



Your Fingal...

FINGAL DEVELOPMENT PLAN 2011-2017

**WRITTEN STATEMENT
*APPENDICES***



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Fingal County Council





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APPENDIX 1

HOUSING STRATEGY



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EXECUTIVE SUMMARY

The Housing Strategy is prepared in accordance with Part V of the Planning and Development Act, 2000 and Part II of the Planning and Development (Amendment) Act, 2002. This Strategy is for the period 2011-2017, which is the lifetime of the Fingal Development Plan. The key purpose of the current strategy is to identify the overall need for housing in the County and ensure that Fingal County Council (FCC) facilitates the creation of an environment that will allow this need to be satisfied. The main points within this strategy are:

- The 2004-2016 Regional Planning Guidelines were reviewed during the making of this Housing Strategy, providing new Guidelines in June 2010 for the period 2010-2022. The new population and housing target figures take account of the economic downturn and the existing oversupply in the housing market. The target for Fingal for 2016 is 118,646 units, rising to 142,144 units by 2022. This equates to an annual target for housing production in Fingal from 2010 up to 2016 of approximately 2,600 units, and from 2016 to 2022 it is 3,916 units making a target to 2017 of almost 20,000 units with a requirement for a land supply for a further 3 years, i.e. 11,748 units
- Census 2006 indicated that Fingal had 89,909 residential units. It is estimated that this will have grown to over 102,500 units by the beginning of 2011. In June 2011, the County has approximately 1,300 hectares of land zoned for residential development in urban areas which had not yet been built out and occupied. In total, this land is estimated to provide for at least 45,521 additional housing units. It is unlikely that there will be a significant decrease in this capacity up to mid 2011, at the adoption of the Development Plan, but at a maximum of 1000 units per annum there would be remaining capacity for 44,521 units. This does not take account of local urban infill and 'one-off' houses or of the existing potential for housing in the rural villages. Taking the average of 3,018 units for the 9 year supply requirement for the Plan, this would allow for almost 15 years of development. It is clear that the County has in excess of the land supply requirement to meet residential needs for the nine years following adoption of the Plan
- It is anticipated that there will be a strong demand for social housing and social housing support over the lifetime of the plan and this will be satisfied using a number of delivery mechanisms i.e.
 - ◆ Construction of new accommodation
 - ◆ Purchase of new/second-hand dwellings
 - ◆ Accommodation being returned to the Council for re-letting – Casual Vacancies
 - ◆ Provision of social housing in partnership with approved voluntary housing bodies
 - ◆ Provision of social houses under Part V of the Planning & Development Acts, 2000-2002
 - ◆ The Rental Accommodation Scheme (RAS)
 - ◆ Long-term leasing
- There is a very limited demand at present for affordable homes and this is expected to continue over the early years of the Development Plan. As the downward price correction continues in the private housing market, the need for Fingal to actively participate in the affordable housing business is receding. To this end Fingal commenced in 2009 to reopen discussions with developers, in respect of planning permission grants which were made having regard to Part V compliance submissions for the delivery of affordable units and were acquisitions contracts for the said unit were not signed, to move towards other compliance options, principally the payment of a financial contribution by developers in lieu of providing physical units

- The Council will utilise the full range of options available to satisfy Part V requirements to provide social and affordable homes – each application will be considered on an individual basis and the actual mechanism used to satisfy the Part V requirement will be the one that best facilitates the development of strong, vibrant, mixed-tenure communities. The options available are:
 - ◆ The transfer of land
 - ◆ Build and transfer of houses
 - ◆ Transfer fully or partially serviced sites
 - ◆ Transfer of other land in the functional area
 - ◆ Build and transfer of houses in the functional area
 - ◆ Transfer of fully or partially serviced sites in the functional area
 - ◆ Transfer of a reduced number of units at no cost to Fingal
 - ◆ Transfer of a reduced number of units if some units are adapted for disabled persons
 - ◆ Payment of a financial contribution
 - ◆ Transfer of land and/or a combination of the others
 - ◆ A combination of two or more of the others

- The Council has a requirement that between 7.5% and 15% of units in new residential developments be social/affordable units

- The Local Authority and Voluntary Sectors will deliver approximately 3,023 units over the Plan period – including 1,560 casual vacancies

- The evolution and development of policy must take place against the backdrop of a tightening fiscal situation in which there will continue to be a strong emphasis on achieving value for money. To this end the use of the Rental Accommodation Scheme (RAS) and the long-term leasing scheme will provide a much greater part of social housing provision than in the past – with direct provision/build by the Local Authority contributing less. The operation of NAMA may offer further leasing opportunities to the Council

- While there is more than enough land zoned to meet the requirements for housing into the future not all of this land is serviced. Of the 1,300 hectares zoned for development, approximately 617 ha was identified by the Council as serviced in 2010. The remaining lands are dependent on the delivery of key infrastructure, most notably waste water treatment, before they become available for residential development. The key constraints are in Swords (Swords WWTP), Donabate, Portrane, Lusk, Rush (Portrane WWTP), areas of Balbriggan and Malahide (local drainage networks). Blanchardstown and the South Fringe are dependent on capacity in Ringsend WWTP which is currently operating close to capacity and requires to be upgraded by 2015

- There are a sufficient number of vacant, completed units in Fingal (estimated 13,000 in 2009) to satisfy nearly five and a half years of production to meet the Regional Planning Guidelines target of approximately 2,400 units per annum. In addition, as of mid 2010, there are outstanding planning permissions for some 14,000 units

- The statutory triennial Assessment of Housing Need was carried out in March 2008 and resulted in the net need being calculated at **4,267** applications for social housing

- Approximately 79% of Fingal housing applicants are adequately housed in private rented accommodation. There are approximately 14,000 units registered with the Private Rented Tenancy Board. One needs to consider the implications of building new social units for people in adequate accommodation e.g. would we just be creating many “vacant” houses and should we consider other housing supports which will allow the families to remain where they are

- The DoEHLG have indicated that “own-build” newly constructed units will only be approved if all other housing supports are not possible e.g. the use of RAS and long-term leasing will have a first-call on available funding and there will be a greater reliance on these social housing supports as a feature of future social housing provision
- Voluntary Housing Organisations have been making an increasingly significant and valuable contribution to the provision of social housing to accommodate applicants from local authority housing lists. The Council will utilise to the fullest extent the capabilities and expertise of approved housing bodies in order to maximise social housing acquisition and quality social housing management
- Because of the large uncertainty of the future direction of the housing market (provision, demand, prices etc.) over the coming years, it will be necessary to do a complete root-and-branch re-assessment of the strategy in 2 years time to determine its fitness for purpose and continued relevance based on what actually unfolds in the housing market over the next 2 years. This timeframe meets with the requirement under Section 15(2) of the Planning Acts 2000-2010, to make a report to the Elected Members not more than two years after the making of a Development Plan, outlining the progress achieved in securing the Objectives of the Plan. Under Section 95(3)(a) of the 2000 Act, the Manager is required to include in the report a review of the progress achieved in implementing the Housing Strategy

INTRODUCTION

The Housing Strategy is prepared in accordance with Part V of the Planning and Development Act, 2000 and Part II of the Planning and Development (Amendment) Act, 2002. This Strategy is for the period 2011-2017, which is the lifetime of the Development Plan.

The Acts specify that the housing strategy shall provide sufficient residential zoned land for the period of the Development Plan, ensure that housing is available for persons of different income levels with particular provision for those in need of social or affordable housing, ensure a mixture of house types and sizes to meet the requirements of different categories of households, including the needs of elderly and disabled persons and counteract undue segregation of people of different social backgrounds.

The key purpose of the current strategy is to identify the overall need for housing in the County and ensure that Fingal facilitates the creation of an environment that will allow this need to be satisfied in line with the overarching principle of delivering sustainable communities. The last review of the Housing Strategy in July 2007 coincided with the peak of the property bubble and the seismic changes in the economy and in particular the housing market since then mean the assumptions underpinning the previous strategy have fundamentally changed – the whole environment has changed and the strategy must evolve to ensure alignment between the strategy and the prevailing and anticipated environments e.g. the methods of providing social housing may shift away from direct build/procurement by the Council to more use of schemes such as the Rental Accommodation (RAS) and long-leasing schemes.

This Housing Strategy replaces the strategy which was prepared for the period 2005 to 2011.

POLICY BACKGROUND

STATUTORY BACKGROUND

The preparation of a Housing Strategy is a requirement under the Planning and Development Act, 2000 Part V and Part II of the Planning and Development (Amendment) Act 2002. The 2000 Act requires each Planning Authority to prepare a housing strategy which is to be integrated into their County Development Plan. In particular the Acts specify that the Housing Strategy shall:

- Ensure that adequate zoned and serviced lands for residential purposes are available in appropriate locations to meet the requirements of the Housing Strategy and the existing and future housing demand – including social and affordable housing
- Ensure that housing is available to people of different income levels and determine the distribution of this housing
- Ensure that a mixture of house types and sizes is developed to reasonably match the requirements of the different categories of households, including the special requirements of elderly persons and persons with disabilities
- Counteract undue segregation in housing between people of different social backgrounds
- Provide that a specific percentage (not exceeding 20%) of the land zoned in the Development Plan for residential use or a mixture of residential and other uses, shall be reserved for those in need of social or affordable housing in the area. Part V applies to all applications for residential development on sites in excess of 0.1ha or 4 units on residential/mixed use (where residential is part) zoned land

NATIONAL AND REGIONAL POLICY CONTEXT

NATIONAL SPATIAL STRATEGY

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

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

It is a requirement of the National Spatial Strategy that Regional Planning Guidelines be put in place throughout the country. For Fingal, the Regional Planning Guidelines for the Greater Dublin Area apply.



REGIONAL PLANNING GUIDELINES FOR THE GREATER DUBLIN AREA 2010-2022

The Regional Planning Guidelines (RPGs) work to implement the strategic planning framework set out in the NSS. As part of the planning framework, the Guidelines allocate housing and population targets for the individual counties within the GDA based on national and regional population targets set by the NSS. The targets were reviewed for the new RPG 2010-2022.

In January 2009 the DoEHLG published regional population targets 2010 to 2022 which took account of the Government's policy of balanced regional development under the NSS and other policy documents. The target for 2016 for the Dublin Region (Dublin City, Fingal, South Dublin and Dun Laoghaire Rathdown) is 1,361,200 and for 2022 is 1,464,200. Circular SP 4/09 directed that the document *Regional Planning Guidelines Review – Gateway and Hub Population Targets* be of relevance to the determination of strategic planning policies under the framework of the NSS. Minimum population targets are to be factored into estimates of future housing and development land requirement for the years 2016 and 2022 in the RPGs and these will set the context for development plans and local area plans. Gateways are the prime focus for growth in the country. Under the targets, the Dublin Gateway is defined as the Dublin Metropolitan area (which, for Fingal, includes Blanchardstown, Swords, Donabate, Malahide, Portmarnock, Sutton, Baldoye and the Southern Fringe area) and the target for 2016 is a population of 1,373,900 and for 2022 is 1,488,700. The target growth for the Metropolitan area in the 2016-2022 period is at least 1.1 (110%) times the rate of growth of the GDA as a whole. Fingal has no other Gateways or Hubs under the NSS. The housing distribution for the Metropolitan area for target year 2016 from a baseline year of 2006 is set out in the RPGs as shown in **Table 1**.

TABLE 1: HOUSING DISTRIBUTION IN THE METROPOLITAN AREA

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

Source: Draft Regional Planning Guidelines 2010-2022.

The RPGs housing allocation for Fingal in 2016 is 118,646 units, rising to 142,144 units in 2022 providing for a total provision of 32,653 units between 2006 and 2017. Given that an estimated 12,663 units were built between the period of the Census in 2006 and 1st January 2011, the County has a housing stock at the beginning of 2011 of 102,572. Therefore, the remaining target up to the end of 2016 is 16,074 units, with a further 3916 units targeted in 2017 giving a total of 19,990 for the Plan period. In terms of having sufficient land supply, a further three years is required providing capacity for an additional 11,748 units.

SUSTAINABLE DEVELOPMENT – A STRATEGY FOR IRELAND

National strategy as outlined in the Department of the Environment Heritage and Local Government (DoEHLG) report, “**Sustainable Development – A Strategy for Ireland**” (1997) sets out the Government policy of encouraging more sustainable urban development by the avoidance of excessive suburbanisation and the promotion of higher residential densities in appropriate locations in harmony with improved public transport systems.

HOUSING IN IRELAND: POLICY AND PERFORMANCE

The 2004 report, produced by NESC, examined the issues surrounding the provision of social housing in Ireland and the broader issues around the quality of neighbourhoods and the need for improvement in this area. The report identified the characteristics of sustainable neighbourhoods, in particular, the need for a clear centre, the preference for houses to be within a five minute walking distance of essential facilities, a legible street pattern including narrow versatile streets, high amenity green spaces and the need for mixed use areas and activities.

DELIVERING HOMES, SUSTAINING COMMUNITIES 2007

This Statement on Housing Policy builds on the Government’s housing policy framework which sets out a vision for housing aimed at building sustainable communities. Sustainable communities are indicated as places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. In addition to building sustainable communities, the policy statement seeks to achieve a range of actions which respond to housing need in a way that maximises choice and responsibility and effectively delivers accommodation programs.

Best Practice Guidelines for Delivering Homes, Sustaining Communities were introduced in 2007. These Guidelines, *Quality Housing for Sustainable Communities*, seek to assist in the implementation of the housing policy framework, the NSS and the National Development Plan 2007-2013. They provide design guidance for individual houses and housing schemes, identify the need for flexible, lifetime design and the need to make optimal use of infrastructure and avoid unsustainable urban sprawl.

SUSTAINABLE RESIDENTIAL DEVELOPMENT IN URBAN AREAS 2009

These Guidelines supersede the 1999 Residential Density Guidelines and deal with development in larger urban centres, towns and villages as well as individual homes and their surroundings. They continue to promote increased residential density where appropriate, especially where close to

public transport nodes. The Guidelines emphasise the qualities which make for successful places and the need for high quality, sustainable design and layout and good quality living environment including the availability of adequate shopping, social, childcare, transport and leisure infrastructure. The Guidelines are accompanied by a best practice guide Urban Design Manual. Both documents set out twelve criteria for sustainable residential development which seek to ensure a good quality of life through provision of well designed homes in the right location.

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

This Department of Transport document aims to deliver a sustainable transport system as an important dimension of sustainable development and the climate change agenda. It is designed to show how we can reverse current unsustainable transport and travel patterns and reduce the health and environmental impacts of current trends and improve our quality of life. The Government reaffirms its vision for sustainability in transport and sets out five key goals:

1. to reduce overall travel demand,
2. to maximise the efficiency of the transport network,
3. to reduce reliance on fossil fuels,
4. to reduce transport emissions and
5. to improve accessibility to transport and improve our quality of life.

One of the key ways of achieving these goals is through integrated landuse and transport planning with higher densities around public transport nodes and the avoidance of urban sprawl, thereby building sufficient carrying capacities around public transport. Central to this is the need for planning authorities to adhere to the RPGs and focus housing in cities and towns with good public transport connections.

POPULATION AND HOUSEHOLD TRENDS

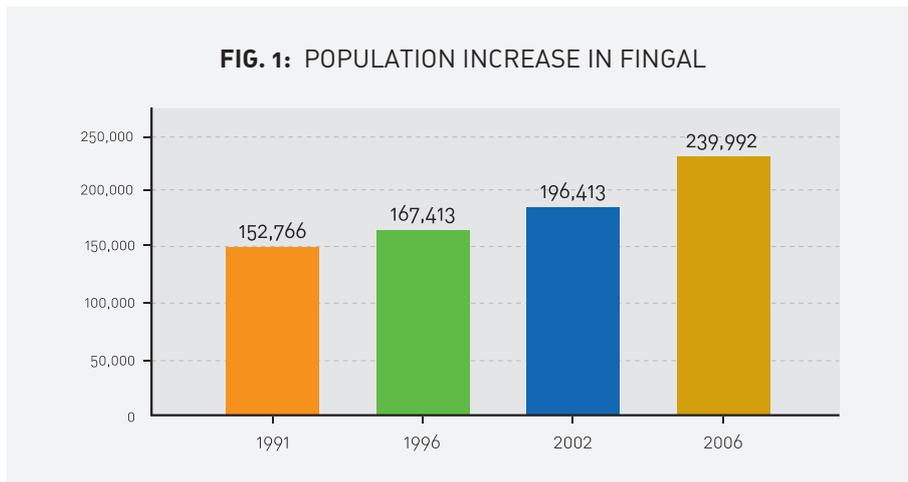
POPULATION TRENDS

The factors which affect population change are made up of births, deaths, immigration and emigration. When the number of births exceeds the number of deaths there will be natural increase. Net migration is the difference between the number of immigrants and emigrants. Since the last housing strategy and Development Plan in 2005, population growth has been significantly affected by immigration.

Census 2006 indicates that the population of Fingal in April 2006 was 239,992 persons. This was an increase of 22.2% from the 2002 population of 196,413 persons. This rate of increase was the fastest of any county in Ireland and was almost three times the rate of national growth. This is a very high

level of growth for a period of four years. This population increase now means that Fingal constitutes 5.7% of the national population while previously it was just over 5.0%.

