liable to the potential impacts posed by climate change.</p>	<p>Plan Team Response: This matter is already included in the Objective. No change is considered necessary.</p>

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<p>drainage, access and integration with the character of the landscape</p> <p>The site shall not be liable to the impacts of climate change, including coastal erosion and flooding</p> <p>Impacts on European Sites will be fully assessed by Screening for Appropriate Assessment.</p>		
<p>Ensure that new dwellings in the rural area are sensitively sited, demonstrate consistency with the immediate Landscape Character Type, and make best use of the natural landscape for a sustainable, carbon efficient and sensitive design. A full analysis/feasibility study of the proposed site and of the impact of the proposed house on the surrounding landscape will be required in support of applications for planning permission.</p>	<p>Suggest text inclusion “surrounding landscape and environment”.</p>	<p>Plan Team Response: The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.</p>
<p>Ensure that the design of entrances and front boundary treatment is sensitive to the rural setting. In this regard, block walls and ornamental features will be discouraged.</p>	<p>Suggest insert text:- discouraged “and native hedging be utilised where appropriate”</p>	<p>New wording for RE62: <i>Ensure that the design of entrances and front boundary treatment is sensitive to the rural setting. In this regard, block walls and ornamental features will be discouraged and native hedging be utilised where appropriate.</i></p>
<p>In areas which are subject to either the RU, GB, or HA zoning objective, presume against development which would contribute to or intensify existing ribbon development as defined by Sustainable Rural Housing, Guidelines for Planning Authorities, April 2005. A relaxation may be considered where permission is sought on the grounds of meeting the housing needs of the owner of land which adjoins an existing house of a member of his/her immediate family where it is clearly</p>	<p>Can further request for development from another family member be prohibited in the interests of preventing ribbon development.</p>	<p>Plan Team Response: This was not considered to be necessary given the presumption in the Objective against development which would contribute to or intensify existing ribbon development. No change is considered necessary.</p>

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<p>demonstrated that no other suitable site is available.</p> <p>Consider planning applications for a house located within the South Shore area of Rush from persons who have been resident for a minimum of ten years within the South Shore area or within the development boundary of Rush or within one kilometre by road of either of these areas.</p>	<p>Suggest text inclusion “areas, subject to sustainable planning and consideration of climate change impacts”.</p>	<p>New wording for RF43: <i>Consider planning applications for a house located within the South Shore area of Rush from persons who have been resident for a minimum of ten years within the South Shore area or within the development boundary of Rush or within one kilometre by road of either of these areas, subject to sustainable planning and consideration of climate change impacts.</i></p>
<p>Consider planning applications for a house located within the South Shore area of Rush from a mother, father, son or daughter of a resident who qualifies under Objective RH28.</p>	<p>Suggest text inclusion “RH28 and subject to sustainable planning and consideration of climate change impacts”.</p>	<p>New wording for RF44: <i>Consider planning applications for a house located within the South Shore area of Rush from a mother, father, son or daughter of a resident who qualifies under Objective RF43, and subject to sustainable planning and consideration of climate change impacts.</i></p>
<p>Require that an applicant for a house in the South Shore area demonstrates, to the satisfaction of the Planning Authority, that the site is not and will not be subject to flooding or erosion.</p>	<p>Suggest text inclusion “erosion in line with national climate change predications”.</p>	<p>New wording for RF46: <i>Require that an applicant for a house in the South Shore area demonstrates, to the satisfaction of the Planning Authority, that the site is not and will not be subject to flooding or erosion in line with national climate change predications.</i></p>
<p>Use of land associated with a farm for seasonal / temporary workers will be considered subject to the following requirements and demonstrated that the following;</p> <p>The farm is a working and actively managed farm with a minimum size of 50 hectares.</p> <p>There is an essential need for the amount of and type of accommodation and this cannot be met anywhere else. The onus is on the farmer/employer to demonstrate this.</p> <p>The accommodation is for use by the workers associated with the farm only and shall not be for sale or rental independent of the farm.</p>	<p>Suggest text inclusion “no visual or significant environmental impact”.</p> <p>Suggest text inclusion “sufficient drainage and wastewater infrastructural capacity to serve”.</p>	<p>Wording for RF52 was amended to include the following bullet points:</p> <p><i>A Landscape Plan shall accompany applications for new purpose built accommodation.</i></p> <p><i>Sufficient drainage and wastewater infrastructural capacity to serve the development.</i></p>

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<p>The accommodation is designed in such a manner that it integrates with the surrounding rural area and has no visual impact.</p> <p>It can be shown that transport arrangements are in place to allow workers ease of access to nearby towns and villages.</p> <p>Existing trees and hedgerows shall be maintained as far as possible.</p> <p>The amenity of nearby residential properties shall be not be impacted upon.</p> <p>There is safe access and parking facilities in accordance with the requirements of the Council.</p> <p>There is sufficient drainage infrastructure to serve the development.</p>		
<p>Support the maximum number of viable and suitably located farms within the County, and ensure that any new development does not irreversibly harm the commercial viability of existing agricultural land.</p>	<p>Suggest text inclusion “of sustainable, viable and”.</p>	<p>New wording for RF74: <i>Support the maximum number of sustainable, working farms within the County, and ensure that any new development does not irreversibly harm the commercial viability of existing agricultural land.</i></p>
<p>Support and facilitate the growth of agribusiness in Fingal and encourage agribusinesses and support services which are directly related to the local horticultural or agricultural sectors in RB zoned areas.</p>	<p>Suggest text inclusion “promote sustainable agribusiness”.</p>	<p>Plan Team Response: The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.</p>
<p>Preserve and protect wetlands, coastal habitats, and estuarine marsh lands in the coastal zone from inappropriate development, including land reclamation. Any proposals for land reclamation in the coastal zone shall be subject to Screening for Appropriate</p>	<p>Suggest text alteration for last bullet point “flooding and potential impacts from climate change”.</p>	<p>New wording for RF98: <i>Preserve and protect wetlands, coastal habitats, and estuarine marsh lands in coastal areas from inappropriate development, including land reclamation. Any proposals for land reclamation in the coastal zone shall be subject to Screening for Appropriate Assessment and to an assessment of impacts on any such</i></p>

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<p>Assessment and to an assessment of impacts on any such wetlands, coastal habitats, and estuarine marsh lands and its impacts on coastal processes including erosion, deposition, accretion.</p>		<p>wetlands, coastal habitats, and estuarine marsh lands and its impacts on coastal processes including erosion, deposition, accretion and flooding particularly in light of climate change.</p>
<p>Promote farm diversification where it does not unacceptably impact on the landscape and character of the area.</p>	<p>Suggest text inclusion "landscape, environment and character".</p>	<p>New wording for RF102: <i>Promote farm diversification where it does not unacceptably impact on the landscape, environment and character of the area.</i></p>
<p>Facilitate and encourage the development of the alternative energy sector and work with the relevant agencies to support the development of alternative forms of energy where such developments do not negatively impact upon the environmental quality, and visual, residential or rural amenity of the area.</p>	<p>Suggest text inclusion "energy sectors, in line with a Local Renewable Energy Strategy".</p>	<p>New wording for RF106: <i>Facilitate and encourage the development of the alternative energy sector, in line with a Local Renewable Energy Strategy, and work with the relevant agencies to support the development of alternative forms of energy where such developments do not negatively impact upon the environmental quality, and visual, residential or rural amenity of the area.</i></p>
<p>Support sustainable tourism initiatives which develop the tourist potential of the rural area while recognising and enhancing the quality and values of the rural area.</p>	<p>Suggest text inclusion "quality and environmental values of the rural area".</p>	<p>Plan Team Response: The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.</p>
<p>Promote the extension and development of the Seamus Ennis Cultural Centre, to incorporate a purpose built theatre /performance venue and ancillary facilities.</p>	<p>Suggest text inclusion "sustainable development".</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.</p>
<p>Support proposed extensions to existing dwellings, within areas which have zoning objectives, RU, GB, HA, RV, or RC, which provide for bed and breakfast or guest house accommodation where the size, design, and drainage arrangements for the proposed development does not erode the rural quality and character of the surrounding area.</p>	<p>Suggest text inclusion "surface and foul drainage".</p>	<p>New wording for RF125: <i>Support proposed extensions to existing dwellings, within areas which have zoning objectives, RU, GB, HA, RV, or RC, which provide for bed and breakfast or guest house accommodation where the size, design, surface water management and foul drainage arrangements for the proposed development does not erode the rural quality and character of the surrounding area.</i></p>
<p><b>Chapter 6 – Economic Development</b></p>		

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<p>Ensure that economic development zonings are logically and coherently located to maximise upon infrastructural provision, particularly in relation to locating high-employee generating enterprise and industry proximate to high capacity public transport networks and links thereby reducing reliance on private car transport.</p>	<p>Suggest including text to outline that infrastructural provision also relates to water and wastewater capacities.</p>	<p>Plan Team Response: It is considered that the matters referred to are already included within the meaning of the word infrastructure in the Objective. No change is considered necessary.</p>
<p>Promote the regeneration of obsolete and/ or underutilised buildings and lands that could yield economic benefits, with appropriate uses and subject to the proper planning and development of the area.</p>	<p>Suggest text amendment to say “proper planning and sustainable development of the area”</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.</p>
<p>Identify business parks and industrial estates that are in need of regeneration, and engage with all relevant stakeholders and interested parties to encourage their regeneration and revitalisation.</p>	<p>Suggest text amendment to say “regeneration and revitalisation in line with sustainable measures.”</p>	<p>New wording for ED07: <i>Identify business parks and industrial estates that are in need of regeneration and revitalisation in line with sustainable measures, and engage with all relevant stakeholders and interested parties to encourage their regeneration and revitalisation.</i></p>
<p>Utilise the measures and powers available to Fingal to encourage and promote the regeneration of areas in need of renewal, for instance in underperforming or outdated commercial and/ or industrial areas, and in town and village centres where higher vacancy rates exist.</p>	<p>Suggest text amendment to say “exist in line with proper planning and sustainable development.”</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.</p>
<p>Maximise the economic potential of Fingal being part of the Dublin City Region, the County’s unique strengths and its advantageous position within the EMRA.</p>	<p>Suggest text amendment to say “economic potential of Fingal through sustainable means, ensuring protection of our natural heritage.”</p>	<p>New wording for ED010: <i>Maximise the sustainable economic potential of Fingal’s, through sustainable means, being part of the Dublin City Region, the County’s unique strengths and its advantageous position within the East and Midlands Regional Assembly.</i></p>
<p>Maximise economic opportunities associated with the presence of key infrastructural assets within the County including Dublin Airport, the</p>	<p>Suggest text amendment to say “maximise sustainable economic opportunities”.</p>	<p>New wording for ED011: <i>Maximise sustainable economic opportunities associated with the presence of key infrastructural assets within the County including Dublin</i></p>

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national motorway network, railway services, and the close proximity to Dublin City and Dublin Port via the Port Tunnel.		<i>Airport, the national motorway network, railway services, and the close proximity to Dublin City and Dublin Port via the Port Tunnel.</i>
Engage and collaborate with adjoining local authorities and regional assemblies, as appropriate, to promote the continued economic development of the Dublin–Belfast Economic Corridor.	Suggest text amendment to say “continued sustainable economic development”.	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.
Promote inclusive job rich growth by supporting employment creation across the County and across employment and industry sectors.	Suggest text amendment to say “sustainable growth”.	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.
Promote the continued growth of the ICT sector in Fingal by creating high quality built environments offering a range of building sizes, types and formats, supported by the targeted provision of necessary infrastructure.	Suggest text amendment to say “Promote the continued sustainable growth....”.	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.
Promote the growth of the manufacturing sector in Fingal by responding to the varying needs and requirements of the different components within the sector and by creating high quality built environments offering a range of building sizes and formats, supported by the targeted provision of necessary infrastructure.	Suggest text amendment to say “Promote the sustainable growth....”.	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.
Ensure that the required infrastructure and facilities are provided at Dublin Airport so that the aviation sector can develop further and operate to its maximum potential.	Suggest text amendment to say “operate to its maximum sustainable potential”.	New wording for ED31: <i>Ensure that the required infrastructure and facilities are provided at Dublin Airport so that the aviation sector can develop further and operate to its maximum sustainable potential, whilst taking into account the impact on local residential areas, and any negative impact such proposed developments may have on the sustainability of similar existing developments in the surrounding area, and the impact on the environment,</i>



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Engage and collaborate with key stakeholders, relevant agencies, sectoral representatives and local communities to develop the tourism sector in Fingal and to ensure that the economic potential of the tourism sector is secured for the benefit of the local economy.	Suggest text amendment to say “develop tourism sector by sustainable means in Fingal”.	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.
Develop the necessary tourism infrastructure, visitor attractions and supporting facilities at appropriate locations in the County in a manner that does not have an adverse impact on the receiving areas.	Suggest text amendment to say “on the receiving areas and the receiving environment”.	New wording for ED60: <i>Develop the necessary tourism infrastructure, visitor attractions and supporting facilities at appropriate locations in the County in a manner that does not have an adverse impact on the receiving areas and the receiving environment.</i>
Support events and concerts at suitable locations within Fingal subject to the appropriate licensing arrangements, and to protecting and safeguarding the amenities of the area.	Suggest text amendment to say “amenities of the area and the natural and built heritage”.	New wording for ED63: <i>Support events and concerts at suitable locations within Fingal subject to the appropriate licensing arrangements, in consultation with affected stakeholders such as community groups, local businesses and residents in the immediate area where feasible and practical, and to protecting and safeguarding the amenities of the area and the natural and built heritage.</i>
Engage and collaborate with key stakeholders, relevant agencies, sectoral representatives and local communities to develop the agri-food sector in Fingal, to promote and showcase the agri-food sector, including supporting events such as Flavours of Fingal, and to ensure that the economic potential of the sector is secured for the benefit of the local economy, and national economy.	Suggest text inclusion “to sustainably develop the agri-food sector”	Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.
Support the existing diverse nature of the marine sector in Fingal, and identify and promote growth opportunities through engagement and partnership with the relevant agencies, sectoral representatives and local	Suggest text inclusion “promote sustainable growth” Suggest insert text:- growth opportunities “whilst ensure adequate controls particularly in relation to European Sites particularly in relation to offshore	New wording for ED78: <i>Support the existing diverse nature of the marine sector in Fingal, and identify and promote sustainable growth opportunities, while protecting European sites. This shall be achieved through engagement and partnership with the relevant agencies, sectoral</i>

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communities.	SAC's or pCSAC where demersal fisheries might impact QI".	representatives and local communities.
Develop a strategy for the future development of harbours in Fingal to service the seafood industry with key stakeholders and all interested parties.	Suggest text inclusion "parties. The Strategy will be subject to Screening for Appropriate Assessment and SEA."	New wording for ED79: <i>Develop a strategy for the future development of harbours in Fingal to service the seafood industry with key stakeholders and all interested parties. The Strategy will be subject to Screening for Appropriate Assessment and SEA.</i>
Prepare Local Area Plans or Masterplans where indicated on economic development generating lands in collaboration with key stakeholders, relevant agencies and sectoral representatives.	Suggest text inclusion "SEA Screening should be undertaken on any forthcoming LAPs and Masterplans."	New wording for ED88: <i>Prepare Local Area Plans or Masterplans where indicated on economic development generating lands in collaboration with key stakeholders, relevant agencies and sectoral representatives. SEA Screening should be undertaken on any forthcoming LAP's and Masterplans.</i>
<b>Chapter 7 – Movement and Infrastructure</b>		
Promote and facilitate movement to, from, and within the County of Fingal, by integrating land use with a high quality, sustainable transport system that prioritises walking, cycling and public transport.  Provide appropriate level of road infrastructure and traffic management, in particular to support commercial and industrial activity and new development.	Suggest inclusion of text at end to state "In facilitating such movement, the natural and cultural heritage of the County must be protected".	Plan Team Response: The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.
Promote walking and cycling as efficient, healthy, and environmentally-friendly modes of transport by securing the development of a network of direct, comfortable, convenient and safe cycle routes and footpaths, particularly in urban areas. The Council will work in cooperation with the NTA to implement Draft Greater Dublin Area Cycle Network Plan subject to detailed engineering design.	Suggest text to be added to objective "engineering design and the mitigation measures presented in the SEA documents and Natura Impact Statement".	Plan Team Response: It was not deemed necessary to make this change.
Support and advise the NTA and TII on the	Suggest text to be added "requirements, including	New wording for MT25: <i>Support and advise the NTA and TII</i>

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<p>planning and implementation of public transport infrastructure, in particular by providing an understanding of Fingal's policies, objectives and requirements.</p> <p>Support TII in developing a revised design of Metro North that addresses the needs of the Swords-Airport-City Centre corridor and securing permission from An Bord Pleanála.</p>	<p>environmental sensitivities".</p> <p>Suggest text to be added "Swords-Airport-City Centre corridor, environmental sensitivities and securing".</p>	<p>on the planning and implementation of public transport infrastructure, in particular by providing an understanding of Fingal's policies, objectives and requirements, including environmental sensitivities.</p> <p>New wording for MT26: Support TII and the NTA in developing a revised design of Metro North that addresses the needs of the Swords-Airport-City Centre corridor, environmental sensitivities and securing permission from An Bord Pleanála.</p>
<p>Design and implement measures to mitigate the increased congestion on the local road network caused by more frequent closures of the existing level crossings on the Maynooth Line.</p>	<p>Suggest text to be added "measures, having regard to potential environmental impacts, to mitigate".</p>	<p>New wording for MT32: Design and implement measures, having regard to potential environmental impacts, to mitigate the increased congestion on the local road network caused by more frequent closures of the existing level crossings on the Maynooth Line. Ensure that well in advance of any such measures being taken, extensive direct consultation is undertaken with local communities and residents who would be directly impacted by any such measures.</p>
<p>Facilitate and promote the enhancement of bus services through bus priority measures including bus lanes and bus gates. Support the NTA in the Implementation of Bus Rapid Transit from Blanchardstown to Belfield and from Swords to Merrion Square, subject to detailed design.</p>	<p>Suggest text to be added "subject to detailed design and environmental sensitivities".</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.</p>
<p>Facilitate the development of a second major east-west runway at Dublin Airport and the extension of the existing east-west runway 10/28.</p>	<p>Suggest text to be added "in line with proper planning and sustainable development".</p>	<p>Plan Team Response: It was not deemed necessary to make this change. The Draft Plan and all development proposed by the Draft Plan, is underpinned and predicated by sustainable development and will accord with proper planning. No change is considered necessary.</p>
<p>Ensure that every development proposal in the environs of the Airport takes account of the current and predicted changes in air quality and</p>	<p>Suggest text inclusion "air quality, greenhouse emissions and local environmental conditions".</p>	<p>New wording for DA18: Ensure that every development proposal in the environs of the Airport takes account of the current and predicted changes in air quality, greenhouse</p>

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<p>local environmental conditions</p> <p>Ensure that every development proposal in the environs of the Airport takes into account the impact on water quality, water based-habitats and flooding of local streams and rivers.</p>	<p>Suggest text inclusion “the impact on water quality, water based-habitats and flooding of local streams and rivers and to provide mitigation of any negative impacts through avoidance or design and ensure compliance with the Eastern River Basin District.”</p>	<p>emissions and local environmental conditions.</p> <p>New wording for DA19: <i>Ensure that every development proposal in the environs of the Airport takes into account the impact on water quality, water based-habitats and flooding of local streams and rivers and to provide mitigation of any negative impacts through avoidance or design and ensure compliance with the Eastern River Basin District Management Plan.</i></p>
<p>Control and manage surface water, mitigate against flooding and to protect and improve water quality in the County while allowing for sustainable development</p>	<p>Suggest text inclusion for SP03 “improve water quality in line with Water Framework Directive and Eastern River Basin Management Plan”</p>	<p>New wording for Statement of Policy: <i>Control and manage surface water, mitigate against flooding and to protect and improve water quality in the County while allowing for sustainable development and improve water quality in line with the Water Framework Directive and Eastern river basin Management Plan.</i></p>
<p>Liaise with and work in conjunction with Irish Water during the lifetime of the Plan to develop and identify an additional water source serving the Eastern and Midlands Region and the existing population of Fingal while also facilitating the sustainable development of the County, in accordance with the requirements of the Settlement Strategy and associated Core Strategy.</p>	<p>Suggest text inclusion “additional sustainable water source”.</p>	<p>New wording for DW01: <i>Liaise with and work in conjunction with Irish Water during the lifetime of the Plan to develop and identify an additional sustainable water source serving the Eastern and Midlands Region and the existing population of Fingal while also facilitating the sustainable development of the County, in accordance with the requirements of the Settlement Strategy and associated Core Strategy.</i></p>
<p>Allow no new development within floodplains other than development which satisfies the justification test, as outlined in the Planning System and Flood Risk Management Guidelines 2009 for Planning Authorities (or any updated guidelines), within well established towns.</p>	<p>Suggest removal of last words “within well established towns”.</p>	<p>New wording for SW02: <i>Allow no new development within floodplains other than development which satisfies the justification test, as outlined in the Planning System and Flood Risk Management Guidelines 2009 for Planning Authorities (or any updated guidelines).</i></p>
<p>Establish riparian corridors free from new development along all significant watercourses in the County. Ensure a 10 to 15 metre wide riparian buffer strip measured from top of bank</p>	<p>Suggest text inclusion “watercourses and streams in the county”.</p>	<p>New wording for WQ05: <i>Establish riparian corridors free from new development along all significant watercourses and streams in the County. Ensure a 10 to 15 metre wide riparian buffer strip measured from the top of the bank</i></p>