In 2006 Fingal represented 20.8% of the population in the Dublin Region and 14.4% of the GDA's population. It is estimated that by 2010 Fingal's population will be approximately 250,000 persons.



The population is concentrated in the areas of Blanchardstown (89,781)¹, Swords (population for the town was 33,998 and for the wider area 43,288)² and Balbriggan (urban and rural EDs total 16,346). Other towns which support the rural hinterland such as Lusk, Rush and Skerries have also grown significantly. In the more rural areas, approximately 4% of the population of Fingal lives within rural EDs. Overall, the rural population grew by 1% in the intercensal period (excluding Balbriggan rural which grew by 114% due to expansion of Balbriggan). The rural villages have seen mixed population growth with Oldtown and Ballyboughal showing population increase but Garristown and the Naul declining.

DEMOGRAPHIC PROFILE

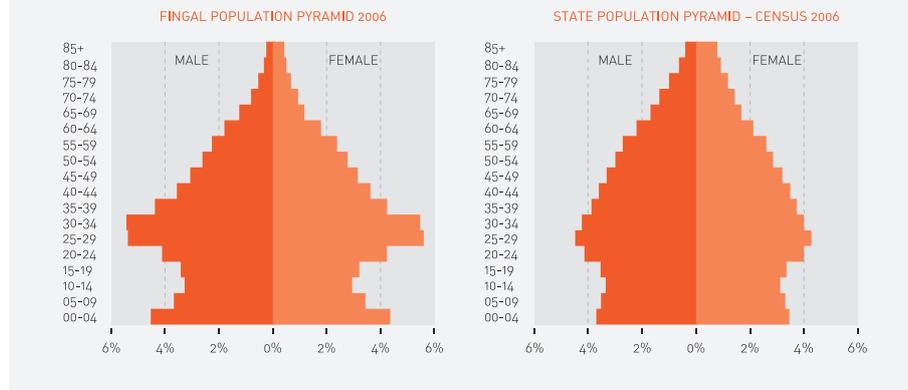
Fingal's demographic profile differs from the State average as is demonstrated by the population pyramids shown below – based on the 2006 Census. Fingal had a high percentage of children in the 0-4 age cohort, a high percentage of adults in the 25-39 age cohorts and a lower percentage of adults in the 60+ age cohort than the State average. This indicates a high proportion of young families in the County. From a total of 44,273 families in Fingal, 51.6% have all of their children under 15 years of age. This compares to 46% for the State, 46.9% for Leinster and 45.7% and 42.7% for South Dublin and Dublin City respectively.

Overall, Fingal had the youngest population of any county in the State at the last Census in 2006, averaging 32.2 years of age. In contrast, Roscommon had the oldest population in the State, averaging 38.3 years.

¹This total figure for Blanchardstown includes all of the Blanchardstown EDs, the two Castleknock EDs and The Ward ED.

²This includes all of the Swords EDs plus Kinsaley ED.



FIG. 2: COMPARISON OF POPULATION PROFILE IN FINGAL AND THE STATE

HOUSEHOLD GROWTH

Demand for housing is strongly influenced by income, demographics, the tax system, and credit conditions. Demographic trends, which are conducive to housing demand, include strong population growth, fall in household size, growth of population in the household formation cohort (25-34 first time buyers) and net immigration. These were all factors experienced by Ireland from the late 1990s accelerating up until 2007. These trends took place against a tradition of home ownership where 75% of all households live in owner-occupied housing. Other general influences on housing demand relevant to demographic developments include an increase in the number of double-income households and rising divorce rates. The number of baby boomers investing in the buy-to-let market was also an important factor in housing demand.

Census 2006 indicated that the total housing stock in Fingal was 89,909 permanent units with a vacancy rate of 8.8%. Previous Census did not give a figure for all permanent units and so the only comparator is the figure for occupied permanent private households. **Table 2** indicates the increase in permanent private households over the years.

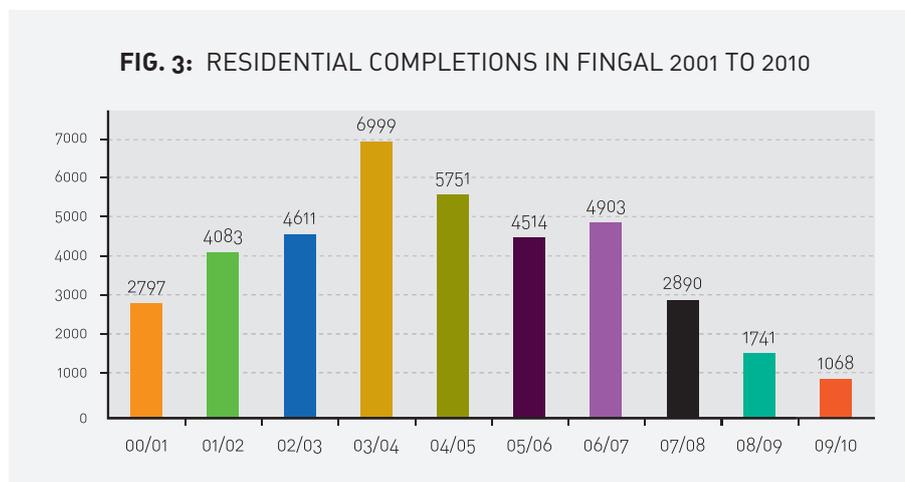
TABLE 2: NUMBER OF PERMANENT PRIVATE HOUSEHOLDS IN FINGAL

CENSUS YEAR	NO. OF PERMANENT PRIVATE HOUSEHOLDS (OCCUPIED)	PERCENTAGE INCREASE IN HOUSING UNITS	PERCENTAGE INCREASE IN POPULATION	VACANCY RATE
1991	40,332			
1996	47,271	17%	10% (167413)	
2002	60,460	28%	17% (196413)	4.9%
2006	80,085	32%	22% (239992)	8.8%

Source: CSO, Household Composition, Family Units and Fertility.

The percentage increase in housing units has been consistently greater than the percentage increase in population allowing for the increased need for housing created by falling household size and the other factors discussed above. However, since 2007 housing supply has outstripped demand with the result that Fingal now has an increased number of vacant units, many of them in the newer areas of the County with an estimated 2000 units (based on 2010 house-counts) that consist of new builds that have never been occupied. It is estimated that the Greater Dublin Area now has an average vacancy rate of 9.9%, with higher levels in areas of new housing.

Given the level of surplus supply in the market at the end of 2009, estimated at 136,000 units nationally, and the continued uncertainty in the economy and housing market, it is unlikely that there will be significant residential completions for the next few years. At the time of drafting the Housing Strategy, the Construction Industry Federation had indicated that any recovery in residential construction was unlikely to occur until 2011 and estimated that the number of completions in 2010 and 2011 would reduce to 10,000 each year. This now looks optimistic.



Source: Planning Department Housecounts.

HOUSEHOLD SIZE

The average occupancy rate i.e. persons per household or pph, has been decreasing and this trend is set to continue, **Table 3** indicates this decrease.

TABLE 3: AVERAGE OCCUPANCY RATES (PERSONS PER HOUSEHOLD)

	2002	2006	2010	2016	2022
Dublin City	2.74	2.50	2.39	2.26	2.02
DLR	2.99	2.77	2.61	2.42	2.17
Fingal	3.23	2.95	2.81	2.58	2.32
South Dublin	3.25	3.03	2.83	2.65	2.38
Dublin Region	2.96	2.82	2.58		

Source: 2002 & 2006 Census, RPG April 2007 Update, RPG 2010-2022.



The decrease is influenced by a number of factors including the general increase in divorce/separation, people living longer, availability of credit for first time buyers and the growing trend among young adults to live alone and have children at a later age. The family life cycle has an impact on household size in certain locations at certain times, for instance, many of the more mature areas e.g. Malahide West and Portmarnock North have more 'empty nests' as the younger family members leave to set up their own homes. In other areas, e.g. Lusk, there are a higher number of younger families with a corresponding increase in the persons per household. Culture can also play a role in family size and, therefore, household size. The overall implication of decreasing household size is that more houses will be needed for the same number of people. It is important that residential developments cater for the different demographics through mixed tenure and mixed house type.

MIGRATION AND NATIONALITIES

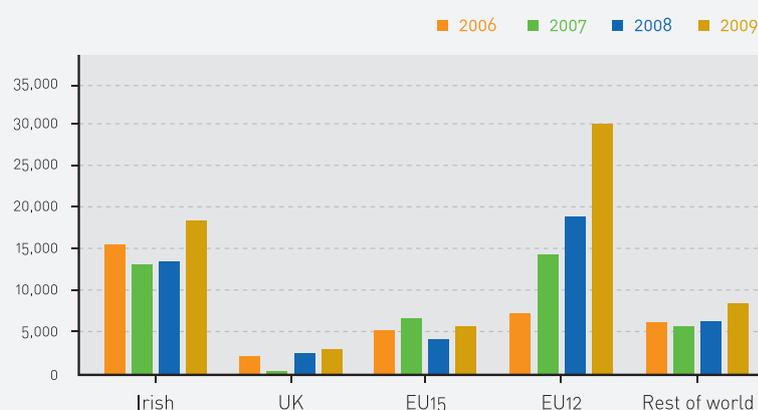
Recent publications from the CSO have provided clear links between nationality and migration flows. In the period since 2004, in particular, Ireland has seen high levels of immigration with the majority of this being made up of immigrants from the EU12 countries, followed by returning Irish immigrants, the rest of the world and the rest of the EU, see **Table 4**. In the period 1997-2007, net immigration accounted for more than a half of the population increase³. Since 2007, **Table 4** shows that immigration has slowed dramatically and that the slowdown will increase in 2009.

TABLE 4: ESTIMATED IMMIGRATION BY NATIONALITY 2004-2009						
	2004	2005	2006	2007	2008	2009
Nationality	Persons in '000s					
Irish	16.7	18.5	18.9	20.0	16.2	18.4
UK	7.4	8.9	9.9	5.9	7.0	4.4
Rest of EU15	13.3	9.3	12.7	10.4	8.6	8.6
EU12 ⁴		34.1	49.9	52.7	33.7	13.5
USA	2.3	2.1	1.7	2.8	2.0	1.1
Rest of World	18.8	11.6	14.7	17.8	16.3	11.3
Total	58.5	84.6	107.8	109.5	83.8	57.3

Source: CSO Population and Migration Estimates April 2009 Preliminary.

³ http://ec.europa.eu/economy_finance/publications/publication13187_en.pdf

⁴ The EU12 is defined as the ten accession countries that joined the EU on 1 May 2004 i.e. Cyprus, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Malta, Poland, Slovakia and includes the two new accession states that joined the EU on 1 January 2007, i.e. Bulgaria and Romania.

FIG. 4: ESTIMATED EMIGRATION CLASSIFIED BY NATIONALITY 2006-2009

Source: CSO Population and Migration Estimates April 2009. 2007-2009 are preliminary figures.

Table 5 outlines the make-up of Fingal's population by nationality. Fingal has an above average proportion of nationalities associated with high levels of immigration in the recent past, which has fed into the rapid growth of the county in the period 2002-2006. Many of these nationalities are now becoming increasingly associated with emigration at national level as the levels of unemployment rise in the country (see Figure 4).

TABLE 5: USUALLY RESIDENT POPULATION BY NATIONALITY

AREA	CENSUS YEAR	PERCENTAGE OF TOTAL POPULATION						
		Irish	UK	Polish	Lithuanian	Other EU 25	Rest of World	Not Stated
Fingal	2002							
Fingal	2006	84.35	2.03	1.55	0.94	3.01	6.97	1.14
Leinster	2006	87.89	2.18	1.58	0.67	2.08	4.37	1.23

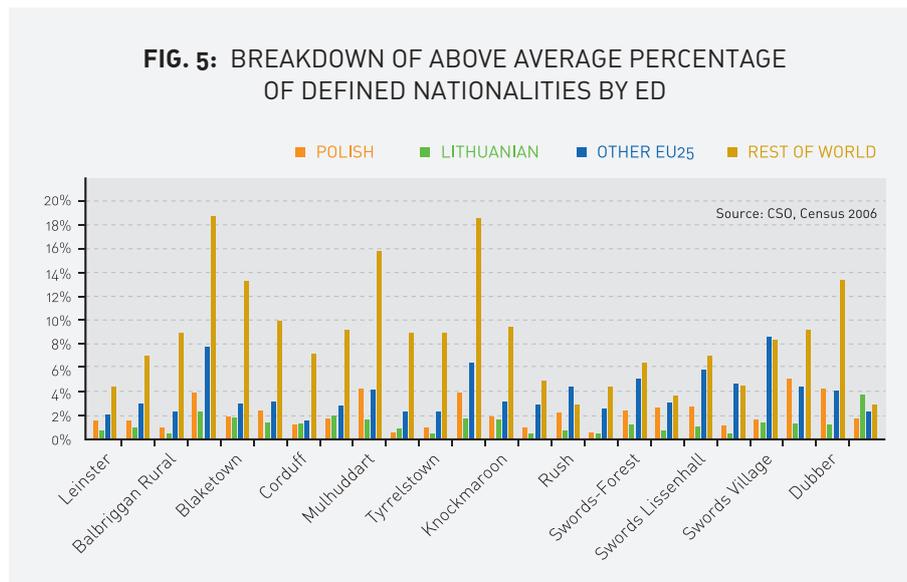
Source: CSO, Census 2002 and Census 2006 (SAPS).

Where emigration is localised within certain areas of the county there will be the potential for higher rates of vacancies in the short term and, given the current economic climate, possibly also in the medium term. In worst cases, it could result in dereliction in certain areas, a difficulty in keeping local shops and support services open as the population declines and the potential for an increase in anti-social behaviour. The housing strategy will look to ways of avoiding this outcome by seeking to ensure that housing supply caters for demand in a sustainable manner.

Within Fingal, it is clear from the Census figures that there are areas that have higher concentrations of nationalities associated with recent immigration than the average for either Fingal as a whole or



Leinster. **Figure 5** indicates that Blanchardstown is one such area, as is the newer housing in Balbriggan rural. Swords also has a higher than average percentage, reflecting the large number of new house builds in the area. Rush, while having a relatively low number of non-Irish nationalities overall, has a relatively high percentage of EU25 nationalities, most likely reflecting the labour force employed for the horticultural sector. Large employers in certain EDs, such as at Turnapin and the Airport can significantly impact on the populations in those areas.



Source: CSO, Census 2006.

HOUSING MIX AND HOUSING TYPES

The Council will seek the provision of a wider range of dwelling types to cater for changing demography. Emphasis on potential for in-built adaptability in design of housing is also important in allowing for long life buildings, examples of how this might be achieved are set out in the DoEHLG Urban Design Manual, May 2009

IMPLICATIONS FOR THE HOUSING STRATEGY

This housing strategy is being drafted at a period of great uncertainty for the Irish economy and the housing market. The factors which influence housing demand, namely income, demographics, tax system and credit conditions are all in a state of flux. For demographics the rate of population growth has been strongly linked to immigration during the boom and there is now evidence that net emigration is occurring. The trend for household size to fall may continue but it will likely be balanced between some people delaying buying a house due to economic circumstances and first time buyers seeing the lower house prices as an opportunity to buy. Household size will also vary between individual towns and local areas. Within Fingal, there is a large cohort within the household formation group (25-34 first time buyers). It is likely that a significant percentage of this group are in Fingal

because they have already bought houses and coupled with net immigration the demand for new housing may be limited for the short term. Consideration also has to be given to the location of housing. In a market of choice, preference will most likely be given to locations in close proximity to public transport, to employment and to good public facilities. Whereas in the past house buyers have been forced to move further out into the suburbs and beyond to afford a house, opportunities will arise to buy houses for less money in areas of first choice.

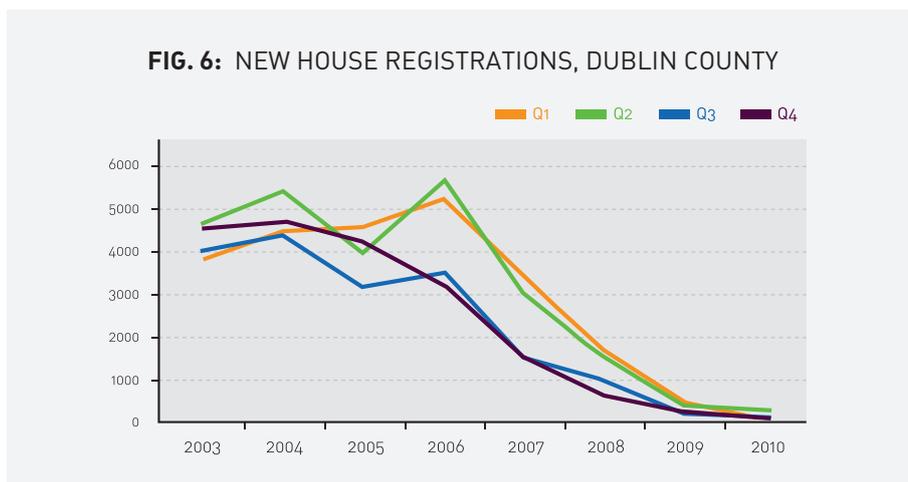
HOUSING TARGETS AND LAND SUPPLY

See also Chapter 1, Section 1.5, Core Strategy

HOUSING TARGETS

It is estimated that by the end of 2010 there were approximately 102,500 units in the County, with a further 5000 at various stages of construction and 14,000 with permission but not yet started. Within Fingal's main towns over 42% of the housing has been built since 1996 indicating the huge building program undergone in the County. However, Fingal now has an oversupply of housing with a vacancy rate of 8.8% in 2006 and recent indications that this figure has increased significantly. The RPGs are suggesting that a vacancy rate of 6.5% is more in line with a normal market reflecting the need for some element of vacancy at any given time to cater for second homes, temporary vacancies etc.

As has been discussed above the delivery of new housing is expected to remain sluggish. **Figure 6** indicates clearly the continuing slow down in housing registrations up to Q4 2010.



The RPG population and housing target figures take account of the economic downturn and the existing over supply in the housing market. The target for Fingal for 2016 is 118,646 units, rising to 142,144 units by 2022. This requires the delivery of 28,737 units between 2006 and 2016. Given that

Fingal has an estimated 102,572⁵ units in January 2011, there is a remaining requirement for 16,074 for the years 2011-2016 inclusive. This equates to annual production of 2,679 units up to end 2016. For the years 2017-2022 inclusive, the RPGs have targeted an annual average production of 3,916 units. Therefore, the target for Fingal for the years 2010 to 2017 is 19,990 units.

In addition to allocating targets to each county, the RPGs in response to the DoEHLG direction concerning Regional Planning Guidelines Review Gateway and Hub Population Targets, October 2009, have allocated percentages of the overall population which should be located within the Dublin Metropolitan Area. For Fingal, 85% of our target housing stock is to be located within the Metropolitan Area.

LAND SUPPLY

The County has approximately 1,300 hectares of land zoned for residential development which has not yet been built out. In total, this land is estimated to provide for at least 45,521 additional housing units. Of these 45,521 units, 16,971 are granted permission already but not yet built and the remaining 28,550 units can be accommodated on existing zoned greenfield lands.

There is further potential for residential development through smaller urban infill sites, which although limited in size can be higher in density than suburban housing and. There is also potential for housing in rural villages, through the village zonings, and clusters and limited rural one off houses.

While there is more than enough land zoned to meet the requirements for housing into the future not all of this land is serviced. Of the 1,300 hectares zoned for development, approximately 617 ha was identified by the Council as serviced in 2010. The remaining lands are dependent on the delivery of key infrastructure, most notably waste water treatment, before they become available for residential development. The key constraints are in Swords (Swords WWTP), Donabate, Portrane, Lusk, Rush (Portrane WWTP), areas of Balbriggan and Malahide (local drainage networks). Blanchardstown and the South Fringe are dependent on capacity in Ringsend WWTP which is currently operating close to capacity and requires to be upgraded by 2015.

The Development Plan Guidelines (DoEHLG, 2007) indicate that to ensure continuity of supply of zoned residential land, planning authorities should ensure that at the time of adoption of the Plan, enough land should be zoned to meet residential needs for the next nine years i.e. 2011-2020. Given the target set through the RPGs for the National Spatial Strategy, Fingal has more than enough land zoned to meet these needs. This can be assessed as shown in **Table 6**.

TABLE 6: POTENTIAL OF ZONED LAND IN FINGAL

Total RPG Housing Units Fingal Target 2020	Estimated Existing Built January 2010	Target units 2010-2020	Potential on Existing Zoned Land (June 2010)
134,310	102,500	31,738	45,521

⁵This estimate is based on the known households from Census 2006 and the completions since that time based on the DoE Housing Statistics.

There are a sufficient number of vacant, completed units (estimated 13,000 in 2009) to satisfy nearly five years of production to meet the Regional Planning Guidelines target of approximately 2,600 units per annum. In addition, as of mid 2010, there are outstanding planning permissions for some 14,000 units.

PRIVATE HOUSING MARKET

INTRODUCTION

The new global economic reality has heralded significant slowing in immigration and the re-appearance of emigration. The potential for this to influence the population of Fingal has been assessed in previous sections. However, population flow must be closely monitored in order for Fingal to react appropriately. Having regard to the large Fingal immigrant population, the mobility of that population and the mobility of its young native population, Fingal's ability to retain and grow that population is very much dependent on its ability to maintain economic activity and remain competitive. Success or otherwise in economic endeavour will impact directly on population levels and in turn housing demand.

OUTLOOK FOR PRIVATE HOUSING MARKET

The slowdown in the general economy has contributed in part to lower demand thereby reducing transaction numbers and property prices. It should also be noted that much of the demand generated was 'small investor' led and coupled with speculative house construction did not necessarily reflect accurately the link between the housing needs of the population and the number of units and types required at any given time to satisfy that need. The decline in demand and evidence of oversupply is underlined by the vacant house count set out in the 2006 Census results. Some 7,500 units of accommodation were vacant on Census night, 8.76% of units – which is equivalent to over two years production at an average rate of 3,500 units per annum. The vacancy rate is now estimated to be approximately 13% – approximately 4 years production.

House prices have been in constant decline since late 2006 and are now down by 35% from their peak in 2007 (Daft.ie Q4 2009 Review). The Permanent TSB/ESRI Q3 2009 House Price Index states that house prices were reduced by 19.1% and 11.5% in the twelve months to October 2009 in Dublin and outside Dublin respectively. For the first ten months of 2009 prices in Dublin and outside Dublin fell by 16.7% and 10.8% respectively. The average price for a house in Dublin and outside Dublin in October was €292,631 and €199,754 respectively. This downward price spiral has affected consumer confidence with some potential buyers postponing purchasing while they wait for the market to bottom out.

It is very difficult to get a uniformly "accepted" forecast on how the private housing market will perform in the short to medium term. However, it is clear that if the current downward house price spiral and global economic trends continue:

- Private house construction will remain sluggish
- Private house construction will not bounce back to sustainable levels until the over hang of vacant properties is absorbed and market confidence returns



- Marginal potential borrowers will not get loans to purchase their own home
- Marginal home owners will get into serious financial difficulties
- Premature dilapidation of part of the housing stock will ensue due to inability of some owners to finance preventative maintenance and/or Management Company fees
- Rising repossessions will further depress the market and put increased demands on Social Housing supports
- The affordability gap will be reduced for those in employment

These outcomes will put pressure on Central Government to increase its assistance to those in trouble and re-evaluate its purchase affordability supports including its affordable housing scheme. They will not affect the overall demand dictated by population but they will dictate how that demand can be satisfied, having regard to the general health of the economy, the amount of financial support the financial institutions and the State can make available and how that financial support is applied.

The national financial and economic adjustments expected over the next 3 to 5 years will make it extremely challenging, at least in the short term, for the market to absorb its vacant stock and to resume house construction to sustainable levels. The laws of economic supply and demand are not entirely an appropriate tool to gauge housing demand. Just because an individual or a family cannot afford to purchase a home suitable for their needs does not mean that the need/demand does not exist. It just means that it has to be satisfied in another way. If NSS population forecasts are correct and private house construction is not sufficiently financially stimulated by traditional models to meet demand, then new forms of financial stimuli will need to be developed to support house construction. These new models may require a shift away from the Irish cultural desire for home ownership.

The key point is that Fingal continues developing and maintaining a framework for an efficient private housing sector, whatever shape that might take over the course of this Strategy.

PRIVATE RENTED SECTOR

The private rented sector provides some 14,000 units of accommodation in Fingal. The sector currently provides accommodation for 3,392 (79%) of the Social Housing Applicants. With the increasing dependency on the RAS scheme to deliver social housing support its role is set to grow over the period covered by the strategy.

The sector is dominated by small investors attracted in recent years by the prospect of certain financial gain in the form of rental yield, equity growth and the ability to cash in quickly. However, in the current market, with rental income falling 22.9% in the twelve months to October 2009⁶, an oversupply of housing and house prices in decline, the stability of the sector and the ability of its individual members to continue to provide good well maintained properties for rent must be in question and monitored carefully. Participation in the RAS and Long Leasing Schemes by owners with its guaranteed income stream will help maintain the stability of the sector.

The property overhang presents an opportunity for large corporate investors to enter the sector in a significant way. Having regard to the likely cost of entering the sector at this time, these investors could afford to take a long term view in relation to rental yield and equity growth. They would also have ability to provide professional management and maintenance services for the benefit of their

⁶ Daft.ie Q3 2009 Rental Report.

tenants and the protection of their asset. Entry into the sector by this type of investor could help address the issue of long term “tenure security” for good tenants. This issue is often advanced as an unattractive feature of the private rented sector and a disincentive to potential tenants.

TABLE 7: PRIVATE RENTED HOUSING REGISTRATIONS IN FINGAL

Year	Number of Units	Annual % Increase
2006	7,941	
2007	11,884	33.2%
2008	13,580	12.5%

Note: a preliminary analysis of the 2009 data by Fingal indicates that the number of Private Rented Registrations for that year is in the order of 14,000 units.

HOUSING AFFORDABILITY

INTRODUCTION

The economic climate is unstable at this time. Ireland is in recession, the Government has taken corrective measures to restore the near collapsed banking system and bring public spending under tighter control. One of these measures, the National Asset Management Agency has started work. The effects that these measures will have over the course of this Strategy on employment, population growth, household incomes, land prices and house prices are very difficult to predict with the data currently available to Fingal.

This Section sets out, subject to the limitations already discussed, to analyse the affordability of housing in Fingal over the period of the next Development Plan, 2011-2017. The methodology followed is that of the DOEHLG’s “Louth Model”. In summary, data is gathered on:

- Household incomes – projected over a six year period
- House prices – projected over a six year period

Assumptions are made on what “affordability” means – in this case, the definition is taken from the Planning and Development Acts 2000 – 2002 which states that if the monthly cost of servicing a mortgage (for a given house price) is greater than 35% of the applicants after-tax income, then the applicant can be deemed eligible (as defined in Section 93(1)) for affordable housing.

A conclusion is reached on what proportion of new households formed in the County over the duration of the Plan will be unable to access housing on the open market, within the parameters of the above criteria.



HOUSEHOLD INCOMES

Income levels are a key determinant of affordability, as set out in Section 93(1) of the 2000 Act. Data on income distributions (i.e. the proportions of households in certain income groups) as opposed to averages is available. The income distribution for Fingal was developed as follows:

1. The CSO Household Budget Survey for 2004/2005 (which is undertaken every 5 years) was used to find a national household income distribution. The data is used to identify the distribution of incomes across households, as the households at the bottom end of this distribution are those most likely to experience affordability difficulties.
2. This distribution was then adjusted on the basis of assumptions made about the gap between Fingal and national levels of household income.
3. CSO data on county-level household incomes was used as the basis for adjustment. This adjustment enabled the production of an income distribution table for Dublin (there are no separate statistics for Fingal) on the basis that the distribution of incomes across the county (once adjusted by the average inflator) mirrors the national trend (see **Table 8**).
4. The derived income distribution was inflated by assumed rates of household income growth. These rates of growth were based upon the Disposable Income Inflation data available from the Economic and Social Research Institute.
5. This allowed us to develop a forecast for average annual household disposable income over the life-time of the Plan – based on the ESRI Medium Term Review 2008-2015 – Low Growth scenario (see **Table 9**).

TABLE 8: ANNUAL DISPOSABLE INCOMES 2008

Income Range	Weekly Disposable Income (€)	% of Households in each category	Average Annual Disposable Household Income € (National)	Fingal Inflation	2008 Average Annual Disposable Household Income (Fingal) €	No. of Households in Fingal
1st Decile	157.70	7.9	8,200.40	1.12	9,184.44	7,101
2nd Decile	244.53	8.8	12,715.56	1.12	14,241.42	7,913
3rd Decile	359.06	9.9	18,671.12	1.12	20,911.65	8,902
4th Decile	488.56	9.9	25,405.12	1.12	28,453.73	8,902

5th Decile	626.69	10.3	32,587.88	1.12	36,498.42	9,260
6th Decile	781.12	10.6	40,618.24	1.12	45,492.42	9,530
7th Decile	950.20	11.0	49,410.40	1.12	55,339.64	9,890
8th Decile	1,162.83	10.6	60,467.16	1.12	67,723.21	9,530
9th Decile	1,419.89	10.7	73,834.28	1.12	82,694.39	9,620
10th Decile	2,233.03	10.3	116,117.56	1.12	130,051.66	9,260
Total						89,909

Source: CSO Household Budget Survey for 2004/2005 (Dublin inflator 1.12). Census of Population 2006 – Number of Households.

TABLE 9: AVERAGE ANNUAL DISPOSABLE INCOME 2009 TO 2017

	2009	2010	2011	2012	2013	2014	2015	2016	2017
% Growth	-3.2 %	-2.7%	2.4%	2.4%	2.4%	2.4%	4.4%	4.4%	4.4%
1st Decile	8,890	8,650	8,857	9,069	9,287	9,510	9,928	10,365	10,821
2nd Decile	13,785	13,412	13,733	14,062	14,400	14,745	15,394	16,071	16,778
3rd Decile	20,241	19,694	20,166	20,649	21,145	21,653	22,605	23,600	24,638
4th Decile	27,542	26,798	27,441	28,100	28,774	29,464	30,761	32,114	33,527
5th Decile	35,330	34,376	35,201	36,045	36,910	37,796	39,459	41,196	43,008
6th Decile	44,036	42,847	43,875	44,928	46,006	47,110	49,183	51,347	53,606
7th Decile	53,568	52,121	53,371	54,651	55,963	57,306	59,828	62,460	65,208
8th Decile	65,555	63,785	65,315	66,882	68,487	70,131	73,217	76,438	79,800
9th Decile	80,047	77,885	79,754	81,668	83,628	85,635	89,403	93,336	97,442
10th Decile	125,889	122,489	125,428	128,438	131,520	134,677	140,603	146,789	153,247

Source: CSO Household Budget Survey for 2004/2005. ESRI: Recovery Scenarios for Ireland.



HOUSE PRICES

At this time there is limited agreement on future house price trends and attempting to predict future trends as a means of estimating affordability is fraught with difficulties. House prices have been in constant decline over a number of years and are now down by 35% from their peak in 2007 (Daft.ie Q4 Review 2009). House prices have been reduced by 16.7% and 10.8% in the twelve months to October 2009 in Dublin and outside Dublin respectively. Forecasting house prices, on an annual basis, to 2017 is very challenging.

There is no official data on house prices at County level. The Department of the Environment Heritage and Local Government collects data at a regional level, with information available on the Dublin area. For the purposes of the Housing Strategy, the Housing Department analysed 1,816 property prices – apartments and houses, from 1-bed to 4-bed in all the major towns, suburbs and rural areas of the County. The distribution of actual house prices is shown in **Table 10**.

101,000	201,000	301,000	401,000	501,000	601,000	701,000	801,000	901,000
-	-	-	-	-	-	-	-	-
200,000	300,000	400,000	500,000	600,000	700,000	800,000	900,000	1,000,000
8%	38%	34%	11%	4%	2%	1%	1%	1%

Source: Housing Department.

There are a number of issues to note. There were a negligible number of units priced below €100,000 – so few in fact, to make it not worthwhile including. Also, there are a significant number (72%) of properties in the €200,000 to €400,000. Six properties cost in excess of €1 million.

FUTURE HOUSE PRICES

The Housing Strategy methodology set out in the DOEHLG's "Louth Model" requires that a forecast of future house price trends, over the lifetime of the Development Plan, be made. Previous Housing Strategies for Dublin Local Authorities have used the forecasts set out in the Bacon Report – which forecast up as far as the year 2006. In the current climate forecasting future house prices is very hard to do. However, it may be possible to learn from studies into previous property "corrections":

- In a US Federal Reserve Study of 44 house price booms and busts in Industrial Countries since 1970, the average bust lasted nearly five years. More precisely, house prices typically declined for almost five years after the peak
- In a European Central Bank Working Paper Series (Booms and Busts in Housing Markets July 2009) a study of 25 house price busts in Industrial Countries indicated that house prices fell on average of 44 % from their peak price
- Of the 25 busts about half occurred in the early to mid 1990's. In the case of Japan, the longest sustained bust lasted until 2006 with house prices declining about 45% as compared to trend

- The Dutch bust around 1980 and the Finnish bust from the early 1990's were the deepest with a fall by over 70% from peak to trough which was made worse by the Dutch and Finnish currencies having to be devalued

It is accepted that there are many contrasting opinions as to the duration of the current decline in prices and the likely future direction of house prices. We have decided to use two scenarios:

- **Scenario A: A 5-year decline in prices with an overall drop of 41% from their peak value through the cycle**
- **Scenario B: A 6-year decline in prices with an overall drop of 51% from their peak value through the cycle**

The forecasted annual property price changes for each scenario is shown in **Table 11**.