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<p>either side of all watercourses, except in respect of the Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Corduff, Matt and Delvin where a 30m wide riparian buffer strip from top of bank to either side of all watercourses outside urban centres is required.</p>		<p>either side of all watercourses, except in respect of the Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Corduff, Matt and Delvin where a 30m wide riparian buffer strip from top of bank to either side of all watercourses outside urban centres is required as a minimum.</p>
<p>Comply with the recommendations of the GSDS Climate Change Policy with regard to the provision and management of drainage services in the County.</p>	<p>Suggest text addition "Recognise that climate mitigation and adaptation measures are evolving and comply with new national measures as presented in National Plans and Frameworks".</p>	<p>New wording for CC01: <i>Comply with the recommendations of the GSDS Climate Change Policy with regard to the provision and management of drainage services in the County and recognise that climate mitigation and adaptation measures are evolving and comply with new national measures as presented in National Plans and Frameworks.</i></p>
<p>Support international, national and county initiatives for limiting emissions of greenhouse gases through energy efficiency and the development of renewable energy sources using the natural resources of the County in an environmentally sustainable manner where such development does not have a negative impact on the surrounding environment, landscape or local amenities.</p>	<p>Suggest inclusion of a new objective to state that Fingal County Council will undertake a Local Authority Renewable Energy Strategy (LARES).</p>	<p>New wording for EN01/05: <i>Prepare a Climate Change Mitigation and Adaptation Strategy and a Local authority Renewable Energy Strategy (LARES), Spatial Energy Demand Analysis (SEDA) and a Sustainability Action Plan (SEAP).</i></p>
<p>Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of wind power where such development does not have a negative impact on the surrounding environment, landscape or local amenities including offshore sites that may be designated under the Birds and Habitats Directive in the lifetime of this Plan.</p>	<p>Suggest text inclusion "landscape, biodiversity or local amenities".</p>	<p>Plan Team Response: It is considered that biodiversity is already included as part of the meaning of the word "environment" in the Objective. No change is considered necessary.</p>
<p>Require that all new wind energy developments in the County comply with the guidelines within the lifetime of the Plan.</p>	<p>Suggest text inclusion "associated national guidelines".</p>	<p>New wording for EN11: <i>Require that all new wind energy developments in the County comply with the Wind Energy Development Guidelines for Planning Authorities, DoEHLG</i></p>

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<p>Promote and encourage the development of suitable sites within the County for use as Solar PV farms where such development does not have a negative impact on the surrounding environment, landscape, historic buildings or local amenities.</p>	<p>Suggest text inclusion "landscape, biodiversity or local amenities".</p>	<p>(2006) and guidelines contained within draft Fingal County Council Wind Energy Strategy or any subsequent strategy or associated guidelines applicable within the lifetime of the Plan.</p> <p>New wording for EN14: Promote and encourage the development of suitable sites within the County for use as Solar PV farms where such development does not have a negative impact on the surrounding environment, landscape, historic buildings, biodiversity or local amenities.</p>
<p>Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of geothermal energy where such development does not have a negative impact on the surrounding environment, landscape or local amenities.</p>	<p>Suggest text inclusion "landscape, biodiversity or local amenities".</p>	<p>New wording for EN15: Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of geothermal energy where such development does not have a negative impact on the surrounding environment, landscape, biodiversity or local amenities.</p>
<p>Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of hydro energy where such development does not have a negative impact on the surrounding environment, landscape or local amenities.</p>	<p>Suggest text inclusion "landscape, biodiversity or local amenities".</p>	<p>New wording for EN17: Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of hydro energy where such development does not have a negative impact on the surrounding environment, landscape, biodiversity or local amenities.</p>
<p>Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of biomass technology energy where such development does not have a negative impact on the surrounding environment, landscape or local amenities.</p>	<p>Suggest text inclusion "landscape, biodiversity or local amenities".</p>	<p>New wording for EN18: Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of biomass technology energy where such development does not have a negative impact on the surrounding environment, landscape, biodiversity or local amenities.</p>
<p>Support Ireland's renewable energy commitments outlined in national policy by promoting the use of district heating systems in new residential and commercial developments</p>	<p>Suggest text inclusion "landscape, biodiversity or local amenities".</p>	<p>New wording for EN21: Support Ireland's renewable energy commitments outlined in national policy by promoting the use of district heating systems in new residential and commercial developments where such</p>

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<p>where such development does not have a negative impact on the surrounding environment, landscape or local amenities.</p> <p>Promote and encourage the objectives of the Eastern Midlands Region Waste Management Plan 2015-2021 (or any subsequent plan) regarding the remediating of historic closed landfills prioritising actions to those sites which are the highest risk to the environment and human health.</p>	<p>Suggest rewording of policy</p> <p>Ensure the policy objectives and actions of the Eastern Midlands Region Waste Management Plan 2015-2021 (or subsequent plan) regarding the remediation of historic closed and unregulated landfills which prioritises those sites posing the highest risk to the environment and human health. Future development of lands incorporating historic closed landfills shall take full consideration of the environmental sensitivities of the local site and follow the national code of practice for assessment and remediation of such sites. This may include obtaining an appropriate authorisation from the EPA to regulate the proposed remediation.</p>	<p>development does not have a negative impact on the surrounding environment, landscape, biodiversity or local amenities.</p> <p>New wording for WM18: <i>Ensure that construction and demolition Waste Management Plans meet the relevant recycling/ recovery targets for such waste in accordance with the national legislation and regional waste management policy.</i></p>
<b>Chapter 8 – Green Infrastructure</b>		
<p>Ensure the Green Infrastructure Strategy for Fingal protects existing green infrastructure resources and plans for future green infrastructure provision which addresses the five main themes identified in this Plan, namely:</p> <ul style="list-style-type: none"> <li>Biodiversity</li> <li>Parks, Open Space and Recreation</li> <li>Sustainable Water Management</li> <li>Archaeological and Architectural Heritage Landscape.</li> </ul> <p>Require all Local Area Plans to protect, enhance, provide and manage green infrastructure in an integrated and coherent manner addressing the five GI themes set out</p>	<p>Suggest the inclusion of climate change as a separate theme.</p> <p>Suggest the inclusion of climate change as a separate theme.</p>	<p>Plan Team Response: It was not deemed necessary by the Plan Team to make this change. Climate change, including mitigation and adaptation, is an issue that underpins the Draft plan and is addressed as such throughout the Plan as well as in detailed Objectives. Therefore no change is considered necessary.</p> <p>Plan Team Response: It was not deemed necessary by the Plan Team to make this change. Climate change, including mitigation and adaptation, is an issue that underpins the Draft plan and is addressed as such throughout the Plan as</p>

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in the Development Plan – Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Architectural Heritage, and Landscape.		well as in detailed Objectives. Therefore no change is considered necessary.
<b>Chapter 9 – Natural Heritage</b>		
Develop masterplans for the Rogerstown, Malahide and Baldoyle Estuary and their surrounding buffer zones.	Suggest inclusion of text to clarify that it is masterplan focusing on ecological protection.	New wording for NH19: <i>Develop Ecological Masterplans for the Rogerstown, Malahide and Baldoyle Estuary focusing on their ecological protection and that of their surrounding buffer zones.</i>
Re-establish the management committee for the Liffey Valley Special Amenity Area and develop a five year works program as part of the implementation plan for the SAA within two years of the adoption of this development plan.	Suggest include text:- committee “ with South Dublin Count Council”	New wording for NH45: <i>Re-establish the management committee for the Liffey Valley Special Amenity Area with an annual programme of quarterly meetings in partnership with South Dublin County Council on an ongoing basis and develop a five year works program as part of the implementation plan for the SAA within two years of the adoption of this Development Plan.</i>
Develop a coastal erosion policy for Fingal based on best international practice to outline how the Council will deal with existing properties at risk of erosion and how future coastal erosion problems will be managed.	Suggest additional text “will be managed taking regard to national climate change mitigation and adaptation policies and guidance.	New wording for NH58: <i>Develop a coastal erosion policy for Fingal based on best international practice to outline how the Council will deal with existing properties at risk of erosion and how future coastal erosion problems will be managed having regard to national climate change legislation, mitigation and adaptation policies, and the need to protect the environment.</i>
<b>Chapter 10- Cultural Heritage</b>		
Ensure that development within the vicinity of a recorded monument or zone of archaeological notification does not seriously detract from the setting of the feature, and is sited and designed appropriately.	Suggest text to outline that requirement for visual impact assessment may be requested.	Plan Team Response: It was not deemed necessary to make this change. Considered too detailed for this Objective, however issue will be captured in Objective within Development Management Standards.
<b>Chapter 12 – Development Management Standards</b>		
Assess planning applications for change of uses in all urban and village centres on their positive	Suggest text inclusion to “heritage, environment, parking and”	New wording for DMS04: <i>Assess planning applications for change of uses in all urban and village centres on their</i>



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<p>contribution to diversification of the area together with their cumulative effects on traffic, heritage, parking and local residential amenity</p> <p>Require that sound transmission levels in semi-detached, terraced, apartments and duplexes units comply as a minimum with the 2014 Building Regulations Technical Guidance Document Part E or any updated standards.</p>	<p>Suggest text “standards, and evidence will need to be provide by a qualified sound engineer that these levels have been met”.</p>	<p>positive contribution to diversification of the area together with their cumulative effects on traffic, heritage, environment, parking and local residential amenity.</p> <p>New wording for DMS31: <i>Require that sound transmission levels in semi-detached, terraced, apartments and duplexes units comply as a minimum with the 2014 Building Regulations Technical Guidance Document Part E or any updated standards and evidence will need to be provided by a qualified sound engineer that these levels have been met.</i></p>
<p>Require all new developments with over 100 employees and all new schools shall have a Mobility Management Plan.</p>	<p>Suggest text to be added to objective “Existing schools that apply for planning permission to accommodate expansion will be required to provide a mobility management plan regardless of the requested permission”.</p>	<p>New wording for DMS116: <i>Require all new developments with over 100 employees and all new schools shall have a Mobility Management Plan. Existing schools that apply for planning permission to accommodate expansion will also be required to provide a Mobility Management Plan.</i></p>
<p>Ensure that all new employment and education developments include adequate bicycle parking, in accordance with the standards set out in Table 12.8.</p>	<p>Suggest text to be added “adequate secure and dry bicycle parking”.</p>	<p>New wording for DMS118: <i>Ensure that all new employment and education developments include adequate, secure and dry bicycle parking, in accordance with the standards set out in Table 12.9.</i></p>
<p>Permit renewable energy developments where the development and any ancillary facilities or buildings, considered both individually and with regard to their incremental effect, would not create a hazard or nuisance, and would take cognisance of the following: Residential amenity and human health, The character or appearance of the surrounding area, The openness and visual amenity of the countryside,</p>	<p>Suggest text inclusion to take cognisance of – land stability.  Suggest reference to a new objective to state that Fingal County Council will undertake a Local Authority Renewable Energy Strategy (LARES) which will be screened for SEA and Appropriate Assessment.</p>	<p>Plan Team Response: It is considered that the issue of land stability is already dealt with by the reference to the creation of a hazard in the Objective. It is not considered necessary to refer here to the Objective in relation to a Local Authority Renewable Energy Strategy (LARES). No change is considered necessary.</p>