TABLE 11: PROPERTY PRICE-CHANGE FORECAST											
Year	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Scenario A % Change	-14%	-13%	-8%	-10%	-5%	0%	0%	+3%	+4%	+5%	+5%
Scenario B % Change	-14%	-13%	-8%	-13%	-12%	-7%	2%	2%	3%	3%	3%

It is accepted that this is not an exact science (there are at least 40 economic determinants of house prices, OECD) but it gives a good input when assessing house affordability in the medium term.

AFFORDABILITY ANALYSIS

Using the data on forecasts for disposable incomes over the next eight years (**Table 9**), it is possible to make assumptions about the value of a house that various cohorts of the population will be able to afford (adhering to the requirement that they do not expend greater than 35% of disposable income on mortgage costs). The methodology involves taking the annual disposable income (across the 10 deciles) and applying a formula (see Appendix 1) that makes assumptions about the Loan-To-Value ratio (90% in this instance), term of loan (25 years) and interest rate (5% in this instance). It is possible to arrive at the maximum value of a property that an individual at this income band can afford. (**Table 12**).



TABLE 12: MAXIMUM AFFORDABLE HOUSE PRICES BY DISPOSABLE INCOME BAND

	2009	2010	2011	2012	2013	2014	2015	2016	2017
1st Decile	49,228	47,898	49,045	50,219	51,426	52,661	52,661	57,396	59,921
2nd Decile	76,334	74,268	76,046	77,868	79,740	81,650	85,244	88,993	92,908
3rd Decile	112,084	109,055	111,669	114,343	117,090	119,930	125,175	130,685	136,432
4th Decile	152,513	148,393	151,954	155,603	159,336	163,156	170,339	177,831	185,655
5th Decile	195,639	190,357	194,925	199,599	204,389	209,295	218,504	228,122	238,156
6th Decile	243,849	237,265	242,957	248,788	254,758	260,871	272,350	284,334	296,843
7th Decile	296,632	288,620	295,541	302,629	309,895	317,331	331,297	345,872	361,089
8th Decile	363,010	353,209	361,681	370,359	379,246	388,350	405,439	423,275	441,892
9th Decile	443,260	431,288	441,637	424,236	463,090	474,203	495,069	516,848	539,585
10th Decile	697,110	678,282	694,557	711,224	728,292	745,773	778,589	812,844	848,605

It is possible to derive the percentage of new households, which are formed each year over the duration of the Plan, that fall into each decile of affordability and the real number of new households in each category.

TABLE 13: PERCENTAGE AND NUMBER OF HEW HOUSEHOLDS BY AFFORDABILITY DECILE

	% of new Households in each decile	New Households Per Annum 2009 – 2017
1st Decile	7.9	190
2nd Decile	8.8	211
3rd Decile	9.9	237
4th Decile	9.9	237
5th Decile	10.3	246
6th Decile	10.6	253
7th Decile	11.0	263
8th Decile	10.6	253
9th Decile	10.7	256
10th Decile	10.3	246
Total		2,392

Source: Revised Target for Fingal – Regional Planning Guidelines.

The next step is to project the maximum house price that each decile of new households formed per annum can afford according to the Housing Strategy criteria. This figure increases each year in line with projected increases in disposable income.

PROJECTED HOUSE PRICES 2009 TO 2017

We now estimate house prices, each year, to 2017 – using the trends forecasted for scenarios A and B (see **Table 11**) and the price distribution shown in **Table 10**. This analysis gives the estimated house prices shown in **Table 14** and **Table 15**.

TABLE 14: SCENARIO A – HOUSE PRICE TRENDS 2009–2017

Year	% change	Sale Price	Sale Price								
2009	-8%	200,000.00	300,000.00	400,000.00	500,000.00	600,000.00	700,000.00	800,000.00	900,000.00	1,000,000.00	1,100,000.00
2010	-10%	180,000.00	270,000.00	360,000.00	450,000.00	540,000.00	630,000.00	720,000.00	810,000.00	900,000.00	990,000.00
2011	-5%	171,000.00	256,500.00	342,000.00	427,500.00	513,000.00	598,500.00	684,000.00	769,500.00	855,000.00	940,500.00
2012	0%	171,000.00	256,500.00	342,000.00	427,500.00	513,000.00	598,500.00	684,000.00	769,500.00	855,000.00	940,500.00
2013	0%	171,000.00	256,500.00	342,000.00	427,500.00	513,000.00	598,500.00	684,000.00	769,500.00	855,000.00	940,500.00
2014	3%	176,130.00	264,195.00	352,260.00	440,325.00	528,390.00	616,455.00	704,520.00	792,585.00	880,650.00	968,715.00
2015	4%	183,175.20	274,762.80	366,350.40	457,938.00	549,525.60	641,113.20	732,700.80	824,288.40	915,876.00	1,007,463.60
2016	5%	192,333.96	288,500.94	384,667.92	480,834.90	577,001.88	673,168.86	769,335.84	865,502.82	961,669.80	1,057,836.78
2017	5%	201,950.66	302,925.99	403,901.32	504,876.65	605,851.97	706,827.30	807,802.63	908,777.96	1,009,753.29	1,110,728.62
% Distribution		8%	38%	34%	10%	4%	2%	1%	1%	1%	1%

TABLE 15: SCENARIO B – HOUSE PRICE TRENDS 2009–2017

Year	% change	Sale Price	Sale Price								
2009	-8%	200,000.00	300,000.00	400,000.00	500,000.00	600,000.00	700,000.00	800,000.00	900,000.00	1,000,000.00	1,100,000.00
2010	-13%	174,000.00	261,000.00	348,000.00	435,000.00	522,000.00	609,000.00	696,000.00	783,000.00	870,000.00	957,000.00
2011	-12%	153,120.00	229,680.00	306,240.00	382,800.00	459,360.00	535,920.00	612,480.00	689,040.00	765,600.00	842,160.00
2012	-7%	142,401.60	213,602.40	284,803.20	356,004.00	427,204.80	498,405.60	569,606.40	640,807.20	712,008.00	783,208.80
2013	2%	145,249.63	217,874.45	290,499.26	363,124.08	435,748.90	508,373.71	580,998.53	653,623.34	726,248.16	798,872.98
2014	2%	148,154.62	222,231.94	296,309.25	370,386.56	444,463.87	518,541.19	592,618.50	666,695.81	740,773.12	814,850.44
2015	3%	152,599.26	228,898.90	305,198.53	381,498.16	457,797.79	534,097.42	610,397.05	686,696.69	762,996.32	839,295.95
2016	3%	157,177.24	235,765.86	314,354.48	392,943.10	471,531.72	550,120.34	628,708.97	707,297.59	785,886.21	864,474.83
2017	3%	161,892.56	242,838.84	323,785.12	404,731.40	485,677.68	566,623.95	647,570.23	728,516.51	809,462.79	890,409.07
% Distribution		8%	38%	34%	10%	4%	2%	1%	1%	1%	1%



Examining the above trends, the final step is to compare the maximum house price that each decile of income band can afford and cross-reference with the number of housing units to be delivered at that price band. This exercise is carried out for each year of the Plan period. This will indicate to what extent an affordability gap exists for each given year. (See Appendix 2 for 2009 details – a similar exercise was carried out for each year to 2017).

Analysis for scenario A and B over the years 2009 to 2017 yields **Table 16** and **Table 17**. These tables show, for each scenario, how many of the new households formed each year in Fingal will satisfy the social/affordability criteria i.e. can not afford to buy a house on the open market.

TABLE 16: SCENARIO A – NUMBER OF NEW HOUSEHOLDS SATISFYING SOCIAL/AFFORDABILITY CRITERIA

	2009	2010	2010	2012	2013	2014	2015	2016	2017	Total
(1) Annual Household Formations	2,392	2,392	2,392	2,392	2,392	2,392	2,392	2,392	2,392	21,528
(2) Number households meeting social /affordability criteria	541	500	464	453	443	445	443	446	448	4183
(2) as a % of (1)	23%	21%	19%							

TABLE 17: SCENARIO B – NUMBER OF NEW HOUSEHOLDS SATISFYING SOCIAL/AFFORDABILITY CRITERIA

	2009	2010	2010	2012	2013	2014	2015	2016	2017	Total
(1) Annual Household Formations	2,392	2,392	2,392	2,392	2,392	2,392	2,392	2,392	2,392	21,528
(2) Number households meeting social /affordability criteria	541	469	404	263	268	267	275	260	256	2895
(2) as a % of (1)	23%	20%	17%	11%	11%	11%	11%	11%	11%	14%

As can be seen from the tables above, the affordability situation for prospective house purchasers improves over the period of the Plan. The average percentage of households experiencing an affordability problem is 19% and 14% for scenarios A and B respectively.

CONCLUSION

If we examine the details for 2009 (Appendix 2) we see that those households (541) that cannot afford to buy a house on the open market can only afford to pay between €49,000 and €122,000 – and not exceed the 35% disposable income spending limit. Given that the least expensive price band in Fingal is €100,000 to €200,000 (**Table 10**) and that only 8% of properties lie within this price range (**Table 10**), it is unlikely that the majority of these households will be able to purchase an affordable home on the open market and their housing need will have to be met through the private rented or social and affordable housing provisions and supports. This situation is unlikely to change for this cohort over the course of this strategy.

SOCIAL HOUSING

GOVERNMENT POLICY

The provision of decent housing for all has long been a central aim of public policy. The general strategy for realising this aim is that those who can afford to do so should provide housing for themselves, and those unable to do so from their own resources should have access to social housing or to income support to secure and to retain private housing. The overall aim of housing policy is to “enable every household to have available an affordable dwelling of good quality, suited to its needs, in a good environment and as far as possible at the tenure of its choice”. This aim is pursued through five broad strategies:

- Overseeing and maintaining a national housing programme appropriate to requirements
- Facilitating home ownership for the greatest number of households who desire and can afford it
- Developing and supporting a responsive social housing sector for those who cannot afford suitable accommodation from their own resources
- Developing and maintaining a framework for an efficient private rented sector
- Developing and maintaining appropriate measures to secure conservation and improvement of the housing stock, with particular emphasis on the needs of low-income households

The evolution and development of policy must take place against the backdrop of a tightening fiscal situation in which there will continue to be a strong emphasis on achieving value for money. To this end the use of the Rental Accommodation Scheme (RAS) and the long-term leasing scheme will provide a much greater part of social housing provision than in the past – with direct provision/build by the Local Authority contributing less.

THE HOUSING (MISCELLANEOUS PROVISION) ACT 2009

The Housing Act, 1966, as amended, forms the legal basis for Fingal County Council to provide housing accommodation for those in need. The Housing (Miscellaneous Provision) Act 2009 was signed by the President on July 15th 2009. This Act provides the statutory basis for the RAS and long-term leasing schemes – the main provisions are:

- Part 1 sets out the general powers under the Act for the Minister to make regulations, to give general policy directions with which housing authorities must comply, and to issue guidelines



which housing authorities must take into account, in the performance of their functions under the Housing Acts 1966 to 2009

- Part 2 provides a statutory basis for the multi-annual housing action plans introduced on an administrative basis in 2004. It also sets out a new framework for providing, assessing and allocating social housing support, replacing and expanding on powers provided under Section 56 of the Housing Act 1966 and Sections 9 and 11 of the Housing Act 1988. Part 2 provides a more developed statutory framework for the provision of rented social housing by way of leasing or contract arrangements with private accommodation providers, including the Rental Accommodation Scheme. In terms of the management and control by housing authorities of social housing, there is a new statutory requirement for each housing authority to adopt an anti-social behaviour strategy for the prevention and reduction of anti-social behaviour in its housing stock. Finally, provision is made for a comprehensive statutory framework for the making and adoption of homelessness action plans, implementing a recommendation in *The Way Home: A Strategy to Address Adult Homelessness in Ireland*, published in August 2008
- Part 3 of the Act provides for an incremental purchase scheme designed to promote home ownership for existing social housing tenants (including those in rental accommodation arrangements and in voluntary and cooperative housing) and households being allocated a new house provided by a local authority or approved body. The scheme involves transferring full title to the new house to the household, on payment to the housing authority or body concerned of a proportion of the purchase price. The housing authority or body places an equity charge on the property for the discounted portion of the purchase price, which declines over time until the charge is eliminated
- Part 4 of the Act provides for a purchase scheme for apartment tenants in complexes wholly owned by housing authorities that have been designated by them for the purpose following a tenant plebiscite. Sales will be carried out under incremental purchase arrangements similar to those set out in part 3
- Part 5 of the Act introduces new arrangements for the sale of affordable housing, replacing the time-limited clawback currently applied under the various schemes. The new approach involves the housing authority placing a charge on the dwelling equivalent to the proportionate discount granted to the purchaser off its market value. The purchaser may pay instalments off the charge during the charged period and must pay off the prevailing charge, at current market value, on resale of the property or expiry of the charged period, whichever occurs first. This Part also provides enabling powers for an open market component of the scheme to replace the shared ownership scheme, when market conditions are suitable
- Part 6 applies clawbacks (along the lines of the existing time-limited clawbacks for affordable housing) on profits from the resale of dwellings built on low-cost sites provided for private housing and from resale of dwellings extended under the adaptation grants scheme for older people and people with a disability
- Part 7 of the Act provides for a number of amendments to the Residential Tenancies Act 2004

ASSESSMENT OF HOUSING NEED

Under Section 9 of the Housing Act, 1988, each Local Authority is required to carry out an Assessment of Housing Need every three years, to assess the need for the provision of adequate and suitable

housing accommodation for persons who are:

- Homeless
- Travellers
- Living in accommodation that is unfit for human habitation or is materially unsuitable for their adequate housing
- Living in overcrowded accommodation
- Sharing accommodation with another person or persons and who, in the opinion of the housing authority, have a reasonable requirement for separate accommodation
- Young person's leaving institutional care or without family accommodation
- In need of accommodation for medical or compassionate reasons
- Elderly
- Disabled or handicapped or are, in the opinion of the housing authority, not reasonably able to meet the cost of accommodation which they are occupying or to obtain suitable alternative accommodation

The statutory triennial *Assessment of Housing Need* was carried out in March 2008. The net social housing need in Fingal County Council at 31st March 2008 was **4267**. It should be noted that **3,392** applications (79.49% of net need) are applicants living in private rented accommodation, adequate to meet their needs, and are on the Councils list solely because of "rent affordability issues". In the current difficult economic climate, the ability of the State to support major capital expenditure on housing is severely limited in the short and medium term. Some 79% of housing applicants in Fingal are adequately housed in private rented accommodation. **Therefore, it is a Strategic Objective of Fingal to use the limited financial resources available to secure the tenancies of this cohort in their current accommodation and at the same time provide other housing support options for balance of applicants (21%).**

The national triennial *Housing Needs Assessment* will be changed to an annual assessment during the course of this Strategy. This change will contribute significantly to assisting more accurate trend analysis and forecasting. The data obtained will also be of major assistance in reviewing and making timely adjustment, if necessary, to this Strategy.

SOCIAL HOUSING DELIVERY

The principal options available to the Council for dealing with this demand are:

- Construction of new accommodation
- Purchase of new/second-hand dwellings
- Accommodation being returned to the Council for re-letting – Casual Vacancies
- Provision of social housing in partnership with approved voluntary housing bodies
- Provision of social houses under Part V of the Planning & Development Acts, 2000-2002
- RAS
- Long-term leasing

The following summarises the approximate delivery under each of these mechanisms:

CONSTRUCTION OF NEW ACCOMMODATION

The DoEHLG have indicated that "own-build" newly constructed units will only be approved if all other

housing supports are not possible e.g. the use of RAS and long-term leasing will have a first-call on available funding and there will be a greater reliance on these social housing supports as a feature of future social housing provision. Nevertheless it is expected that the Council will construct 650 units.

PURCHASE OF NEW OR SECOND HAND DWELLINGS

The purchase of individual new or second hand units are subject to the same capital financial restrictions as above. There are limited possibilities, with DoEHLG approval, to use some of the proceeds of sales under the Tenant Purchase Scheme (Internal Capital Receipts) for the purchase of new or second hand units. It should be noted that sales under the Tenant Purchased Scheme have slowed in line with the general house purchase market. It is expected that 184 units of accommodation will be acquired using this method of acquisition.

PROVISION OF SOCIAL HOUSING IN PARTNERSHIP WITH VOLUNTARY BODIES AND HOUSING CO-OPERATIVES

Voluntary/Co-operative Sector new build output will be subject to the same capital financial restrictions placed on the Councils "own-build" potential. However, new capital financing models, based on equity release found from within the Voluntary sectors existing stock, currently being explored may provide for some new build or other acquisition possibilities in the future.

It is expected, using existing methods of acquisition and construction, that this sector will provide 629 units of accommodation.

In addition, this sector has the potential to play a vital role in the management and acquisition of leased properties and management of selected unsold affordable units temporarily utilised under the RAS scheme and leasing arrangements.

It is a Strategic Objective to work in partnership with the Voluntary/Co-operative Sector, utilising to the fullest extent its capabilities in social housing management and acquisition.

CASUAL VACANCIES

The Councils housing stock currently stands at 4,350 units. It is anticipated that average number of casual vacancies generated by this stock annually will be 120 units.

The Council currently has a RAS stock of 400 units which will increase annually at a rate of 300 units per year, in addition, the Voluntary Sector currently owns or manages some 700 social units. It is anticipated that the average number of casual vacancies generated by this stock will be 30 rising to 50 units per annum over the course of the Strategy, yielding a total of 1,560 units.

PROVISION OF SOCIAL HOUSING UNDER PART V OF THE PLANNING AND DEVELOPMENT ACTS 2000-2002

The sharp down turn in private house construction, if prolonged, will also ensure that the potential Part V take for any purpose social or affordable will be severely restricted in the short to medium term. In addition, the State's ability to provide the necessary capital finance to purchase Part V units

for Social Housing purposes and Fingal's ability to purchase Part V affordable units over this time frame is also limited. It is expected that this method will yield approximately 217 units.

RAS AND LEASING

As stated earlier, RAS and leasing will be the principal means of satisfying housing demand over the Plan period. It is expected that these two schemes will deliver approximately 3,000 units of accommodation.

MEETING SOCIAL HOUSING DEMAND

Table 16: Scenario A (Number of new households satisfying social/affordability criteria) shows the greatest number of new households formations that cannot afford to buy a home on the open market – 4,183 households. The data in this table is used to project the growth in social housing needs and supports required during the Plan period to 2017.

The estimated delivery schedule set out in **Table 18** reflects the current realities by placing a heavy reliance on RAS, Leasing and Casual vacancies. The Local Authority and Voluntary Sectors will deliver approximately 3,023 units over the Plan period – including 1,560 casual vacancies.

TABLE 18: DELIVERY OF SOCIAL UNITS

	Demand April 1st	Annual Growth	LA & Vol Provision	RAS & Leasing	Developer Delivery	Total Delivery
2008	4,267	865	412	181	52	645
2009	4,487	541	361	224	25	610
2010	4,418	500	353	388	0	741
2011	4,177	464	192	320	20	532
2012	4,109	453	230	320	20	570
2013	3,992	443	364	320	20	704
2014	3,731	445	331	320	20	671
2015	3,505	443	213	320	20	553
2016	3,395	446	267	320	20	607
2017	3,234	448	300	320	20	640
2018	3,042					

In addition to the capital financing constraints already discussed, the Council's ability to carry out house construction on its own lands is severely affected by infrastructure deficits (water, surface water, foul sewerage, roads) which exist in the County and the social inclusion/mix considerations for its lands south of Powerstown Road, Dublin 15 (the large number of Social & Affordable units that already exist



in that area). The infrastructure blockages preventing the development of these lands are anticipated to be removed by 2015. For the purpose of this Strategy, it is anticipated that the capital financing required to advance these projects to construction will start to become available 2014.

Table 19 sets out potential Fingal and Voluntary Sector build projects, the majority of which will remain blocked in the short term.

It is a Strategic Objective of Fingal to advance potential projects from design through planning to tender document stage to ensure a minimum time delay to start of construction should these units be required and finance available.

TABLE 19: SOCIAL/AFFORDABLE PROJECTS CURRENTLY “BLOCKED”

Location	Number of Units	Reason
Lusk (Hail)	33	Sewerage
Haystown, Rush	70	Sewerage
Hacketstown	280	Roads
Racecourse Common 2	89	Sewerage
Castlelands Balbriggan	200	PPP/Infrastructure
Tyrrelstown, Powerstown	100	Over production of Social & Affordable
Forthlawn infill	2	In planning process
Ballymastone, Donabate	30	Sewerage/Roads/Infrastructure
Rolestown	45	Awaiting approval from DOEHLG
Knocksedan	30	Sewerage
Rathbele Road	20	Sewerage
Naul	10	Awaiting approval from DOEHLG
Castlelands phase 3	40	Roads
Cappagh phase I	95	Awaiting approval from DOEHLG
Cappagh phase 11	100	In primal stage
Cappagh Phase 111	100	
Tuckets Lane, Howth	8	Awaiting approval from DOEHLG
Ballymastone Donabate Phases 2+	600	Sewerage
Fold Balbriggan	60	Road
Foxwood	3	Perfecting title (reduced number 2 or 3)
St. Cronans Court	1	Finalising with residents
Dromheath	12	Requires zoning change
Cowper Care	114	Tender process not commenced/finance
Daughters of Charity	78	Finance
Total	2,120	

THE HOUSING NEEDS OF PERSONS WITH SPECIAL REQUIREMENTS

The Assessment of Housing Need sets out the different categories of households seeking accommodation from the Council. The housing needs of the following categories require special attention.

TRAVELLERS

The Housing (Traveller Accommodation) Act 1998 requires housing authorities in consultation with travellers and with the general public to prepare and adopt a five year Traveller Accommodation Programme by resolution of the elected members of the Council to meet the existing and projected needs of travellers in the area.

Fingal County Council's Travellers Accommodation Programme 2009-2013 was adopted by the Council in January 2009 and sets out in detailed form the policies, objectives and actual annual provision targets which are as outlined in **Table 20**.

The adoption of the Plan was preceded by a full statutory consultation process wherein submissions and meetings were held with all the interested parties – affording opportunities for discussion, clarification and consensus. All submissions received were noted in the preparation of the Plan.

Any reference to “traveller community” means the community of people who are commonly called travellers and who are identified (both by themselves and others) as people with a shared history, culture and tradition including, historically, a nomadic way of life on the island of Ireland.

TABLE 20: TRAVELLER ACCOMMODATION – ANNUAL TARGETS

Accommodation Type	Number of units				
	2009	2010	2011	2012	2013
Standard Local Authority Housing	18	18	18	18	21
Traveller Group Housing	10	14	14		18
Halting Site Bays		10			
Transient Bays					
Halting Site Refurbishments					
Group Housing Refurbishments				2	
Total	28	42	32	20	39

STANDARD HOUSING PROVISION

The provision of standard housing is an ever growing housing preference of provision for travellers within Fingal. It is proposed to meet this demand from within the Council's existing housing stock, new provision and the Rental Accommodation Scheme.

HOMELESS PERSONS

The Council is a participating member of the Homeless Agency Partnership. It fully embraces the shared vision of the Partnership, *"By 2010, long-term homelessness and the need to sleep rough will be eliminated in Dublin. The risk of a person or family becoming homeless will be minimal due to the effective preventative policies and services. Where it does occur, homelessness will be short-term and all people who are homeless will be assisted into appropriate housing and the realisation of their potential and rights"*.

In pursuit of the Partnership Vision, Fingal is committed to the implementation of the Regional Homeless Strategy "Pathway to Home" which is entirely in keeping with the National Strategy, "The Way Home". Full implementation will see:

- Localisation of homeless services
- The provision of long-term and sustainable solutions to homelessness
- Elimination of rough sleeping and long-term homelessness
- Prevention of episodic and repeated experiences of homelessness
- The development of an integrated model of service provision (also known as the Continuum of Care Model) that delivers a care and case management service to homeless users

It is a Strategic Objective of Fingal to maintain the Dublin Regional Partnership approach with our sister Local Authorities, Statutory Agencies, Voluntary Bodies and NGO Groups in complying with the homeless provisions of Part 2 of the Housing(Miscellaneous Provisions) Act 2009.

It is a Strategic Objective of Fingal to employ to the fullest extent the expertise and capacity of our partners in the Voluntary and NGO sectors in the provision of homeless services, to include but not exclusively:

- Housing unit acquisition and management
- The delivery of tenant support services

SENIOR CITIZENS/EMPTY NESTERS

The Council's housing stock has at present 591 Senior Citizen dwellings. These dwellings are in the main single storey, one-bedroom units located at various locations throughout the County. The policy of the Council when developing housing schemes is to promote a good social mix and to counter social segregation in the proposed schemes by providing a suitable mix of senior citizen one bedroom dwellings, two bedroom dwellings and the traditional family type three bedroom dwellings. In order to determine the required social 'mix', consideration is given to the housing needs position as revealed in the assessment of housing needs in force at time of planning a scheme. Senior Citizen dwellings are in the main situated in close proximity to shops, churches, public transport etc. The Council will continue with this policy for the period of the Strategy.

The 2008 Assessment of Housing Need revealed that 77 elderly persons were in need of housing accommodation in the Fingal area. This represents some 1.8% of the total assessment.

In planning for the future needs of the increasing senior citizen population of the County, Fingal County Council has put in place a Financial Contribution Scheme whereby persons of senior citizen age who own their own dwelling, too large for their needs, may request the Council to purchase their home on the condition they make a financial contribution to the Council from the proceeds of the sale in return for a lifelong tenancy of a senior citizen dwelling (referred to as "Empty Nesters"). This scheme is considered by the Council to be an important method of sourcing family type houses for letting while at the same time making a positive impact on reducing the significant number of under occupied dwellings in the County.

PEOPLE WITH DISABILITIES

The Council provides a small number of specially adapted units in new housing schemes for people with disabilities. In addition it also adapts existing houses to needs of tenants with disabilities subject to resources. The 2008 Assessment of Need included 34 applicants with disabilities, representing 0.8% of the total assessment. Fingal County Council provides for this need by specially adapting a small number of units in each new housing scheme and, where possible and where finance is available, adapting or extending existing social stock.

In addition the Council operates three grant schemes for the owners of private houses:

1. HOUSING GRANTS FOR PEOPLE WITH A DISABILITY (HGD)

The types of works covered include:

- access ramps, stair lifts, downstairs toilet facilities, accessible showers, wheelchair access, extensions etc.

2. MOBILITY AIDS GRANTS (MAGS)

This is a fast track scheme to address mobility problems. It covers minor works e.g.

- level access showers, ramps, grab rails, stair lifts etc.

3. HOUSING AID FOR OLDER PEOPLE (HOPS)

This grant is to assist older people (targeted at those aged 60+) in carrying out necessary repairs and improvements to their homes. The types of works included under this scheme are:

- structural repairs or improvements, replacement of windows/doors, rewiring, replacement/repair of central heating etc.

Insufficient funding was provided to meet the level of demand for these three new schemes in 2008 and 2009 and having regard to the current economic climate this situation is expected to continue on to 2013. The expected economic recovery should have gained enough momentum by 2014 to release additional funding to these schemes to meet demand. To assist the effective allocation of available funds to those most in need, a scheme of priorities was adopted by the Council in October 2008.

SINGLE PERSONS UNDER 60 YEARS OF AGE

The 2008 Assessment of Need included 1,076 single persons under the age of 60 years. This is the largest category of housing demand. It represents 37% of the net assessment and has grown from 512 (24%) since 2002.

Having regard to the composition, nature of our existing stock and the new build constraints previously discussed, the needs of this group will be catered for in the main by the Private Rented System supported by the Supplementary Welfare Allowance in the short term and the RAS and Leasing Schemes in the longer term. Anecdotal evidence would suggest that many of these applicants apply for entry onto the social housing list for the sole purpose of becoming eligible for rent allowance and have no real interest in a council tenancy.

AFFORDABLE HOUSING DEMAND

The Planning and Development Acts 2000 – 2002 provide that a housing strategy shall take into account the need to ensure that housing is available for persons who have different levels of income. It should also include an estimate of the amount of affordable housing required in the area of the development plan during the period of the development plan.

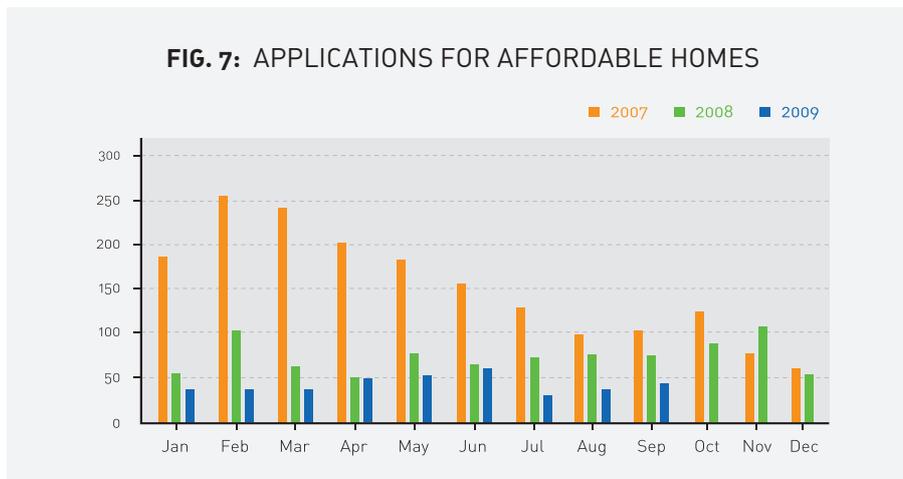
“Affordable housing” is defined as houses or land made available for eligible persons through the implementation of the housing strategy by means of conditions attached to planning permissions, i.e. providing not more than 20% of the land zoned for residential use, or for a mixture of residential and other uses, shall be reserved for the provision of social and/or affordable housing.

Fingal County Council operates three Affordable Housing Schemes, i.e. the 1999 Scheme, the Part V Scheme and the Affordable Housing Initiative (AHI). Houses have also been made available from the Affordable Housing Partnership (AHP).

FALLING DEMAND

The sale of affordable homes is not immune to the oversupply and poor buyer sentiment that typifies the general housing market and Fingal is experiencing some difficulty selling the houses we have (even at below market affordable prices). Also, the gap between the market sale price and the affordable price is narrowing all the time.

The demand for housing in the open market has collapsed since the peak of the market in 2007. This decline in demand was mirrored by a fall in demand for affordable housing. From early in 2008 the number of applications for affordable homes began to decline and has continued to decline to date (See **Figure 7**) – a decline from 1,834 applications in 2007 to 410 for the nine months to September 2009.



THE AFFORDABLE HOUSING LIST

The Council maintains an affordable housing list that, on average, contains 750 applicants. The applicant profile shows that:

- 75% are single
- 50% are under 30 years of Age
- 48% live outside the County or have lived in Fingal for less than 5 years

The first 100 applicants have each received on average 9 offers of an affordable house, the balance of the list have received on average 4 offers and currently an applicant will get an offer of a unit on acceptance onto the list. The Council has approximately 145 vacant affordable units for sale.

There are many reasons put forward for the poor take up in available units such as:

- Location
- Fear – the price gap between open-market housing and affordable housing is closing rapidly
- The claw-back provision is a disincentive when open market house prices are falling
- Unit Type – The typical 3-bed house with front and back garden appears to be what potential buyers want – of the 145 properties for sale the vast majority are 2- bedroom apartments which are proving increasingly difficult to sell
- Affordable housing is seen as social housing and less desirable
- Parent Syndrome- Children forced to apply by parents and really do not want to buy
- Supply has out stripped demand

The sale of affordable houses has declined from 400 in 2007 to 202 in 2008 and 249 to the end of November 2009. The Council has undertaken a number of initiatives to attract buyers to its affordable homes e.g.

- Significant price cuts
- Advertising
- Organised viewing “events”
- Employing estate agents

All persons on the affordable list have been encouraged to view/buy a range of units.



Whatever the reasons are for the decline in sales, it is clear that the Council cannot continue to acquire affordable housing for sale if there is no or little demand and the price gap with the open market is narrowing or non-existent. There is a significant cost to Fingal in acquiring and retaining affordable units which can not be subsequently sold. This situation is not sustainable, particularly in the difficult financial climate we are now in. As the downward price correction continues in the private housing market, the need for Fingal to actively participate in the affordable housing business recedes. To this end Fingal commenced in 2009 to reopen discussions with developers, in respect of planning permission grants which were made having regard to Part V compliance submissions for the delivery of affordable units and where acquisitions contracts for the said unit were not signed, to move towards other compliance options, principally the payment of a financial contribution by developers in lieu of providing physical units.

Fingals 'own build' affordable programme forms part of its social housing build and accordingly will not proceed in the absence of state capital financing for the social element. .

It is a long term Strategic Objective of Fingal to sell all of its unsold affordable stock. However, in the meantime to populate this stock in such a way that provides social balance, supports sustainable community and minimises any potential financial loss.

DISTRIBUTION OF SOCIAL/AFFORDABLE HOUSING

The Regional Planning Guidelines have been reviewed. The population and housing target figures take account of the economic downturn and the existing over supply in the housing market. The target for Fingal for 2016 is 118,646 units, rising to 142,144 units by 2022. This requires the delivery of 28,737 units between 2006 and 2016. Given that Fingal has an estimated 102,500⁷ units in January 2011, there is a remaining requirement for 16,565 for the years 2010-2016 inclusive. This equates to annual production of 2,366 units up to end 2016. For the years 2017-2022 inclusive, the RPGs have targeted an annual average production of 3,916 units. Therefore, the target for Fingal for the years 2010 to 2017 is 20,481 units.

Table 16 shows the number of new households that satisfy the affordability criteria – 19% of new households. When combined with the need identified in the 2008 triennial assessment of housing need it gives an overall social/affordable need of 8,162 units.

Having regard to the earlier analysis on market prices, incomes and affordability, it is estimated that at least 8% of overall developer production will cater for the affordable market.