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<p>Public access to the countryside and, in particular, public rights of way and walking routes,</p> <p>Sites and landscapes designated for their nature conservation or amenity value,</p> <p>The biodiversity of the County,</p> <p>Sites or buildings of architectural, historical, cultural, or archaeological interest, and</p> <p>Ground and surface water quality and air quality</p>		
<p>Prohibit new development outside urban areas within the areas indicated on Green Infrastructure maps, which are within 100m of coastline at risk from coastal erosion, unless it can be objectively established based on the best scientific information available at the time of the application, that the likelihood of erosion at a specific location is minimal taking into account, <i>inter alia</i>, any impacts of the proposed development on erosion, or deposition.</p>	<p>Suggest text inclusion...deposition and predicated climate change implications for the coastline.</p>	<p>New wording for DMS174: <i>Prohibit new development outside urban areas within the areas indicated on Green Infrastructure maps, which are within 100m of coastline at risk from coastal erosion, unless it can be objectively established based on the best scientific information available at the time of the application, that the likelihood of erosion at a specific location is minimal taking into account, inter alia, any impacts of the proposed development on erosion, or deposition and the predicted impacts of climate change on the coast line.</i></p>
<p>Require developers to submit a detailed consequence and risk assessment with all Environmental Impact Statements and/or legislative licence applications.</p>	<p>Query on what the risk assessment relates to, should SEVESO sites not be specified.</p>	<p>New wording for DMS186: <i>Require developers to submit a detailed consequence and risk assessment with all Environmental Impact Statements and/or legislative licence applications for all Seveso sites.</i></p>

## AA Mitigation Table

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<b>Chapter 2</b>		
Manage the development and growth of Malahide and Donabate in a planned manner linked to the capacity of local infrastructure to support new development.	Suggest insert text:- of the area " and taking account of the ecological sensitivity of qualifying features of proximal European Sites.	New wording for SS17: <i>Manage the development and growth of Malahide and Donabate in a planned manner linked to the capacity of local infrastructure to support new development of the area and taking account of the ecological sensitivity of qualifying features of nearby European sites.</i>
Ensure development in Portrane is sensitively designed and respects the unique character and visual amenities of the area.	Suggest insert text:- sensitively designed "taking account of the ecological sensitivity of overlapping European Site surrounding of "the Burrow" at Portrane".	New wording for SS18: <i>Ensure development in Portrane is sensitively designed and respects the unique character and visual amenities of the area, taking account of the ecological sensitivity of European Sites surrounding The Burrow at Portrane.</i>
<b>Chapter 4</b>		
Develop a Regional Park [of circa 65 ha] immediately west of Oldtown, and adjoining and ultimately extending into the Broadmeadow River Valley Linear Park, to serve Swords and its hinterland, and to comprise active recreational and passive activities, commensurate with the Council's vision for the emerging city of Swords.	Insert suggested text:- of Swords "subjecting the proposal to Screening for AA, in particular the cumulative impacts of increased access into European Sites".	New wording for bullet point 6 in SWORDS 6: <i>Develop a Regional Park (of circa 65 ha) immediately west of Oldtown, and adjoining and ultimately extending into the Broadmeadow River Valley Linear Park, to serve Swords and its hinterland, and to comprise active recreational and passive activities, commensurate with the Council's vision for the emerging city of Swords, subjecting the proposal to Screening for Appropriate Assessment, in particular the cumulative impacts of increased access to European Sites.</i>
Develop an appropriate entrance to the Ward River Valley from the town of Swords so that access to the amenities of the valley is freely and conveniently available to the people of Swords.	Insert suggested text:- of Swords "subjecting the proposal to Screening for AA, in particular the cumulative impacts of increased access into European Sites".	New wording for SWORDS 15: <i>Develop an appropriate entrance to the Ward River Valley from the town of Swords so that access to the amenities of the valley is freely and conveniently available to the people of Swords, subjecting the proposal to Screening for AA, in particular the cumulative impacts of increased access to European Sites.</i>
Promote the planned and sustainable	Insert suggested text:- of amenities " being	New wording for Malahide Dev Strategy: <i>Promote the</i>

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consolidation of the existing urban form and the sensitive promotion of amenities. The need to upgrade and support the development of the core as a town centre will be balanced with the need to conserve its appearance as an attractive, historic village settlement and to retain the existing amenities of the area.	cognisant of the proximity to ecologically sensitive coast and concomitant European Union Conservation Designations”.	planned and sustainable consolidation of the existing urban form and the sensitive promotion of amenities. The need to upgrade and support the development of the core as a town centre will be balanced with the need to conserve its appearance as an attractive, historic village settlement and to retain the existing amenities of the area being cognisant of its proximity to an ecologically sensitive coastline including European Sites.
Facilitate the development of a pedestrian and cycle link between Malahide and the Donabate peninsula as part of the Fingal Coastal Way.	Insert suggested text:- peninsula, whilst avoiding any routing along northern boundary of Malahide inner estuary by virtue of its ecological sensitivity.	New wording for MALAHIDE 6: Facilitate the development of a pedestrian and cycle link between Malahide and the Donabate peninsula as part of the Fingal Coastal Way, whilst avoiding any routing along the northern boundary of Malahide inner estuary by virtue of its ecological sensitivity.
Develop the village in a manner that will protect its character, and strengthen and promote the provision and range of facilities, especially the retention and promotion of retail convenience shopping and community services to support the existing population and tourists. Future development will be strictly related to the indicated use zones including the infilling of existing developed areas rather than further extension of these areas. Development will be encouraged which utilises the recreational and educational potential of the area and other nearby natural environments of high quality. The strategy for Howth Peninsula is to ensure the conservation and preservation of its sensitive and scenic area, in particular through the implementation of the Howth Special Amenity Area Order.	Insert suggested text:- Area Order “being cognisant of the potential increasing pressures that could arise as a result of the implementation of a Fingal Tourist Strategy”.	New wording for Howth Dev Strategy: Develop the village in a manner that will protect its character, and strengthen and promote the provision and range of facilities, especially the retention and promotion of retail convenience shopping and community services to support the existing population and tourists. Future development will be strictly related to the indicated use zones including the infilling of existing developed areas rather than further extension of these areas. Development will be encouraged which utilises the recreational and educational potential of the area and other nearby natural environments of high quality. The strategy for Howth Peninsula is to ensure the conservation and preservation of its sensitive and scenic area, in particular through the implementation of the Howth Special Amenity Area Order, being cognisant of the potential increasing pressures that could arise as a result of the implementation of the Fingal Tourism Strategy.
Consolidate the new and existing areas of Balgriffin and Belcamp to create vibrant	Insert suggested text:- surrounding environment “recognises the ecological sensitivity and	New wording for Balgriffin & Belcamp Dev Strategy: Consolidate the new and existing areas of Balgriffin and

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residential communities with appropriate local services and community facilities to serve the new population. Ensure that the necessary infrastructure is delivered in tandem with development and that the new built form respects the rich built and natural heritage of the surrounding environment.	hydrological connection with adjacent European Sites”.	<i>Belcamp to create vibrant residential communities with appropriate local services and community facilities to serve the new population. Ensure that the necessary infrastructure is delivered in tandem with development and that the new built form respects the rich built and natural heritage of the surrounding environment and recognises the ecological sensitivity and hydrological connection with adjacent European Sites.</i>
Provide recreational facilities for the expanding population on the peninsula.	Insert suggested text:- peninsula “being mindful of the ecological sensitivities of the designated coastal site”.	New wording for PORTRANE 2: <i>Provide recreational facilities for the expanding population on the Peninsula being mindful of the ecological sensitivities of the coast including European Sites.</i>
Ensure the sensitive coastal estuarine area of The Burrow is adequately protected and that any proposed development is subject to HDA screening.	Suggest text inclusion for appropriate PORT5 “subject to Screening for Assessment”.	New wording for PORTRANE 5: <i>Ensure the sensitive coastal estuarine area of The Burrow is adequately protected and that any proposed development is subject to environmental assessment including Screening for Appropriate Assessment.</i>
The replacement of chalets/holiday huts by permanent dwellings, which can be resided in on an all year basis within ‘HA’ zoned land at The Burrow, will be considered in the context of flood risk, site size, EPA standards for waste water disposal, access and other appropriate standards.	Potential impacts on European sites and additional text to be included.	New wording for PORTRANE 7: <i>The replacement of chalets/holiday huts by permanent dwellings, which can be resided in on an all year basis within ‘HA’ zoned land at The Burrow, will be considered in the context of verifiable documentary evidence indicating the unit is occupied on a year round basis and has been for a period of 7 years or more, flood risk, site size, EPA standards for waste water disposal, access, impact on Habitats Directive Annex I habitats including the priority habitats fixed dune and protected species, and other appropriate standards.</i>
Provide for pedestrian and cycle routes between Portrane and Donabate.	Insert suggested text:- Donabate “being mindful of the impacts upon the ecological diversity around Portrane Demense”.	New wording for PORTRANE 8: <i>Provide for pedestrian and cycle routes between Portrane and Donabate being mindful of the impacts upon the ecological diversity around Portrane Demense.</i>
Prepare a Regeneration Strategy for Balbriggan harbour in consultation with local fishermen,	Insert suggested text:- harbour “subject to Screening for AA”.	New wording for BALBRIGGAN 6: <i>Prepare a Regeneration Strategy for Balbriggan Harbour in consultation with local</i>

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businesses and community groups having regard to its historic character.		<i>fishermen, businesses and community groups having regard to its historic character subject to Screening for Appropriate Assessment.</i>
Prepare and Implement the Rogerstown Estuary Management Plan and subject the Management Plan to Habitats Directive Assessment prior to its adoption	The management plan will need to be Screened for Appropriate Assessment.	New wording for RUSH 10: <i>Prepare and implement the Management Plan for the Outer Rogerstown Estuary Plan and subject the plan to Screening for Appropriate Assessment prior to its adoption.</i>
Prepare a Masterplan for the development of marina and water sports facilities at Rush Sailing Club with improved access and off street parking to serve the local community subject to an Appropriate Assessment.	Clarify that subject to Screening for Appropriate Assessment. The development of a marina may require a feasibility study to address other coastal location possibilities.	New wording for RUSH 14: <i>Examine the feasibility of developing a marina and auxiliary and associated facilities at the Ramparts, Rogerstown, Rush, designed and built in accordance with sustainable ecological standards and avoiding significant adverse impacts on European Sites and species. Such consideration shall take cognisance of a wider study into marina development along the Fingal coastline (Objective ED82, Chapter 6: Economic Development refers).</i>
New policy proposed.		New wording for RUSH 15: <i>Undertake a study, within one year of the making of this Development Plan, of lands in Rush located at North Beach, and implement its recommendations to ensure that planning policy in Rush takes into consideration the dynamic nature of coastal processes and the predicted impacts of climate change in the proper planning and sustainable development of the town and its environs.</i>
New policy proposed.	Suggest new text insert; Undertake a "Habitat Characterisation" study,	New wording for RUSH 16: <i>Undertake a Habitat Characterisation study, within one year of the making of this Development Plan, of lands in Rush located south of South Shore Road from Rogerstown Pier to the shoreline immediately south of Old Barrack Road, and implement its recommendations to ensure that planning policy in Rush fulfils the Council's legal obligation to protect European sites and takes into consideration the dynamic nature of coastal processes and the predicted impacts of climate</i>