TABLE 21: NET SECTORAL AFFORDABILITY REQUIREMENTS	
New Household Requirement	20,500
Affordability requirement	8,162
Local Authority & Voluntary production	3,023
Potential Developers Production	25,162
Developers Affordable production	2,013
Net social/Affordable requirement	3,126

⁷This estimate is based on the known households from Census 2006 and the completions since that time based on the DoE Housing Statistics.

This gives a county-wide requirement of 12.4% from developers to satisfy their social and affordable obligations. However in determining how this figure should be distributed throughout the County regard must be had to those areas where there is also a larger concentration of Social and Affordable housing or a greater potential for the development of such housing on lands in the ownership of the Local Authority and Voluntary Sector. Therefore, a distribution of between 7% and 15% Social/Affordable housing in private residential developments will achieve the overall figures required – see **Table 22**.

TABLE 22: PART V % REQUIREMENT AND UNITS DELIVERED

Area	Potential Units	Potential Developer Units	Part V Percentage	Part V Units
Balbriggan/Balrothery	3,617	2,417	10%	242
Skerries/Loughshinny	1,239	1,029	15%	154
Rush	1,789	1,694	15%	254
Lusk	915	863	10%	86
Donabate/Balease/Portrane	5,275	5,093	10%	509
Swords & Drinan	5,115	5,030	15%	755
Malahide/Kinsealy	923	883	15%	132
Portmarnock	619	619	15%	93
Howth	319	319	15%	48
Baldoyle/Sutton	530	530	15%	80
Balgriffin/Belcamp/Baskin	1,231	1,231	15%	185
North West Blanchardstown	1,584	44	7.5%	3
South West Blanchardstown	3,873	3,873	8%	310
Blanchardstown	800	800	10%	80
Castleknock	1,109	1,109	15%	166
Kelystown	1,500	1,500	10%	150
Total				3,250

This form of distribution is in accordance with the Planning & Development Acts 2000-2002 which allows planning authorities the flexibility, where they deem it appropriate in the context of the housing strategy, to seek the development of particular sites with a higher or lower proportion of

social or affordable housing having regard to the housing needs of the area and the objective of promoting social inclusion. In compliance with Section 94(4) of the Planning and Development Act, 2000, this Housing Strategy provides as a general policy that 15% of the land zoned for residential use, or for a mixture of residential and other uses, be reserved for purposes of Section (4) (a) (i) and (ii).

METHODS OF PROVIDING AFFORDABLE/SOCIAL HOUSING

The requirement under Part V of the Planning and Development Act, 2000, as amended, for Social/Affordable housing in developments may be met by the following methods or by a combination thereof:

- The transfer of land
- Build and transfer of houses
- Transfer fully or partially serviced sites
- Transfer of other land in the functional area
- Build and transfer of houses in the functional area
- Transfer of fully or partially serviced sites in the functional area
- Transfer of a reduced number of units at no cost to Fingal
- Transfer of a reduced number of units if some units are adapted for disabled persons
- Payment of a financial contribution
- Transfer of land and/or a combination of the others
- A combination of two or more of the others

The Council will utilise the full range of options available to satisfy Part V requirements to provide social and affordable homes – each application will be considered on an individual basis and the actual mechanism used to satisfy the Part V requirement will be the one that best facilitates the development of strong, vibrant, mixed-tenure communities

STRATEGY REVIEW

Because of the high degree of uncertainty around the timing and extent of the recovery of the housing market some of the assumptions and findings in this report may need to be revisited in light of what actually happens in the coming years.

For this reason it is proposed to carry out a fundamental, root and branch, review of the Housing Strategy two years from the date of the Development Plan's adoption. An important requirement of the Strategy is to identify the overall demand for housing, assess housing affordability and determine how the need is to be satisfied. As stated earlier, the assumptions underpinning this Strategy may differ from what actually happens in the coming years and the Strategy will need to be re-examined to ensure alignment between the Strategy and the actual housing environment/market. This timeframe meets with the requirement under Section 15(2) of the Planning Act 2000, to make a report to the Elected Members not more than two years after the making of a Development Plan, outlining the progress achieved in securing the Objectives of the Plan. Under Section 95(3)(a) of the Act, the Manager is required to include in the report a review of the progress achieved in implementing the Housing Strategy.

APPENDIX A

Section 93(1) of the Planning and Development Act, 2000, defines an eligible person as a “*person who is in need of accommodation and whose income would not be adequate to meet the payments on a mortgage for the purchase of a house to meet his or her accommodation needs because the payments calculated over the course of a year would exceed 35 per cent of that person’s annual income net of income tax and pay related social insurance*”.

The nature of this definition requires planning authorities to relate the mortgage repayment on a house of a particular price to the after-tax income (as defined above) of an applicant. If the monthly cost of servicing a mortgage (for a given house price) is greater than 35% of the applicants after-tax income, then the applicant can be deemed eligible as defined in Section 93(1).

In practice, it is expected that planning authorities will apply this definition to houses in the lowest available price band in the county – it is in this sense that the term “for a given house price” is used above.

To assess eligibility under Section 93(1), the following annuity formula was used to compare monthly after-tax income with the monthly mortgage servicing costs associated with a particular house:

$$PV = Pt \frac{1 - (1+i)^{-n}}{i}$$

where,

PV = total loan size

(no greater than 90% of Market Value – Section 93(1))

Pt = monthly repayment amount

i = monthly interest rate

n = number of months over which the loan is to be paid

APPENDIX B

AFFORDABILITY INDEX FOR 2009

% of Households in each category	New Households Per Annum	Affordable House Price Decile	Actual House Price Bands	% of units in each Decile Price Range	Number of units in each Decile as a % of 2392
7.9	190	49,228	100,000 ≥ 200,000	8	191
8.8	211	76,334	200,000 ≥ 300,000	38	909
9.9	237	112,084	300,000 ≥ 400,000	34	813
9.9	237	152,513	400,000 ≥ 500,000	11	263
10.3	246	195,639	500,000 ≥ 600,000	3	72
10.6	253	243,849	600,000 ≥ 700,000	2	48
11.0	263	293,300	700,000 ≥ 800,000	1	24
10.6	253	363,010	800,000 ≥ 900,000	1	24
10.7	256	443,260	900,000 ≥ 1,000,000	1	24
10.3	246	697,110	1,000,000 ≥ 1,100,000	1	24
Total	2,392				2,392

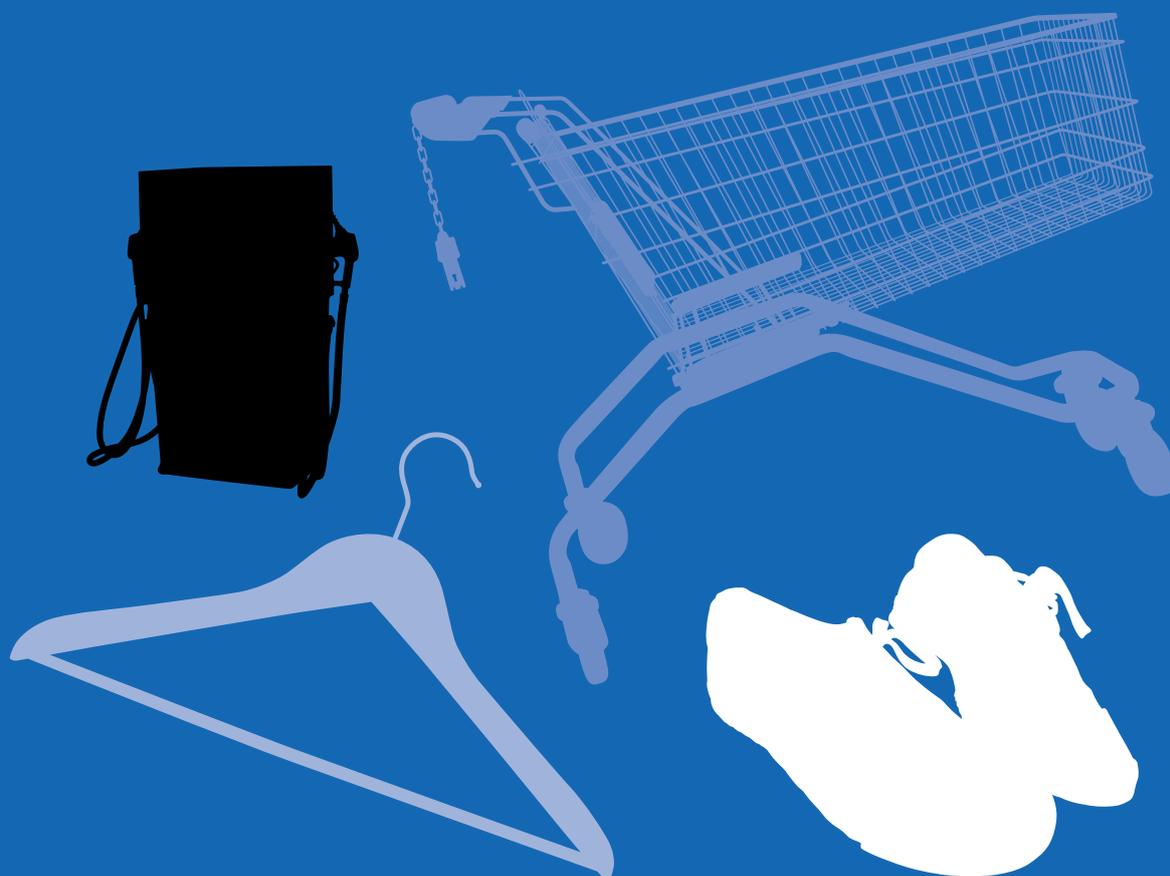
Note: the house price survey (conducted Quarter 2 2009) indicated that a negligible number of units are available in the County for less than €100,000. The least expensive house price band is €100,000 to €200,000. The lower 2 deciles of household income are unable to service a mortgage (at 35% of disposable income) to purchase a property in this range (plus a proportion of the 3rd decile). – This equates to 22% of all new households – a total of 541 households.

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APPENDIX 2
**RETAIL
STRATEGY**



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1.0 AIM AND BACKGROUND

1.1 AIM

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

1.2 BACKGROUND

The Greater Dublin Area (GDA), and in particular Fingal has experienced rapid growth over the last 10 years. However, a sharp downturn in the Irish economy has impacted on the projected rates of retail sales and subsequent consumer demand.

Retail planning policy which the Development Plan and Retail Strategy must have regard to include the *Retail Planning Guidelines for Planning Authorities (2005)* and the *Retail Strategy for the Greater Dublin Area (2008 – 2016)*.

2.0 RELEVANT RETAIL PLANNING POLICY

The context for the Strategy is set by the following:

- i. *Retail Planning Guidelines for Planning Authorities (2005)*
- ii. *Retail Strategy for the Greater Dublin Area 2008 – 2016*

2.1 RETAIL PLANNING GUIDELINES FOR PLANNING AUTHORITIES (2005)

The principle objectives of the *Retail Planning Guidelines for Planning Authorities (2005)* are to accommodate additional development (where projected to be required) in a way which is **efficient, equitable and sustainable**, in **optimal locations**, which is **accessible** to all sections of society, allows the **continued prosperity** of traditional town centres and existing retail centres and facilitates a competitive and healthy environment for the retail industry.

The *Retail Planning Guidelines 2005* provide a framework to guide local authorities in preparing development plans (and retail strategies for more urban counties). Matters to be addressed in development plans include;

- Confirmation of the retail hierarchy, the roles of the centres and the size of the main town centres

- Definition in the development plan of the boundaries of the core shopping area of town centres
- A broad assessment of the requirement for additional retail floorspace
- Strategic guidance on the location and scale of retail development
- Preparation of policies and action initiatives to encourage the improvement of town centres
- Identification of criteria for the assessment of retail developments

The Department of the Environment, Heritage and Local Government is reviewing the Retail Planning Guidelines.

2.2 RETAIL STRATEGY FOR THE GREATER DUBLIN AREA 2008 – 2016

The *Retail Strategy for the Greater Dublin Area 2008 – 2016* provides guidance for retail activity and retail planning policies for the GDA, setting out a co-ordinated, sustainable approach to the assessment and provision of retail so that;

- Adequate and suitable provision is made to meet the needs of the growing and changing population, both overall and locally, and provide for healthy competition and consumer choice
- Retail is provided in suitable locations, integrated within existing growth areas and public transport investment
- Significant overprovision, which would place more marginal locations under severe pressure and undermine sustainability-driven policies aimed at revitalising town centres is avoided

3.0 GUIDING PRINCIPLES

3.1 SUSTAINABILITY AND INTEGRATED DEVELOPMENT

The Retail Planning Guidelines for Planning Authorities and Retail Strategy for the GDA note the importance of establishing optimal locations for higher order retail developments which are accessible to all sections of society particularly by public transport and in locations which encourage linked/multi-purpose trips. Lower order retail should be provided for at locations which are readily accessible from the local catchment by sustainable forms of transport. The bulk of Fingal's population is concentrated in the southern part of the County which is well served with retail facilities. The level of transportation infrastructure, in particular, rail and bus (including QBC's) makes centres more accessible to wider catchments.

The promotion of integrated development which encompasses mixed land uses, accessible public transport, compact development and provides a range of transport options facilitating walkable neighbourhoods and the efficient management and expansion of infrastructure will be encouraged as part of the Retail Strategy.

3.2 SEQUENTIAL APPROACH

The location of retail development must be in accordance with the principles set by the sequential approach in the Retail Planning Guidelines. The sequential approach provides that:

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

While the most preferred location for retail development is within town centres it is recognised that in some instances certain retail formats do not fit easily into town centres. The nature of historic towns and the size and service requirements of some retail formats render town centre sites unfeasible. The Council will adopt a pragmatic approach, in line with the sequential test, where this is shown to be the case.

The location of retail warehousing given its access requirements and large scale will be provided for on specific zoned lands by way of local objectives to ensure that such use is clustered at suitable locations.

3.3 SPATIAL DISTRIBUTION OF NEW RETAIL DEVELOPMENT

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

4.0 RETAIL HIERARCHY

The Retail Strategy for the GDA states that 'retail provision within GDA Counties should be made in line with the retail hierarchy as set by the Retail Strategy for the GDA and associated adopted City/County retail strategies...' but 'it is up to each Council to set out the detail of the towns/districts which form Level 3, 4 and 5 on the retail hierarchy.' The Retail Strategy for the GDA also provides

that 'individual planning authorities in their retail strategies determine the designation of Level 3 Town and/or District Centres'. The Retail Strategy for the GDA states that 'existing neighbourhood centres should only be upgraded to become district centres when a proven need has been demonstrated'.

4.1 DESCRIPTION OF RETAIL HIERARCHY

LEVEL 1

There are no Level 1 Centres within Fingal. Dublin City as a 'Metropolitan Centre' is the only Level 1 Centre within the GDA hierarchy.

LEVEL 2

Level 2 Centres ('Major Town Centres & County Town Centres') within Fingal as identified by the Retail Strategy for the GDA are Swords and Blanchardstown. Level 2 Centres should offer the widest access to shopping activities for the greatest number of people. To achieve this objective the Retail Strategy for the GDA adopts a policy of 'structured choice' which concentrates the supply of retail facilities in the most appropriate locations. The most appropriate locations for retail growth (outside district centres) are in Level 1 and 2 Centres.

LEVEL 3

Level 3 Centres ('Town and/or District Centres & Sub-County Town Centres') usually comprise groups of shops often containing at least one supermarket (less than 2,500 sq m net typically attracting a catchment of approximately 3,000-5,000 people) or superstore (2,500 sq m net or greater typically with a catchment of 12,000-15,000 people) and a range of non-retail services, such as banks, building societies, restaurants and local facilities such as libraries. District Centres typically provide for a catchment of 15-20 minutes drive time but can vary both on the scale of provision and the size of catchment. Where a centre has a large catchment and is not close to a large centre, there will be a good range of comparison shopping though no large department stores or centres. Where a centre is close to existing major centres, the scale of retail and mixed provision is lower, with the range of shops meeting more basic day to day needs and only a small scale range of comparison units. District centres generally cater for a population of 10,000 – 40,000 and range in size from 10,000 sq m – 20,000 sq m.

The Retail Strategy for the GDA states that 'for a limited number of district/sub-county town centres within level 3, located or proposed for areas of extensive and intense high density development providing for new towns/areas of over 10,000 population, the guideline of a maximum of 20,000 sq m net of retail provision can be extended by 10-15,000 sq m of lettable floor space to reflect the dense urban character of the development and high population located within a short walking distance of the centre where not already served by an existing centre. Clear justification will need to be included in any City/County retail strategy outlining the case to support such a designation.'

LEVEL 4

Level 4 Centres ('Neighbourhood/Small Town/Village Centres') generally provide for one supermarket or discount foodstore ranging in size from 1,000 – 2,500 sq m with a limited range of

supporting shops (e.g. one or two lower range clothes shops with grocery, chemist) and retail services (hairdressers, dry cleaners, DVD rental), cafés and possibly other services such as post offices or community facilities or health clinics grouped together to create a focus for the local population.

LEVEL 5

Level 5 Centres ('Local Shops/Small Villages') meet the basic day-to-day needs of a locality. Expected are one or two small convenience stores, newsagents, and potentially other tertiary services such as a butcher/vegetable shop, public house, hairdressers and other similar basic retail services. The total retail element should range between approximately 500-1,500 sq m of lettable space.

4.2 RETAIL FORMATS FOR HIERARCHY LEVELS

	Higher Order Comparison	Middle Order Comparison	Lower Order Comparison	Superstore	Supermarket
Metropolitan Centre	✓	✓	✓	✓	✓
Major Town Centre	✓	✓	✓	✓	✓
Sub County Town/District Centre		✓	✓	✓	✓
Neighbourhood Centre			✓*		✓

Adapted from *Retail Strategy for the GDA 2008-2016* pg.70
 ✓* Limited to a small number of shops meeting local needs.

5.0 RETAIL TRENDS IN FINGAL

5.1 COMPARISON RETAILING

The *Retail Strategy for the Greater Dublin Area 2008 – 2016* indicates that Fingal is a 'net importer' of comparison retail expenditure. While 27% of total comparison consumer retail expenditure is lost from the County in leakage (outflow), inflows into the County represent an overall net gain of 30%. Several factors account for these trends. Fingal's proximity to Dublin City (a Level 1 Centre) results in significant outflows. However, Fingal's geographical shape, transportation infrastructure and the draw of the Blanchardstown Centre account for the significant inflows of comparison expenditure.

5.2 CONVENIENCE RETAILING

Conversely, convenience retail expenditure experiences a net loss of 1% of total convenience consumer retail expenditure when outflows and inflows are considered. The provision of convenience retailing, primarily aimed at serving a local catchment is almost entirely provided for within the County, notwithstanding the proximity of Clarehall, and the convenience retail offer of Drogheda and Dublin City. While only a minor outflow of convenience expenditure is experienced in the County, it is important to ensure this outflow is addressed.

6.0 REQUIREMENT FOR ADDITIONAL RETAIL FLOORSPACE

The Retail Strategy for the GDA provides guidance to inform the retail policies of the Development Plan. It is, however, incumbent on the Development Plan to recognise and reflect current economic circumstances and the fundamental changes which have occurred since the Strategy was initiated in summer 2006. Future growth projection justifying substantial additional floorspace requirements as contained in the Guidelines were predicated on continued Statewide economic buoyancy and a rising consumer expenditure pattern based on relatively significant and continuing population growth in the region for the duration of the Strategy. Given the significant reversal of these indicators the Development Plan, while having regard to the Retail Strategy for the GDA, will adopt a precautionary and pragmatic approach. The Strategy acknowledges the difficulties in preparing projections and recommends that the figures should be reassessed at regular intervals “in light of both the scale of population growth...and levels of economic activity both nationally and locally which impact, in turn, on the retail spend by individuals in any catchment area”(pg. 62).

6.1 PROJECTED CONVENIENCE NEED

The Retail Strategy for the GDA projects a ‘Convenience Need’ for Fingal of 48,429¹ sq m up to 2016. This figure includes an allowance of 20% for retail fall out i.e. the inclusion of non-retail use in retail developments. The Retail Strategy for the GDA also provides an upward adjustment of 20% for convenience floorspace need, to take account of the ‘lead-in’ associated with complex retail schemes, i.e. applications which are submitted prior to 2016 but are not scheduled to be completed until after 2016. Taking account of this head-room to facilitate ‘lead-in’ the projected convenience floorspace need is **58,115 sq m**.

¹This figure is based on base-line information (extant permissions and pipeline developments) from 2001- September 2007. Consequently extant permissions and pipeline developments from September 2007 onwards have not been taken into account.

6.2 PROJECTED COMPARISON NEED

The Strategy projects 'Comparison Need' in a range between 88,145 sq m (Low Projection) – 120,198 sq m (High Projection) – the difference between low and high projections being the proportion of bulky comparison goods/retail warehousing. Similarly, this figure includes an allowance of 20% for retail fall out i.e. the inclusion of non-retail use in retail developments. Regarding projected comparison floorspace need, the Retail Strategy for the GDA has a flexibility factor built in to take account of 'lead-in' of 25%² for comparison floorspace to facilitate schemes which may not come on stream until after 2016.

When this head-room which takes account of lead-in is considered, the projected comparison floorspace need is 110,181 sq m – 150,248 sq m.

Notwithstanding this 'headroom' to accommodate 'lead-in' often associated with the delivery of retail developments, the Strategy notes that *"growth in Irish GDP will slow going forward..."* (para 4.4) and that *"there are now definite indications in 2008 pointing to slowing levels of growth in consumer retail expenditure"* (para 4.7). The Strategy states that the retail floorspace projections are based on projected growth in the GDA as forecast by the Regional Planning Guidelines 2004 – 2016 and that *"any falling population levels and weak economic circumstances will reduce the levels of need"* (para 5.3.1). The Strategy cautions against the overprovision of retail facilities and notes that this would place *"more marginal locations under severe pressure and undermine sustainability driven policies aimed at revitalising town centres"* (pg. vi).

Other factors which result in a 'soaking up' of this 'headroom' capacity include the acknowledged underestimation of 'special forms of trading' (SFT, which includes internet retailing), fuelled by expanded broadband availability and the growth of internet shopping. Recent data, referred to in the Retail Strategy for the GDA, suggests SFT could constitute up to 7% of total convenience spend and 14% of total comparison spend by 2016. Changes in store productivities or sales densities have also been underestimated as detailed in the Retail Strategy for the GDA, with figures of 1.5% – 2% per annum for comparison and convenience goods respectively. The number of vacant retail units, together with the quantum of 'pipeline' floorspace within Fingal reinforces the need to adopt a precautionary approach to the provision of further retail floorspace in Fingal.

7.0 NON-APPLICATION OF THE RETAIL WAREHOUSE CAP

The Retail Planning Guidelines provide for the non-application of the 6,000 sq m gross floorspace cap on the size of individual retail warehouse units in Integrated Area Plan areas within the National Spatial Strategy (NSS) 'Gateways'. There are two IAP areas in Fingal, Ballymun and North West Blanchardstown. The only location where the non-application of the retail warehouse cap has been applied in Fingal is Ballymun. Any planning application in excess of this floorspace cap will be assessed against the criteria set out in Paragraph 84d of the Retail Planning Guidelines, the objectives of the Development Plan and the criteria set out in Section 12 of this Retail Strategy.

² The Retail Strategy for the GDA notes a 20% upward adjustment or 'lead-in' allowance for convenience floorspace and 25% for comparison floorspace. A discrepancy is shown in Table 5.10 in the GDA Strategy indicating only 20% for comparison floorspace, Fingal has taken the figure of 25%.

8.0 RETAIL STRATEGY

It is the policy of the Council to;

1. Have regard to the *Retail Strategy for the Greater Dublin Area 2008 – 2016* in defining the retail hierarchy of the County and defining the role of retail centres.³
2. Have regard to the *Retail Strategy for the Greater Dublin Area 2008 – 2016* in relation to the provision of additional retail floorspace, whilst adopting an evidence based approach in recognition of the changed economic circumstances and subsequent lower consumer demand/expenditure and the need to avoid the overprovision of retail floorspace.
3. Have regard to extant permissions and pipeline retail developments granted since September 2007 (baseline cut-off for GDA Retail Strategy) in assessing retail applications against projected floorspace need.
4. Ensure that additional retail development is provided for in an efficient, equitable and sustainable manner in accordance with the *Retail Strategy for the Greater Dublin Area 2008 – 2016* and *Retail Planning Guidelines for Local Authorities* (2005).
5. Maintain and strengthen the retail character of existing centres and enhance the retail profile of Fingal, whilst protecting the amenity of the surrounding area.
6. Ensure that the provision of retail development in employment and residential areas is at a scale and level commensurate with the need of the locality and does not establish itself as an alternative destination to the established town/village centre, thereby impacting on the vitality and viability of town/village centres.
7. Maintain, enhance and protect the position of Swords and Blanchardstown as Level 2 Centres in the Retail Hierarchy.
8. Ensure the provision of high quality, highly accessible, sustainable and innovate retail development in Fingal as an overarching objective.
9. Protect and enhance the role of Neighbourhood and District Centres in Fingal, facilitating their modernisation where appropriate and facilitate the provision of further centres where deemed appropriate, meeting the needs of expanding centres of population and in accordance with relevant Local Area Plans.
10. Assess applications for retail development in accordance with the *Retail Planning Guidelines for Local Authorities* (2005) and *Retail Strategy for Greater Dublin Area 2008 – 2016*.
11. Generally require a Retail Impact Statement for applications for retail development where the convenience element is ≥ 1000 sq m net and/or for comparison retail $\geq 2,000$ sq m net.
12. Encourage the re-use and regeneration of derelict buildings and land for retail purposes in accordance with the sequential approach as indicated in the *Retail Planning Guidelines for Local Authorities* (2005).

³Should legislation change this objective will change accordingly.

13. Provide for retail warehousing and retail parks in specific strategic locations only, as identified by the Development Plan.
14. Encourage the provision of higher order comparison retailing and improve the representation of high street and international multiples in Fingal while having regard to the *Retail Strategy for the Greater Dublin Area 2008 – 2016*.
15. Recapture retail expenditure outflow where appropriate, reducing the demand to travel outside Fingal.
16. Encourage the enhancement and diversification of retail and leisure provision in Level 2 Centres (Swords & Blanchardstown) in accordance with their role and position within the retail hierarchy.
17. Encourage the enhancement of retail provision within Level 3 Centres in accordance with their role and position within the retail hierarchy.
18. Encourage the improvement and modernisation of retail facilities within Level 4 Centres (Neighbourhood Centres, Local Centres, Small Towns and Villages) ensuring retail provision is commensurate with the centre's position within the retail hierarchy.
19. Encourage the improvement and modernisation of retail facilities within Level 5 Centres (Corner Shops/Small Villages) to ensure the retail needs of the locality are sustainably met, whilst protecting the character and amenity of small villages.
20. Ensure any proposals for stall type/kiosk structures within shopping complexes do not compromise the accessibility or functionality of the complex. Planning permission is required for the reconfiguration of retail units which gives rise to additional retail floorspace.
21. Ensure the role of retailing in supporting the tourism and leisure sectors.

9.0 RETAIL HIERARCHY

The Section below identifies the centres within the retail hierarchy relating to Fingal based on the GDA Retail Strategy and provides the strategy and specific objectives for each.

LEVEL 2 (Major Town Centres & County Towns)
Swords & Blanchardstown

LEVEL 3 (Town and/or District Centres & Sub-County Town Centres)

Town Centres: Malahide, Balbriggan, Skerries
District Centres: Charlestown

LEVEL 4 (Small Towns and Villages, Neighbourhood Centres, Local Centres)

Small Towns and Villages

Lusk, Rush, Blanchardstown Village, Mulhuddart, Clonsilla, Castleknock, Howth, Portmarnock Village, Baldoyle, Donabate, Ongar, Baldoyle, Sutton, Balrothery.

Neighbourhood Centres/Local Centres

Kinsealy/Feltrim, Kinsealy Village, Applewood, Brackenstown, Holywell, Rivervalley, Drinan, Seabury, Stapolin, Racecourse, Santry Demesne, Mountview, Bayside, Castlemills, Carrickhill, Hartstown, Huntstown, Carpenterstown, Laurel Lodge, Tyrellstown, Boroimhe, Ridgewood, Corduff, Roselawn, Rathbeale.

LEVEL 5 – CORNER SHOPS/SMALL VILLAGES

Description	Locations	Strategy
Level 2 Major Town Centres	Swords Blanchardstown	<ul style="list-style-type: none"> ■ Improvement of quantum & quality of retail in accordance with Retail Strategy ■ Consolidation ■ Regeneration ■ Enhancement ■ Specific Objectives
Level 3 Town/District Centres	Balbriggan Malahide Skerries Charlestown	<ul style="list-style-type: none"> ■ Consolidation ■ Regeneration ■ Enhancement ■ Specific Objectives
Level 4 Small Towns & Villages & Neighbourhood Centres/Local Centres	<p><i>Small Towns & Villages</i></p> <p>Lusk Rush Blanchardstown Village Mulhuddart Clonsilla Castleknock Howth Portmarnock Baldoyle Donabate Ongar Sutton Balrothery</p> <p><i>Neighbourhood Centres/Local Centres</i></p> <p>Kinsealy/Feltrim Kinsealy Village Applewood Brackenstown Holywell Rivervalley Drinan Seabury Stapolin Racecourse</p>	<ul style="list-style-type: none"> ■ Upgrading where appropriate ■ Enhance ■ Regeneration ■ Specific Objectives

	Santry Demesne Mountview Bayside Castlemills Carrickhill Hartstown Huntstown Carpenterstown Laurel Lodge Tyrellstown Boraimhe Ridgewood Corduff Roselawn Rathbeale	
Level 5	Corner Shops/Small Villages	■ Sustain ■ Enhance

LEVEL 2

SWORDS

Swords is designated as a Level 2 Major Town Centre/County Town under the GDA Retail Strategy and a Metropolitan Consolidation Town under the RPG.

Swords sits in a highly competitive retail landscape, and is fortunate in that it has the land availability and existing and emerging strategic transport infrastructure required to support additional growth and expansion. Metro North, which will link Swords to the City Centre and Dublin Airport, will support the attractiveness of Swords as a retail destination.

The core retail centre of Swords is identified as the 'frontages from Bridge Street/Chapel Lane along Main Street and to the Malahide Road and incorporating the Pavilions.' Within this shopping core, the existence of two types of shopping environments are easily identifiable, i.e. the traditional small scale shopping units along Main Street and its associated side streets, and the modern large retail formats of the Pavilions and Penneys Shopping Centres located south and south east of Main Street.

The challenge facing Swords Town Centre is to serve the growing population of Swords and its catchment by encouraging growth in the area of comparison shopping and the attraction of retail multiples, while also addressing the impact of this on the traditional Main Street of the town. The attractiveness and integration of both retail environments is important in the future success of Swords as a Major Town Centre.

In addition to protecting the Town Centre character and enhancing comparison retail offer, it is also important to address the local convenience retailing needs of those living beyond the Town Centre in the form of small scale District and Neighbourhood Centres (see below).

Existing Role of Main Street – The majority of the small scale retail/services functions within the Town Centre are focused on Main Street and its associated side streets, while the large scale retailers are facilitated within the Pavilions Shopping Centre. The historic Town Centre is unsuitable for large format retailers due to tight urban grain and plot sizes. The expansion of the shopping core from Main Street to the Pavilions has allowed the retail core of Swords to develop and extend in close proximity to Main Street, whilst retaining the historic core and role of the Town Centre.

The following factors have been influential in the evolving role of Main Street:

- i. The development of the Pavilions Shopping Centre resulted in the main focus of shopping in the Town Centre shifting south-eastwards, with a clustering of retail activity towards the southern end of Main Street; and
- ii. The development and opening of the County Council Headquarters, providing a counterbalance of activity and footfall at the northern end of Main Street, continuing into North Street. Since the Council Offices have opened new cafes, restaurants, bars and sandwich shops have emerged along Main Street and into North Street. This has positively contributed to the Town and the low level of vacancies bears testimony to the success of the changing dynamics of the Town Centre.

Strengthening the Role of Main Street – Swords Masterplan 2008-2020 examines the current and future role of Main Street and how this can be strengthened alongside the expansion of large scale comparison shopping on lands south of Main Street at the Pavilions/Penneys/Barrysparks locations.

Key to ensuring the vibrancy and activity of Swords Main Street will be integration with Town Centre expansion areas and improvement to the public realm, as well as improved accessibility for all modes of transport, including strong linkages to Metro North.

The Swords Masterplan 2008-2020 identifies key sites within the core of Main Street for redevelopment, facilitating a range of uses supportive of the Town Centre. Three key activity nodes of Civic Quarter, Cultural Quarter and Metro Quarter, are also identified which will strengthen and develop links between Main Street and Town Centre areas south of Main Street.

The Swords Masterplan 2008-2020 identifies the need for Main Street to focus on niche retailing; uses associated with eating/meeting/greeting; redevelopment of lands east and west of Main Street; and improvements to environment and ambience, as part of the future retail/service offer of Main Street.

The attractiveness of a town centre relates to a combination of factors, from its retail/service offer, to natural features such as historic buildings, cultural and civic spaces, general amenity, appearance and safety. Swords Main Street has a role to play in the overall offer and attraction of the Town.

Expansion of Comparison Retailing – Swords currently underperforms as a designated Major Town Centre. Although the Pavilions Shopping Centre and the Penneys scheme have significantly enhanced the retail offer and attraction of the Town, there is very limited representation of the key international comparison retailers. It is important to improve the quantum and quality of comparison retail floorspace if Swords is to maintain its role as a Level 2 Centre within the GDA Retail Hierarchy.

There are two significant MC (Major Centre) zoned lands within close proximity of Swords' Main Street, which have capacity for additional retail development. These areas are the Pavilions

Shopping Centre (plans for mixed-use expansion, with a focus on comparison retailing, have been permitted at this location) and Barrysparks lands (located east of the R132 opposite the Pavilions).