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Provide for and facilitate mixed-used development including restaurants, cafes, art and cultural uses within the harbour area.	Insert suggested text:- area “ being mindful of the ecological sensitivities of the proximal European Sites”	change in the proper planning and sustainable development of the town and its environs.  New wording for LOUGHSHINNY 3: Provide for and facilitate mixed-used development including restaurants, cafes, art and cultural uses within the harbour area being mindful of the ecological sensitivities of the nearby European Sites.
<b>Chapter 5</b>		
Require that an applicant demonstrates that the impact of any proposed house will not adversely affect, either directly or indirectly, the ecological integrity of any Natura 2000 site.	Suggest text inclusion “ecological integrity of any European site	New wording for RF47: Require that an applicant demonstrates that the impact of any proposed house will not adversely affect, either directly or indirectly, the ecological integrity of any European site.
Prohibit mineral extraction and land reclamation along the coast, particularly in proximity to estuaries, except where it can be demonstrated that there will be no significant adverse impact on the environment, visual amenity, heritage or the conservation objectives of Natura 2000 Sites.	Potential impacts on European sites  Suggest text alteration “European sites” .	New wording for RF94: Prohibit mineral extraction and land reclamation along the coast, particularly in proximity to estuaries, except in exceptional circumstances and where it can be demonstrated that there will be no significant adverse impact on the environment, visual amenity, heritage or the conservation objectives of European Sites.
Ensure that any future proposals for extraction of aggregates and land reclamation proposals include an assessment of the impact(s) on the natural and cultural heritage, and on the coastal processes of erosion, deposition accretion and flooding. Any such proposals may need to be accompanied by an Environmental Impact Statement and/or screening for assessment under the Habitats Directive.	Suggest text alteration for last bullet point “subject to Screening for Appropriate Assessment”.	New wording for RF95: Ensure that any future proposals for extraction of aggregates and land reclamation proposals include an assessment of the impact(s) on the natural and cultural heritage, and on the coastal processes of erosion, deposition accretion and flooding. Any such proposals may need to be accompanied by an Environmental Impact Statement and/or Screening for Appropriate Assessment.
Preserve and protect wetlands, coastal habitats, and estuarine marsh lands in the coastal zone from inappropriate development,	Suggest text alteration for last bullet point “subject to Screening for Appropriate Assessment”.	New wording for RF98: Preserve and protect coastal wetlands, coastal habitats, and estuarine marsh lands in coastal areas from inappropriate development, including

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<p>including land reclamation. Any proposals for land reclamation in the coastal zone shall be subject to screening for assessment under the Habitats Directive and to an assessment of impacts on any such wetlands, coastal habitats, and estuarine marsh lands and its impacts on coastal processes including erosion, deposition accretion and flooding.</p>	<p>Suggest text alteration for last bullet point “flooding and potential impacts from climate change”.</p>	<p>land reclamation. Any proposals for land reclamation in coastal areas shall be subject to Screening for Appropriate Assessment and to an assessment of impacts on any such wetlands, coastal habitats, and estuarine marsh lands and its impacts on coastal processes including erosion, deposition, accretion and flooding particularly in light of climate change.</p>
<p>Support recreational pursuits which promote the use of natural landscape features in a way which does not detract or cause undue damage to the features upon which any such proposed initiatives rely. Where the proposed pursuit involves land use changes either within or adjacent to Natura 2000 sites, proposals will be subject to screening for assessment under the Habitats Directive.</p>	<p>Suggest text alteration “European sites instead of Natura 2000 sites”. Proposals will be subject to Screening for Appropriate Assessment”.</p>	<p>New wording for RF112: Support recreational pursuits which promote the use of natural landscape features in a way which does not detract or cause undue damage to the features upon which any such proposed initiatives rely. Where the proposed pursuit involves land use changes either within or adjacent to Europeans sites, proposals will be subject to Screening for Appropriate Assessment.</p>
<p>Support the provision of proposed long distance walking trails that provide access to scenic coastal and river features, subject to screening for assessment under the Habitat’s Directive.</p>	<p>Suggest text inclusion “subject to Screening for Appropriate Assessment”.</p>	<p>New wording for RF114: Support the provision of proposed long distance walking trails that provide access to scenic uplands, riverine and coastal features, subject to Screening for Appropriate Assessment.</p>
<p>Facilitate the creation of golf courses, pitch and putt courses, and driving ranges in the Greenbelt where such development does not contravene the vision and zoning objective for the Greenbelt or impact on any historic designed landscapes, and subject to screening under the Habitats Directive.</p>	<p>Suggest text alteration “subject to Screening for Appropriate Assessment”.</p>	<p>New wording for RF121: Facilitate the creation of golf courses, pitch and putt courses, and driving ranges in the Greenbelt where such development does not contravene the vision and zoning objective for the Greenbelt or impact on any historic designed landscapes, and subject to Screening for Appropriate Assessment.</p>
<p>Require that all applications for planning permission for golf courses are accompanied by Impact Statements, including proposed</p>	<p>Suggest Insert text:- Any landscaping plans submitted should not</p>	<p>New wording for RF122: Require that all applications for planning permission for golf courses are accompanied by Impact Statements, including proposed mitigation</p>



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<p>mitigation measures, which assess;</p> <p>The visual impact,</p> <p>The cumulative effect of the proposed additional golf course upon the landscape,</p> <p>The impact of the proposed golf course on the existing biodiversity, archaeological and architectural heritage,</p> <p>The impact on drainage, water usage, and waste water treatment in the area, and proposed mitigation of these impacts;</p> <p>Screening for assessment under the Habitats Directive of the potential for impacts on Natura 2000 Sites.</p>	<p>prescribe planting/screening with inappropriate non-native or alien species e.g. Hippophae rhamnoides (Sea Buckthorn) as a boundary treatment particularly in proximity of sensitive coastal habitats.</p> <p>Suggest text alteration for last bullet point “subject to Screening for Appropriate Assessment”.</p>	<p>measures, which assess</p> <p>The visual impact,</p> <p>The cumulative effect of the proposed additional golf course upon the landscape,</p> <p>The impact of the proposed golf course on the existing biodiversity, archaeological and architectural heritage,</p> <p>The impact on drainage, water usage, and waste water treatment in the area, and proposed mitigation of these impacts,</p> <p>Any landscaping plans should not prescribe planting/screening with inappropriate non-native or alien species e.g. Hippophae rhamnoides (Sea Buckthorn) as a boundary treatment particularly in proximity of sensitive coastal habitats, and</p> <p>Subject to Screening for Appropriate Assessment.</p>
<b>Chapter 6</b>		
<p>New objective</p> <p>Develop a Cycle/ Pedestrian Network Strategy for Fingal that encompasses the Fingal Way and other proposed routes which will be Screened for Appropriate Assessment and Strategic Environmental Assessment.</p>		<p>New wording for ED64: Promote and facilitate opportunities to create an integrated pedestrian and cycle network linking key tourist destinations in the County, by advancing the proposed Fingal Coastal Way, through carrying out a route evaluation study within two years of the adoption of this Plan, ensuring a balance is achieved between nature conservation and public use and through identifying public rights of way in consultation with all relevant stakeholders, and by exploiting former rail networks for use as potential new tourist and recreational walking routes.</p>
<p>Promote opportunities for enterprise and employment creation in marine tourism where it can be demonstrated that the resultant development will not have a negative impact</p>	<p>Suggest insert text:- marine environment “not any of the qualifying features of European Sites”.</p>	<p>New wording for ED81: Promote opportunities for enterprise and employment creation in marine tourism where it can be demonstrated that the resultant development will not have a negative impact on the</p>

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on the receiving marine environment.		receiving marine environment including any of the qualifying features of European Sites.
Proposed New Objective	Undertake a feasibility study of Fingal coastline to identify potential sites to accommodate marina development relevant to recreational pursuits/requirements which will be screened for AA.	New wording for ED82: Undertake a feasibility study of the Fingal coastline to identify potential sites to accommodate marina development relevant to recreational pursuits and requirements. As part of the study the impact on the receiving marine environment, including the coastline, will be assessed and Screening for Appropriate Assessment undertaken.
<b>Chapter 7</b>		
Protect existing riverine wetland and coastal habitats and where possible create new habitats to maintain naturally functioning ecosystems whilst ensuring they do not impact negatively on the conservation objectives of any Natura 2000 sites.	Suggest text is altered to refer to European sites and not Natura 2000 sites.	New wording for WQ04: Protect existing riverine wetland and coastal habitats and where possible create new habitats to maintain naturally functioning ecosystems whilst ensuring they do not impact negatively on the conservation objectives of any European Sites.
Establish riparian corridors free from new development along all significant watercourses in the County. Ensure a 10 to 15 metre wide riparian buffer strip measured from top of bank either side of all watercourses, except in respect of the Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Corduff, Matt and Delvin where a 30m wide riparian buffer strip from top of bank to either side of all watercourses outside urban centres is required.	Suggest Insert text:- metres wide "as a minimum".	New wording for WQ05: Establish riparian corridors free from new development along all significant watercourses in the County. Ensure a 10 to 15 metre wide riparian buffer strip measured from top of bank either side of all watercourses, except in respect of the Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Corduff, Matt and Delvin where a 30m wide riparian buffer strip from top of bank to either side of all watercourses outside urban centres is required as a minimum.
Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of wind power where such development does not have a negative impact on the surrounding	Suggest insert text:- surrounding environment "including offshore sites that will likely be designated under the Birds and Habitats directive in the lifetime of the plan"	New wording for EN10: Support Ireland's renewable energy commitments outlined in national policy by facilitating the exploitation of wind power where such development does not have a negative impact on the surrounding environment, landscape or local amenities including

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environment, landscape or local amenities.		offshore sites that may be designated under the Birds and Habitats Directive in the lifetime of this Plan.
<b>Chapter 8</b>		
Develop the green infrastructure network to ensure the conservation and enhancement of biodiversity, including the protection of Natura 2000 sites, the provision of accessible parks, open spaces and recreational facilities, the sustainable management of water, the maintenance of landscape character including historic landscape character and the protection and enhancement of the architectural and archaeological heritage.	Suggest adjusting text to refer to European sites as opposed to Natura 2000 sites.	New wording for GI03: <i>Develop the green infrastructure network to ensure the conservation and enhancement of biodiversity, including the protection of European Sites, the provision of accessible parks, open spaces and recreational facilities (including allotments and community yards), the sustainable management of water, the maintenance of landscape character including historic landscape character and the protection and enhancement of the architectural and archaeological heritage.</i>
Develop and implement a Green Infrastructure Strategy for Fingal in partnership with key stakeholders and the public.	Suggest Insert text:- strategy for Fingal “as a priority”	New wording for GI10: <i>Develop and implement a Green Infrastructure Strategy for Fingal in partnership with key stakeholders and the public, taking an ecosystem services approach to strategy development and public consultation.</i>
Ensure the protection of Fingal’s Natura 2000 sites is central to Fingal County Council’s Green Infrastructure Strategy.	Suggest adjusting text to refer to European sites as opposed to Natura 2000 sites.	New wording for GI15: <i>Ensure the protection of European sites is central to Fingal County Council’s Green Infrastructure Strategy.</i>
<b>Chapter 9</b>		
Ensure that the management of the Council’s open spaces and parks is pollinator-friendly and provides more opportunities for biodiversity.	Suggest new text:- for biodiversity, “taking cognisance of to ensure no spread of alien invasive species”	New wording for NH08: <i>Ensure that the management of the Council’s open spaces and parks is pollinator-friendly, provides more opportunities for biodiversity, and does not introduce or lead to the spread of invasive species.</i>
Ensure that the Council takes full account of the requirements of the Habitats and Birds Directives, as they apply both within and without Natura 2000 sites in the performance of its functions.	Suggest reference in objective to European sites.	New wording for NH10: <i>Ensure that the Council takes full account of the requirements of the Habitats and Birds Directives, as they apply both within and without European sites in the performance of its functions.</i>
Ensure that the Council, in the performance of	Suggest changing altering text, Natura 2000 sites to	New wording for NH11: <i>Ensure that the Council, in the</i>

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<p>its functions, takes full account of the objectives and management practices proposed in any management plans for Natura 2000 sites in and adjacent to Fingal published by the Department of Arts, Heritage and the Gaeltacht.</p>	<p>European sites.</p>	<p>performance of its functions, takes full account of the objectives and management practices proposed in any management or related plans for European Sites in and adjacent to Fingal published by the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.</p>
<p>Ensure that development does not have a significant adverse impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites , and on rare and threatened species including those protected by law and their habitats.</p>	<p>Suggest new text added:- Annex I sites “ and Annex II species contained therein”</p>	<p>New wording for NH17: <i>Ensure that development does not have a significant adverse impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites and Annex II species contained therein, and on rare and threatened species including those protected by law and their habitats.</i></p>
<p>Plan and develop the Fingal Coastal Way from north of Balbriggan to Howth taking full account of the need to protect the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on Natura 2000 sites, other protected areas and species protected by law.</p>	<p>Suggest text inclusion to refer to European sites and requirement for Screening for Appropriate Assessment.</p>	<p>New wording for NH64: <i>Plan and develop the Fingal Coastal Way from north of Balbriggan to Kilbarrack taking full account of the need to protect the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on European Sites, other protected areas and species protected by law.</i></p>
<p>Ensure that there is appropriate public access to the coast including the provision of coastal walkways and cycleways, while taking full account of the need to conserve and enhance the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on Natura 2000 sites and species protected by law, and examine the designation of traditional walking routes thereto as public rights of way.</p>	<p>Suggest text inclusion to refer to European sites and requirement for Screening for Appropriate Assessment.</p>	<p>New wording for NH65: <i>Ensure that there is appropriate public access to the coast including the provision of coastal walkways and cycleways, while taking full account of the need to conserve and enhance the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on European sites and species protected by law, through Screening for Appropriate Assessment, and examine the designation of traditional walking routes thereto as public rights of way.</i></p>
<b>Chapter 12</b>		

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Ensure that all plans and projects in the County which could, either individually or in-combination with other plans and projects, have a significant effect on a Natura 2000 site (or sites) will be subject to Appropriate Assessment Screening.	Amend Wording – 1) Natura 2000 to read European Sites 2) AA Screening to read Screening for Appropriate Assessment	New wording for DMS01: <i>Ensure that all plans and projects in the County which could, either individually or in-combination with other plans and projects, have a significant effect on a European site or sites will be subject to Screening for Appropriate Assessment.</i>
Ensure that any planning application for a house within an area which has a Greenbelt or High Amenity zoning objective is accompanied by a comprehensive Visual Impact Statement.	Insert suggested text:- “and a Screening for Appropriate Assessment, as necessary”	New wording for DMS50: <i>Ensure that any planning application for a house within an area which has a Greenbelt or High Amenity zoning objective is accompanied by a comprehensive Visual Impact Statement and Screening for Appropriate Assessment, as necessary.</i>
Integrate and provide links through adjoining open spaces to create permeable and accessible areas.	Insert suggested text:- provide links “subject to Screening for Appropriate Assessment, as necessary”	New wording for DMS56: <i>Integrate and provide links through adjoining open spaces to create permeable and accessible areas, subject to Screening for Appropriate Assessment as necessary.</i>
Facilitate the provision of a crematorium within the life of the Draft Plan, subject to environmental assessment and Appropriate Assessment Screening as appropriate.	Amend text :- replace Appropriate Assessment Screening with “Screening for Appropriate Assessment”	New wording for DMS102: <i>Facilitate the provision of a crematorium within the life of the Draft Plan, subject to environmental assessment and Screening for Appropriate Assessment as appropriate.</i>
Retail development should be in accordance with the fundamental objective to support the vitality and viability of the retail centre and must demonstrate compliance with the sequential approach. Proposals to amalgamate retail units will be carefully considered. Major retail proposals (exceeding 1,000 sq.metres) are required to provide a detailed Retail Impact Assessment (RIA) and a Transport Impact Assessment (TIA).	Insert Amended text:- “and Screening for Appropriate Assessment”	New wording for DMS106: <i>Retail development should be in accordance with the fundamental objective to support the vitality and viability of the retail centre and must demonstrate compliance with the sequential approach. Proposals to amalgamate retail units will be carefully considered. Major retail proposals (exceeding 1,000 sq.metres) are required to provide a detailed Retail Impact Assessment (RIA), a Transport Impact Assessment (TIA) and Screening for Appropriate Assessment, as appropriate.</i>
Ensure Appropriate Assessment Screening and,	Amend Text from Appropriate Assessment Screening	New wording for DMS163: <i>Ensure Screening for</i>

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<p>where required, full Appropriate Assessment is carried out for all plans and project in the County which, individually, or in combination with other plans and projects, is likely to have a significant direct or indirect impact on any Natura 2000 site or sites.</p>	<p>to "Screening for Appropriate Assessment" Also Natura 2000 sites to "European Sites"</p>	<p>Appropriate Assessment and, where required, full Appropriate Assessment is carried out for all plans and projects in the County which, individually, or in combination with other plans and projects, are likely to have a significant direct or indirect impact on any European site or sites.</p>
<p>Ensure planning applications for proposed developments likely to have significant direct or indirect impacts on any Natura 2000 site or sites are accompanied by a Natura Impact Statement prepared in accordance with the Guidance issued by the Department of the Environment, Heritage and Local Government (Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009).</p>	<p>Amend Text from Natura 2000 site to "European Site"</p>	<p>New wording for DMS166: <i>Ensure planning applications for proposed developments likely to have significant direct or indirect impacts on any European Site or sites are accompanied by a Natura Impact Statement prepared in accordance with the Guidance issued by the Department of the Environment, Heritage and Local Government (Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009).</i></p>
	<p>New Objective Include an additional objective specifying that as a result of potential negative impacts owing to development or upgrade or improved access to sites/buildings of cultural heritage, that cognisance is taken for the potential presence of ecological features particularly bats but also birds and that an ecological assessment by a suitability qualified person is made in the appropriate season to determine the presence of same. Where confirmed and depending on the location, a Screening for AA may be required and mitigation measures recommended in advance of any works</p>	<p>New wording for DMS168: <i>Ensure that proposals for developments involving works to upstanding archaeological sites and features or works to the historic building stock include an assessment of the presence of bats in any such sites or structures and, where appropriate, ensure that suitable avoidance and/ or mitigation measures are proposed to protect bats in consultation with the National Parks and Wildlife Service.</i></p>
<p>Ensure that no development, including clearance and storage of materials, takes place within a minimum distance of 10m – 15m</p>	<p>Insert suggested text:- 10-15m "as a minimum"</p>	<p>New wording for DMS171: <i>Ensure that no development, including clearance and storage of materials, takes place within 10m – 15m as a minimum, measured from each bank</i></p>

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<p>measured from each bank of any river, stream or watercourse in the County.</p> <p>Require that development along rivers set aside land for pedestrian routes that could be linked to the broader area and any established settlements in their vicinity, subject to ecological impact assessment and Appropriate Assessment Screening as appropriate.</p>	<p>Amend Text from Appropriate Assessment Screening to “Screening for Appropriate Assessment” as appropriate</p>	<p>of any river, stream or watercourse in the County.</p> <p>New wording for DMS172: <i>Require that development along rivers set aside land for pedestrian routes that could be linked to the broader area and any established settlements in their vicinity, subject to ecological impact assessment and Screening for Appropriate Assessment as appropriate.</i></p>
<p>Where extractive development may significantly effect the environment or a European site or sites, regard shall be had to EIA guidelines and Appropriate Assessment of Plans and Projects, Guidance for Planning Authorities, DEHLG, 2009 and the requirements of this Development Plan.</p>	<p>Amend Text from Natura 2000 site to “European Site”</p>	<p>New wording for DMS176: <i>Proposals for such development shall have regard to the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Section 261 and Section 261A of the Planning and Development Act as amended</i></li> <li>• <i>The Department of the Environment, Heritage and Local Government Quarries and Ancillary Facilities Guidelines 2004.</i></li> <li>• <i>The EPA Guidelines for Environmental Management in the Extractive Industry 2006.</i></li> <li>• <i>Where extractive developments may impact on archaeological or architectural heritage, regard shall be had to the DoEHLG Architectural Conservation Guidelines 2004 and the Archaeological Code of Practice 2002 in the assessment of planning applications and the requirements of this Development Plan.</i></li> <li>• <i>Where extractive development may significantly affect the environment or a European site or sites, regard shall be had to EIA guidelines and Appropriate Assessment of Plans and Projects, Guidance for Planning Authorities, DEHLG, 2009 and the requirements of this Development Plan.</i></li> <li>• <i>Reference should also be made to the Geological Heritage Guidelines for the Extractive Industry 2008.</i></li> <li>• <i>The visual impact of the development, a detailed landscape and visual assessment shall be submitted.</i></li> </ul>

Policy/ Objective Draft Development Plan February 2016	Amendments	Final Adopted Development Plan
		<ul style="list-style-type: none"> <li>• A scheme of rehabilitation and after care for the site upon abandonment / exhaustion of resource shall be submitted. Details to be submitted should include a report with plans and section drawings, detailing the following:                             <ul style="list-style-type: none"> <li>○ Anticipated finished landform and surface/landscape treatments (both of each phase and the whole excavation),</li> <li>○ Quality and condition of topsoil and overburden,</li> <li>○ Rehabilitation works proposed,</li> <li>○ Type and location of any vegetation proposed,</li> <li>○ Proposed method of funding and delivery of restoration/reinstatement works etc.</li> </ul>                             In addition a bond will be required to ensure the adequate restoration of the site. This bond shall be index linked.                         </li> </ul>



## **APPENDIX B**

### **SEA/ AA Screening of Key Amendments as part of consideration of the *Chief Executive's Report dated 9<sup>th</sup> January 2017***

Reference	Summary of Amendment	SEA/ AA Response	Council Meeting Outcome	AA Response
<b>Written Statement</b>				
CH1.6	<p><b>Proposed Amendment:</b> Amend the final two paragraphs of Section 1.8, subsection Climate Change: Addressing the risks posed by climate change will require both adaptation and mitigation. Adaptation describes actions that are designed to cope with the consequences of climate change including warmer temperatures, more extreme precipitation events and sea level rise. Mitigation measures are designed to offset or stop the human caused drivers of climate change; namely emissions of greenhouse gases and land-use change.</p> <p><b>CE Recommendation:</b> Development Plan to be made with the minor modifications to the text included within the proposed material alteration PA CH 1.6.</p>	<p>The SEA agrees to the updating of text. No issues in relation to AA.</p>	<p>Chief Executive's recommendation accepted.</p>	<p>No significant negative impacts</p>
CH2.6	<p><b>Proposed Amendment:</b> Insert new objective SS 'Identify and support the provision of key enabling infrastructure at strategic sites in Fingal County to facilitate their release for development in response to the current housing crisis'.</p> <p><b>CE Recommendation:</b> Development Plan to be made with the proposed material alteration as displayed.</p>	<p>No issues in relation to SEA/ AA as all proposed development will be set out in the context of proper planning and sustainable development and subject to Screening for AA.</p>	<p>Chief Executive's recommendation accepted.</p>	<p>No significant negative impacts</p>
CH3.15	<p><b>Proposed Amendment:</b> Insert new objective: 'new urban developments in Fingal will be required to be low-carbon developments, in all aspects of layout design and construction'.</p> <p><b>CE Recommendation:</b> Development Plan to be made <u>without</u> the material alteration.</p>	<p>No issues in relation to SEA/ AA.</p>	<p>Material Amendment rejected and no changes were made to the Fingal DP.</p>	<p>No significant negative impacts</p>
CH5.18 / S5.3	<p><b>Proposed Amendment:</b> Delete 'In light of the seriously detrimental impacts of extractive industries, permission will only be granted where the Council is satisfied that,</p> <p>-It is necessary in the light of the availability of recycled construction and demolition waste, or other more sustainable sources of material;</p>	<p>The deletion of this text is directly negative for biodiversity, water, population, landscape, soil/landuse but it must be recognised that a new</p>	<p>Chief Executive's recommendation accepted.</p>	<p>No significant negative impacts</p>

Reference	Summary of Amendment	SEA/ AA Response	Council Meeting Outcome	AA Response
	<p><i>Environmental quality and amenity will be fully protected, and;</i>  <i>-Appropriate provision for the restoration of the landscape is being made.'</i>  <b>CE Recommendation:</b> Development Plan to be made with the proposed material alteration as display.</p>	<p>objective has been included to ensure protection of the environment. The new objective states '<i>Ensure that proposals for extraction avoid significant adverse impacts on the environment and amenity of the area through environmental assessment, mitigation and appropriate provision for the restoration of the landscape</i>'.            No issues in relation to AA.</p>		
CH5.20 / S5.3	<p><b>Proposed Amendment:</b> Delete '<i>consider proposals for extraction only where the Council is satisfied that environmental quality and amenity will be fully protected and appropriate provision for the restoration of the landscape has been made</i>' and insert new objective '<i>Ensure that proposals for extraction avoid significant adverse impacts on the environment and amenity of the area through environmental assessment, mitigation and appropriate provision for the restoration of the landscape</i>'.  <b>CE Recommendation:</b> Development Plan to be made with the material alteration as displayed.</p>	<p>The deletion of this objective is acceptable as it is being replaced by objective RF84 which ensures protection of the environment in relation to aggregate extraction.            No issues in relation to AA</p>	<p>Chief Executive's recommendation accepted.</p>	<p>No significant negative impacts</p>
CH6.5	<p><b>Proposed Amendment:</b> Insert new text at Section 6.8, subsection Retail Warehousing and Retail Parks: '<i>Notwithstanding the precautionary approach, Fingal and the Retail Planning Guidelines acknowledge there is evidence of consumer demand in Ireland for innovative types of large-scale retail warehouses which are capable of displaying a very wide range of bulky goods under one roof, together with a range of customer facilities. The scale of such outlets requires a regional, if not a national, population catchment. Accordingly, proposed exceptions to the 6,000 sq m retail warehouse cap may be considered on the merits of individual development applications</i>'.  <b>CE Recommendation:</b> Development Plan to be made with proposed material</p>	<p>The SEA acknowledges the potential for significant impacts on existing road networks from retail warehousing on a large scale and outlines that any such development would need a transport impact assessment and environmental assessment, as appropriate as</p>	<p>Chief Executive's recommendation accepted.</p>	<p>No significant negative impacts</p>

Reference	Summary of Amendment	SEA/ AA Response	Council Meeting Outcome	AA Response
	alteration and subject to a modification.	part of the planning process. In relation to air quality and climate impacts, the placement of retail warehousing does not align with trying to achieve sustainable transport as it is a car based facility.		
CH6.11	<b>Proposed Amendment:</b> Facilitate, where appropriate, the conversion of former demesnes and estates and their outbuildings into integrated tourist, leisure and recreational complex type developments subject to architectural conservation best practice, and proper planning and sustainable development, having regard to protecting the demesne type landscape and existing natural features, where appropriate. <b>CE Recommendation:</b> Development Plan to be made with proposed material alteration and subject to modifications.	No additional significant impacts (either positive or negative) outside those already identified in the Environmental Report and Natura Impact Report. Any development would be subject to proper planning and Screening for AA.	Chief Executive's recommendation accepted.	No significant negative impacts
CH7.4	<b>Proposed Amendment:</b> Insert new Objective MT: 'Implement Smarter Travel policy and work to achieve the Key Goals set out in the policy'. <b>CE Recommendation:</b> Development Plan to be made with proposed material amendment as displayed.	No additional significant impacts (either positive or negative) outside those already identified in the Environmental Report and Natura Impact Report.	Chief Executive's recommendation accepted.	No significant negative impacts
CH7.6	<b>Proposed Amendment:</b> Include a new objective MT 'Carry out a comprehensive feasibility study of the South Fingal area to produce a strategic 'vision' and overall strategy for the proper planning and sustainable development of the study area, based on a sustainable transport and smarter travel approach, planning for all transport modes and needs, whilst also being reflective of road network capacity and modal split assumptions. This will be carried out in consultation with statutory agencies and relevant stakeholders'. <b>CE Recommendation:</b> Development Plan to be made with minor alteration to	No additional significant impacts (either positive or negative) outside those already identified in the Environmental Report and Natura Impact Report.	Chief Executive's recommendation accepted.	No significant negative impacts

Reference	Summary of Amendment	SEA/ AA Response	Council Meeting Outcome	AA Response
CH10.2	the material alteration. <b>Proposed Amendment:</b> Insert new Objective CH: <i>'Support, in accordance with CH21, the development of an integrated tourism and recreational complex on Abbeyville Demesne, incorporating facilities which may include: Hotel/ Conference Centre, Golf Course, Fitness Centre and at least one other extensive tourist/recreational facility. A strictly limited number of dwelling units, grouped in a courtyard type configuration, the majority of which shall be reserved for tourism use may be considered. The nature and extent of the facilities to be provided shall be determined primarily by the need to conserve and rehabilitate the house and its surroundings, which are of major architectural importance, and the special landscape character and heritage features of the demesne'</i> . <b>CE Recommendation:</b> Development Plan to be made with proposed material alteration as displayed.	No additional significant impacts (either positive or negative) outside those already identified in the Environmental Report and Natura Impact Report. Any development would be subject to proper planning and Screening for AA.	Chief Executive's recommendation accepted.	No significant negative impacts
CH11.1 & CH11.2	<b>Proposed Amendment: CH11.1</b> Insert new text at end of paragraph 1: <i>'Masterplans will be subject to a public consultation process and presentation to the Elected Members of the Planning Authority for agreement'</i> . <b>(CH11.2)</b> Insert new text at end of paragraph 2: <i>'These plans are subsidiary to their parent plan (i.e. Local Area Plan, County Development Plan) and their associated zoning strategies and objectives'</i> . <b>CE Recommendation:</b> Development Plan to be made with the proposed amendments.	No additional significant impacts (either positive or negative) outside those already identified in the Environmental Report and Natura Impact Report.	Chief Executive's recommendation accepted.	No significant negative impacts
CH11.8	<b>Proposed Amendment:</b> Amend Retail Warehouse Zoning vision: Facilitate the sale of bulky goods/goods in bulk within high quality settings and highly accessible locations, with an emphasis on exemplar sustainable design and aesthetic quality. <b>CE Recommendation:</b> Development Plan to be made with the proposed amendment.	No additional significant impacts (either positive or negative) outside those already identified in the Environmental Report and Natura Impact Report.	Chief Executive's recommendation accepted.	No significant negative impacts
CH11.9	<b>Proposed Amendment:</b> Delete the use 'Retail Warehouse Club' from the 'Not Permitted' category within the RW - Retail Warehouse zoning objective.	No additional significant impacts (either positive or negative) outside those already identified in the Environmental Report and Natura Impact Report.	Material amendment rejected and no	significant negative

Reference	Summary of Amendment	SEA/ AA Response	Council Meeting Outcome	AA Response
	<b>CE Recommendation:</b> Development Plan to be made <u>without</u> the proposed alteration as displayed.	negative) outside those already identified in the Environmental Report and Natura Impact Report.	change made to the Development Plan.	impacts
CH11.10	<b>Proposed Amendment:</b> Delete the uses Retail-Hypermarket > 5000-sqm and Retail – Factory Outlet Centre from the ‘Not Permitted’ category within the RW - Retail Warehouse zoning objective. <b>CE Recommendation:</b> Development Plan to be made <u>without</u> the proposed material alteration as displayed.	In relation to SEA, potential for impacts on the existing road network if retail warehousing in inappropriate locations are zoned. No issues in relation to AA.	Material amendment rejected and no change made to the Development Plan.	No significant negative impacts
CH12.5	<b>Proposed Amendment:</b> Amend Objective DMS152: ‘A site assessment should be carried out prior to starting any design work to help inform and direct the layout, form and architectural treatment of the proposed development and identify issues that may need to be avoided, mitigated or require sensitive design and professional expertise. The site assessment should evaluate: -Character of the site in its setting (including existing buildings) -Access to the site -Services -Protected Designations -Rare and protected species (such as bats)’ <b>CE Recommendation:</b> Development Plan to be made with the proposed Material Alteration as displayed.	No issues in relation to SEA/ AA.	Chief Executive’s recommendation accepted.	No significant negative impacts
<b>Zoning Maps</b>				
PA SH3.7	<b>Proposed Amendment:</b> Amend zoning from RU - ‘Rural’ to RC – ‘Rural Cluster’ at Castlefarm (Kilsallaghan) RC. <b>CE Recommendation:</b> Development Plan to be made with the proposed material alteration.	SEA identifies potential for loss of greenfield land through increased residential pressure. No issues in relation to AA.	Chief Executive’s recommendation accepted.	No significant negative impacts

Reference	Summary of Amendment	SEA/ AA Response	Council Meeting Outcome	AA Response
PA SH 3.8	<b>Proposed Amendment:</b> Rezone RU to RV at Coolquay (exclude area covered by the predictive flooding). <b>CE Recommendation:</b> Development Plan to be made <u>without</u> the material alteration.	SEA identifies potential for loss of greenfield land through increased residential pressure. Strategic Flood Risk Assessment noted that adjacent lands are within predictive flooding area. No issues in relation to AA.	Chief Executive's recommendation accepted.	No significant negative impacts
PA SH 6A.2	<b>Proposed Amendment:</b> Amend the zoning RU to RC at Ballough. <b>CE Recommendation:</b> Development Plan to be made with the material alteration.	SEA identifies potential for loss of greenfield land through increased residential pressure. No issues in relation to AA.	Motion withdrawn Chief Executive's recommendation rejected. land is zoned RC.	No significant negative impacts
PA SH 7.7	<b>Proposed Amendment:</b> Add public transport reservation Swords to Donabate. <b>CE Recommendation:</b> Development Plan to be made <u>without</u> the material alteration.	The public transport reservation is not included in higher level plans, policies and strategies (which have themselves been subject to Appropriate Assessment), nor has the public transport reservation itself identified on the drawings been subject to Appropriate Assessment or environmental assessment. Given the lack of detail on any future infrastructural development, there is potential for likely significant effects on European Sites.	Chief Executive's recommendation accepted.	No significant negative impacts
PA SH 7.8	<b>Proposed Amendment:</b> Insert looped walkway incorporating the Broad	The looped walkway is not included in higher level plans,	Chief Executive's recommendation	No significant negative

Reference	Summary of Amendment	SEA/ AA Response	Council Meeting Outcome	AA Response
	Meadow Estuary. <b>CE Recommendation:</b> Development Plan to be made <u>without</u> the material alteration.	policies and strategies (which have themselves been subject to Appropriate Assessment), nor has the looped walkway itself identified on the drawings been subject to Appropriate Assessment. Given the lack of detail on the looped walkway, there is potential for likely significant effects on European Sites.	accepted.	impacts
PA SH8.6	<b>Proposed Amendment:</b> Insert a new mapped Local Objective at Knocksedan <i>Carry out, within 2 years of the adoption of this Development Plan, a feasibility study, that will include public consultation, of lands at Knocksedan to include a full investigation of requirements in terms of infrastructure, traffic, water, access, drainage, and community facilities community and recreational facilities and natural amenities to inform the future designation of these lands for development. This feasibility study should include an environmental appraisal of the lands to ensure minimal impacts on cultural heritage and landscape.</i> <b>CE Recommendation:</b> Development Plan to be made with the material alteration subject to a minor modification.	The feasibility study includes an environmental appraisal that will have to screen for AA.	Chief Executive's recommendation accepted.	No significant negative impacts
SH 9.1	<b>Proposed Amendment:</b> Amend zoning from Objective GB 'Greenbelt' to Objective CI 'Community Infrastructure' and insert new mapped local objective at Swords Road: <i>Provide sheltered accommodation to cater for senior citizen.</i> <b>CE Recommendation:</b> Development Plan to be made with the material alteration.	SEA identifies loss of greenfield land through this zoning however it is also positive for population and human health. No issues in relation to AA.	Chief Executive's recommendation not accepted. Land Zoned CI	No significant negative impacts
PA SH 9.10	<b>Proposed Amendment:</b> Add indicative cycle/ pedestrian route Abbeville to Kettles Lane. <b>CE Recommendation:</b> Development Plan to be made <u>without</u> the material	The inclusion of cycle and pedestrian routes are both positive and negative in	Chief Executive's recommendation accepted.	No significant negative impacts



Reference	Summary of Amendment	SEA/ AA Response	Council Meeting Outcome	AA Response
PA SH 9.10	<p>alteration.</p> <p>Note: an amended motion was accepted. These routes are no longer on the maps but form an objective in the text. This is the same for all PA SH9.10.</p> <p><b>Proposed Amendment:</b> Add indicative cycle/ pedestrian route Ballgriffin to Teagasc Kinsealy.</p> <p><b>CE Recommendation:</b> Development Plan to be made <u>without</u> the material alteration.</p>	<p>relation to SEA. Positive impacts for human health, air quality, climate and potential negative impacts on biodiversity, soils, water, depending on the location of the routes.</p> <p>No additional significant impacts (either positive or negative) in respect of the AA would be expected to result from the indicative cycle/ pedestrian route as protective policies have been included in the Development Plan.</p> <p>The inclusion of cycle and pedestrian routes are both positive and negative in relation to SEA. Positive impacts for human health, air quality, climate and potential negative impacts on biodiversity, soils, water, depending on the location of the routes.</p> <p>No additional significant impacts (either positive or negative) in respect of the AA would be expected to result from the indicative cycle/ pedestrian route as protective policies have been included in</p>	<p>Motion withdrawn</p> <p>Chief Executive's recommendation accepted.</p>	<p>No significant negative impacts</p>

Reference	Summary of Amendment	SEA/ AA Response	Council Meeting Outcome	AA Response
PA 9.10	<p><b>Proposed Amendment:</b> Add cycle route Ballgriffin to Kinsealy.</p> <p><b>CE Recommendation:</b> Development Plan to be made <u>without</u> the material alteration.</p>	<p>the Development Plan.</p> <p>The inclusion of cycle and pedestrian routes are both positive and negative in relation to SEA. Positive impacts for human health, air quality, climate and potential negative impacts on biodiversity, soils, water, depending on the location of the routes.</p> <p>No additional significant impacts (either positive or negative) in respect of the AA would be expected to result from the indicative cycle/pedestrian route as protective policies have been included in the Development Plan.</p>	<p>Motion withdrawn</p> <p>Chief Executive's recommendation accepted.</p>	<p>No significant negative impacts</p>
PA 9.10	<p><b>Proposed Amendment:</b> Add indicative cycle/ pedestrian route Old Portmarnock to Teagasc Kinsealy.</p> <p><b>CE Recommendation:</b> Development Plan to be made <u>without</u> the material alteration.</p>	<p>The inclusion of cycle and pedestrian routes are both positive and negative in relation to SEA. Positive impacts for human health, air quality, climate and potential negative impacts on biodiversity, soils, water, depending on the location of the routes.</p> <p>No additional significant impacts (either positive or negative) in respect of the AA</p>	<p>Motion withdrawn</p> <p>Chief Executive's recommendation accepted..</p>	<p>No significant negative impacts</p>

Reference	Summary of Amendment	SEA/ AA Response	Council Meeting Outcome	AA Response
PA 9.12	<p><b>Proposed Amendment:</b> Add public transport reservation – Light Rail Corridor to Balgriffin (with intended connection to Clongriffin or Dart Line).</p> <p><b>CE Recommendation:</b> Development Plan to be made <u>without</u> the material alteration.</p>	<p>would be expected to result from the indicative cycle/pedestrian route as protective policies have been included in the Development Plan.</p> <p>The public transport reservation is not included in higher level plans, policies and strategies (which have themselves been subject to Appropriate Assessment), nor has the public transport reservation itself identified on the drawings been subject to Appropriate Assessment or environmental assessment. Given the lack of detail on any future infrastructural development, there is potential for likely significant effects on European Sites.</p>	<p>Chief Executive's recommendation accepted.</p>	<p>No significant negative impacts</p>
PA 9.13	<p><b>Proposed Amendment:</b> Add public transport reservation Balgriffin to Portmarnock.</p> <p><b>CE Recommendation:</b> Development Plan to be made <u>without</u> the material alteration.</p>	<p>The public transport reservation is not included in higher level plans, policies and strategies (which have themselves been subject to Appropriate Assessment), nor has the public transport reservation itself identified on the drawings been subject to Appropriate Assessment or environmental assessment. Given the lack of detail on any</p>	<p>Chief Executive's recommendation accepted.</p>	<p>No significant negative impacts</p>

Reference	Summary of Amendment	SEA/ AA Response	Council Meeting Outcome	AA Response
SH11.10	<p><b>Proposed Amendment:</b> Amend zoning from HT 'High Technology' to RW 'Retail Warehousing' zoning adjacent to IKEA.</p> <p><b>CE Recommendation:</b> Development Plan to be made <u>without</u> the proposed material alteration as displayed.</p>	<p>future infrastructural development, there is potential for likely significant effects on European Sites.</p> <p>No issues in relation to SEA/ AA.</p>	Chief Executive's recommendation rejected.	No significant negative impacts
SH12.1	<p><b>Proposed Amendment:</b> Amend zoning from GB 'Greenbelt' to GE 'General Employment' at Cherryhound.</p> <p><b>CE Recommendation:</b> Development Plan to be made <u>without</u> the material alteration.</p>	<p>There will be direct negative impacts on biodiversity and soil/landuse from the loss of greenbelt lands. The zoning is not in keeping with consolidation within Blanchardstown. The lands are some distance from Blanchardstown and there are no measures for sustainable transport. Car based transport will be relied upon having a negative impact on emissions. No issues in relation to AA.</p>	<p>Motion withdrawn</p> <p>Chief Executive's recommendation accepted.</p>	No significant negative impacts
SH 12.2	<p><b>Proposed Amendment:</b> Amend zoning from OS 'Open Space' to RA 'Residential' at Hollystown Golf Club. Insert local objective 'provide a recreational facility for the Dublin G.A.A. County Board, through the provision by them of a 2.5ha playing pitch and local recreational community facility including a clubhouse, related ancillary facilities and car and cycle parking'.</p> <p><b>CE Recommendation:</b> Development Plan to be made with the material alteration.</p>	<p>SEA outlines that there will be direct negative impacts on biodiversity and soil/landuse from the loss of open space lands. No issues in relation to AA.</p>	Chief Executive's recommendation not accepted.	No significant negative impacts
SH12.3	<p><b>Proposed Amendment:</b> Amend zoning GB 'Greenbelt' to WD 'Warehousing</p>	<p>SEA states that there would</p>	Chief Executive's	No significant

Reference	Summary of Amendment	SEA/ AA Response	Council Meeting Outcome	AA Response
	and Distribution' and include local objective 'Widen road from St. Margarets By Pass at the Kilshane to provide an extended left turning lane'. <b>CE Recommendation:</b> Development Plan to be made with the material alteration.	be direct loss of greenfield lands. Potential for additional impacts on the existing transport network and negative impacts for air quality and climate. No issues in relation to AA.	recommendation not accepted.	negative impacts
SH12.4	<b>Proposed Amendment:</b> Amend zoning from WD 'Warehousing and Distribution' to GE 'General Employment' at Dublin Airport Logistics Park. <b>CE Recommendation:</b> Development Plan to be made with the material alteration.	SEA states that there is potential for additional impacts on the existing transport network and negative impacts for air quality and climate. No issues in relation to AA.	Chief Executive's recommendation accepted.	No significant negative impacts
SH12.8	<b>Proposed Amendment:</b> Amend zoning from HA 'High Amenity' to LC 'Local Centre' in Mulhuddart Village. <b>CE Recommendation:</b> Development Plan to be made <u>without</u> the material alteration.	The SEA does not recommend the zoning change and loss of high amenity lands. No issues in relation to AA.	Chief Executive's recommendation accepted.	No significant negative impacts
SH14.2	<b>Proposed Amendment:</b> Include routes of the Greater Dublin Area Cycle Network Plan within Fingal. <b>CE Recommendation:</b> Development Plan to be made with the material alteration.	The Greater Dublin Area Cycle Network Plan has been subject to detailed engineering design SEA and AA. Mitigation measures are presented in the Natura Impact Statement accompanying the NTA plan.	Chief Executive's recommendation not accepted.	No significant negative impacts

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