The Pavilions Shopping Centre, which is anchored by Superquinn and Dunnes Stores convenience stores, provides the principle retail draw into Swords. The opening of Penneys together with the planned third phase of the Pavilions will increase Swords' retail profile.

The Swords Masterplan 2008-2020 provides comprehensive urban design guidance for the future expansion of comparison retailing south of Main Street at Pavilions and Barrysparks.

It is important to improve the quantum and quality of comparison retail floorspace if Swords is to maintain its role as a Level 2 Centre within the GDA Retail Hierarchy. Level 2 Centres should offer the widest access to shopping activities for the greatest number of people. To achieve this objective the Retail Strategy for the GDA adopts a policy of 'structured choice' which concentrates the supply of retail facilities in the most appropriate locations (i.e. Level 1 and 2 Centres). Given Swords' position within the GDA retail hierarchy there is a requirement for improved comparison retailing within Swords town centre.

Retail Objective 1

Provide for growth in retail in accordance with Swords position in the GDA Retail Hierarchy and in keeping with the Swords Masterplan 2008-2020.

Retail Objective 2

Strengthen the role and vibrancy of Main Street in accordance with the Swords Masterplan 2008-2020.

BLANCHARDSTOWN TOWN CENTRE

Blanchardstown Town Centre is designated as a Metropolitan Consolidation Town under the RPG's. Blanchardstown Town Centre is designated as a Level 2 ('Major Town Centre') in the Retail Strategy for the GDA.

Blanchardstown Town Centre is one of the key retail locations in the County and the GDA and is one of the few centres which can be defined as 'higher order' comparison floorspace (predominantly fashion and furniture operated by national and international multiples). Blanchardstown Town Centre is comprised of a shopping centre surrounded by a number of retail parks. These components need cohesion, linkage and enhanced urban density connecting to the wider Blanchardstown area. The Blanchardstown Town Centre Development Framework/Masterplan details the policy measures to underpin continued sustainability.

Retail Objective 3

Provide for growth in retail in accordance with Blanchardstown's position in the GDA Retail Hierarchy and the Blanchardstown Town Centre Development Framework/Masterplan 2009.

LEVEL 3

BALBRIGGAN

Balbriggan is designated as a Level 3 Centre 'Sub County Town' under the Retail Strategy for the GDA. It is designated as a 'Primary Development Centre' in the NSS and a 'Large Growth Town Level 2' in the *Regional Planning Guidelines 2010 – 2022* reflecting its strategic importance as the development centre for the north of the County. The development strategy for Balbriggan is 'consolidation and regeneration.'

Balbriggan is the third largest retail centre in Fingal after Blanchardstown and Swords. The town centre has a compact and traditional urban form but is limited in the quality and range of retail offer. It is characterised by independent outlets with few national multiples. Although the retail offer in Balbriggan is improving there remains further opportunity for enhanced and expended retail floorspace. Opportunity sites within Balbriggan include the lands at Balbriggan Inner Relief Road/Naul Road where construction is underway on the 'Millfield' scheme. Millfield comprises a District Centre on appropriately zoned lands. Owing to Balbriggan's Level 3 designation within the Retail Strategy for the GDA, a hypermarket would not be appropriate notwithstanding its 'MC' zoning.

Retail Objective 4

Provide for growth in retail in accordance with Balbriggan's position in the GDA Retail Hierarchy.

MALAHIDE

Malahide is designated under the retail Strategy for the GDA as a Level 3 Centre. Malahide is a destination centre with quality boutiques, restaurants and a busy marina and waterfront. There is strong demand in Malahide for units and a concern that retail floorspace is being eroded by demand for commercial leisure. There is no major superstore in Malahide with the convenience offer being provided for by a number of known brand convenience stores (symbol stores). Malahide is an important retail centre in the County, but there is limited potential within the retail core for retail expansion with only a few opportunities for small scale redevelopment and rationalisation.

Retail Objective 5

Maintain the character of Malahide while facilitating regeneration and redevelopment where appropriate.

SKERRIES

Skerries is an attractive and vibrant coastal resort and the fifth largest settlement in the County after Blanchardstown, Swords, Malahide and Balbriggan. It is designated as a Level 3 Centre under

the Retail Strategy for the GDA. The development strategy for Skerries is 'consolidation, preservation and enhancement'. Retail floorspace in Skerries is predominantly occupied by independent convenience traders but it has a good range of comparison outlets and other services. Skerries has an historic and attractive urban form and low levels of vacancy. There are few opportunities for any major retail development in the town with the exception of infill and backland development. SuperValu provides the main convenience retail offer in Skerries. The retail offer of Skerries needs to be improved in line with any population increase to reduce the need to travel.

Retail Objective 6

Ensure the level of retail growth is commensurate with population growth.

CHARLESTOWN

Charlestown is designated under the retail Strategy for the GDA as a Level 3 District Centre. The centre is attractive and modern and is anchored by a large Dunnes Stores. Charlestown has a good range of established retailers. There is limited scope for further expansion at Charlestown outside of what has been permitted given the restrictions of the site.

Retail Objective 7

Contain additional retail growth at Charlestown within the existing centre.

LEVEL 4

LUSK

Lusk is designated as a 'Moderate Sustainable Growth Town', under the RPGs. The *Regional Planning Guidelines 2010-2022* note that Moderate Sustainable Growth Towns 'should provide a full range of local services to meet the needs of the local and surrounding rural areas.' The development strategy for Lusk is consolidation. Lusk is an attractive, small town with a tight urban core and a limited retail offer. A SuperValu provides the main convenience retail offer together with a Day-Break convenience store. The Lusk Local Area Plan provides for expanded retail facilities to the east of the town within the ring road and a level of retail commensurate to the size and role of Lusk. Section 6.12 of the Retail Strategy for the GDA indicates that 'it is up to individual planning authorities in their retail strategies to determine the designation of town and/or district centres based on sound sustainable planning principles'. Lusk is a designated Level 4 centre in the Retail Strategy for the GDA but the planning authority considers that there is some scope, subject to retail impact assessments and conformity with the town's designation as a Moderate Sustainable Growth Town in the Regional Planning Guidelines, for a level of retail which, while not Level 3, is in excess of its Level 4 designation. This is based on the fact the population of Lusk has grown considerably over the last number of years and the existing retail provision is not commensurate with population growth.

Retail Objective 8

Ensure that retail development meets the needs of Lusk and its surrounding catchment.

RUSH

Rush is identified as a 'Moderate Sustainable Growth Town' under the *Regional Planning Guidelines 2010-2022*. The Regional Planning Guidelines note that Moderate Sustainable Growth Towns 'should provide a full range of local services to meet the needs of the local and surrounding rural areas'. The development strategy for Rush is the expansion of the town centre. Rush has a relatively poor environment and a fragmented retail offer. Rush is primarily a horticulture centre and is becoming increasingly a dormitory village for commuters to Dublin. The retail offer of Rush is characterised by local independent convenience stores with some symbol group representation and a limited number of comparison outlets. There is scope to further develop retail facilities in Rush through backland development and regeneration of Main Street to meet the convenience needs of an expanding settlement. Section 6.12 of the Retail Strategy for the GDA indicates that 'it is up to individual planning authorities in their retail strategies to determine the designation of town and/or district centres based on sound sustainable planning principles. Rush is a designated Level 4 Centre in the Retail Strategy for the GDA but the Planning Authority considers that there is some scope, subject to retail impact assessments and conformity with the town's designation as a Moderate Sustainable Growth Town in the Regional Planning Guidelines, for a level of retail which, while not Level 3, is in excess of its Level 4 designation. The population of Rush has grown over recent years and there remains considerable scope for further growth which would justify some flexibility in the provision of retail.

Retail Objective 9

Ensure that retail development meets the needs of Rush and its surrounding catchment.

BLANCHARDSTOWN VILLAGE

Blanchardstown Village is a small, attractive and limited centre in terms of its potential for major expansion. Blanchardstown Village has been over-shadowed and displaced by Blanchardstown Town Centre over the years. Shopping is predominantly located along Main Street, around Superquinn and the Moy Mel Shopping Centre and provides a range of convenience, comparison and support services to the local population. The redevelopment and reconfiguration and intensification of the Superquinn site offers potential to improve retailing in the village. A multi-storey car park at this location would help alleviate traffic congestion.

Retail Objective 10

Encourage the renewal and redevelopment of Blanchardstown Village in accordance with the Blanchardstown Village Urban Design Framework Plan.



MULHUDDART

Mulhuddart has attracted significant re-development in recent years including mixed use and multi-storey buildings. There is potential for additional redevelopment and investment on the Shanty Pub Site and through site amalgamation. The village requires investment in measures to manage traffic and improve the public realm. Opportunities to integrate the village into the adjoining Tolka Valley Park are also of strategic importance.

Retail Objective 11

Encourage additional sensitive infill development in Mulhuddart that contributes to the improvement of the visual appearance and public realm of the village.

CLONSILLA

Clonsilla has a number of established local retail and non-retail uses. Recent population growth and proximity to public transport provide opportunities for the reinvention and consolidation of the village to a tighter and more attractive urban form. The Clonsilla Urban Centre Strategy identifies several redevelopment opportunities within Clonsilla for future residential, office and retail development.

Retail Objective 12

Encourage the renewal and redevelopment of Clonsilla Village in accordance with the Clonsilla Urban Centre Strategy.

CASTLEKNOCK

Castleknock has three small shopping centres, Castleknock, Castlecourt and Ashleigh Centres, which provide a modest level of local services. These centres are two-storey with adjacent surface car parking and provide local retail and non-retail facilities but without an anchor convenience store. In order to further enhance retailing in Castleknock, it would be desirable for a small supermarket of up to 1,500 sq m to be located within the urban boundary of the village. Notwithstanding this, due to the location and form of Castleknock, it has limited potential for any major increase in retail floorspace. The Castleknock Urban Centre provides guidance on development within Castleknock.

Retail Objective 13

Facilitate retail and services to meet local needs in Castleknock.

HOWTH

Howth is a small, attractive and historic fishing village. Howth has become increasingly characterised by restaurants, cafes and bars and has a popular leisure and tourism function. The main retail area of the village is away from the waterfront and largely limited to a small line of frontages onto Main Street and more recently along Harbour Road. Howth is constrained by the limitations of its retail footprints which do not meet the requirements of the larger modern retailers. The main convenience offer in Howth is provided by smaller supermarkets. Comparison floorspace is aimed at speciality retailing although it is relatively limited in scale. The topography of Howth also limits the scope for large scale retail development to meet the main food shop and top-up shopping needs of the locality with the closest destination for main food shopping being Superquinn at Sutton Cross.

Retail Objective 14

Encourage and facilitate the retention and expansion of the retail offer within Howth.

PORTMARNOCK

Portmarnock's retail offer is limited to a small parade of retail units along the main road (Strand Road), a small shopping centre on the Coast Road and Dunnes Shopping Centre in Carrickhill. Portmarnock has limited residential land for future expansion. Any future increase in floorspace is likely to be through further intensification/redevelopment of existing floorspace. The Portmarnock Urban Centre Strategy provides guidance on commercial and retail development within the centre. The Portmarnock LAP will provide for c. 1,400 houses. Expansion will be on infill sites within the village e.g. Tin Church site opposite Golf Links Road.

Retail Objective 15

Facilitate the development of retail and services to meet local needs.

BALDOYLE

There is scope for the redevelopment and upgrading of the centre to reflect the character of the surrounding area and the requirements of the catchment it serves. Baldoyle has a limited retail offer confined predominantly to a small number of local shops. There is limited scope for development within the village given the existing physical constraints. The area's designation as an ACA necessitates sensitive design and layout and careful insertion of any new build or extensions. Notwithstanding Baldoyle's limited retail facilities, it is afforded the advantage of proximity to the North Fringe Area, including Donaghmeade, Clarehall, and the planned development at Stapolin which includes a sizeable quantum of retail floorspace.

Retail Objective 16

Facilitate retail and services to meet local needs.

DONABATE

Donabate is a Level 4 Centre and a 'Moderate Sustainable Growth Town' under the RPG within the Metropolitan Area. It has a compact retail offer largely comprising one enclosed shopping centre anchored by SuperValu. The retail offer is predominantly local, independently operated convenience floorspace and supporting services. Donabate should aim to become more self-sufficient and evolve to provide an increasing range of retail floorspace in line with any increase in its population. The *Donabate Local Area Plan 2006* and *Urban Centre Strategy* provide detailed guidance in relation to the development of the town centre.

Retail Objective 17

Ensure that retail development meets the needs of Donabate and its surrounding catchment.

ONGAR

Ongar is an attractive and strategically located village providing for the needs of the rapidly expanding areas of Littlepace, Castaheaney and Hansfield in west Blanchardstown. The Centre is anchored by Dunnes Stores which provides the main retail draw.

Retail Objective 18

Facilitate retail and services to meet local needs at Ongar.

SUTTON

Sutton is a compact and busy centre located at Sutton Cross which benefits from being close to/on the route to Howth, Mahahide/Portmarnock and Dublin. Sutton's retail facilities comprise the Sutton Superquinn Centre and the Sutton Cross Centre. The Sutton Superquinn Centre is compromised by the existing road configuration and congestion. With the exception of Superquinn, convenience retailers are primarily local independent traders. Sutton has a good range of fashion outlets reflecting the affluence of the area. The immediate residential hinterland limits the development of further retail floorspace apart from the potential for redevelopment/intensification of existing floorspace.

Retail Objective 19

Encourage the redevelopment of Sutton Local Centre.

BALROTHERY

Balrothery is a small village in size and scale. Balrothery's primary retail offer is provided by small supermarkets. Other uses include B&B's, pubs, and a golf course.

Retail Objective 20

Facilitate retail and services to meet local needs at Balrothery.

FELTRIM/KINSEALY

The centre is anchored by a symbol convenience store and contains a number of small local traders and services. The centre is outdated and in need of redevelopment.

Retail Objective 21

Support and encourage the regeneration of Kinsealy/Feltrim Local Centre at a scale which responds to and respects the adjacent residential area.

KINSEALY VILLAGE

Kinsealy Village is a new neighbourhood centre. The centre contains a limited retail offer and offices.

Retail Objective 22

Facilitate retail and services to meet local needs at Kinsealy Village.

APPLEWOOD

Applewood centre is in a village format and is modern, attractive and self contained. The centre is anchored by a Eurospar. Other occupants include local traders and services which serve the daily needs of the locality.

Retail Objective 23

Facilitate retail and services to meet local needs at Applewood.

BRACKENSTOWN

Brackenstown is outdated, poorly configured and surrounded by an extensive area of surface car parking. The centre is anchored by Spar and has a limited retail offer. The centre is currently underutilised and is not meeting its potential to deliver a range of services and retailing appropriate to its catchment.

Retail Objective 24

Support and encourage the regeneration of Brackenstown Local Centre at a scale which responds to and respects the adjacent residential area.

HOLYWELL

Holywell was completed in 2009 but is currently unoccupied. The Centre will provide a very limited retail floorspace and will also comprise a crèche, medical centre and associated facilities.

Retail Objective 25

Facilitate retail and services to meet local needs at Holywell.

RIVERVALLEY

The principle convenience offer in Rivervalley is provided by a Centra store. There are also a number of local traders and services located within the centre. The centre is predominantly single storey with a large amount of surface car parking to the front. The centre is in need of redevelopment if it is to provide optimal facilities for its catchment. In time this neighbourhood centre may develop to the level of a small district centre.

Retail Objective 26

Support and encourage the regeneration of Rivervalley Local Centre at a scale which responds to and respects the adjacent residential area.

DRINAN

The Centre's anchor, formally a Londis, is currently vacant. The remainder of the centre is comprised of a crèche and health uses.

Retail Objective 27

Facilitate retail and services to meet local needs at Drinan.

SEABURY

The convenience offer of the centre is provided by a symbol store, other uses include take-aways. The centre is small, single storey and is in need of improvement and/or redevelopment.

Retail Objective 28

Encourage the redevelopment of Seabury Local Centre.

STAPOLIN

The neighbourhood centre forms part of a mixed use scheme on the old racecourse lands but is currently undeveloped. The proposed centre comprises c 9,000 sq m. of retail floorspace and a range of other non-retail uses and services. The centre will provide direct access to the western side of the railway where further retail and commercial uses are planned within Dublin City's administrative area at Clongriffin.

Retail Objective 29

Facilitate retail and services to meet local needs at Stapolin.

RACECOURSE SHOPPING CENTRE

The Racecourse Centre in Baldoyle comprises a Lidl and a number of smaller retail and non-retail units. The centre provides the day-to-day retail needs of the local catchment.

Retail Objective 30

Facilitate the enhancement and expansion of the Racecourse centre.

SANTRY DESMESNE

Santry Demesne is a modern and attractive Level 4 'Neighbourhood Centre' with a good range of uses, anchored by a Eurospar. The Centre also comprises a pharmacy and a café. There are currently a number of vacant units. The centre is ideally positioned to provide for the retail needs of the surrounding Northwood campus and is located in close proximity to one of the proposed Metro North stops.

Retail Objective 31

Facilitate retail and services to meet local needs at Santry Demesne.

MOUNTVIEW

Mountview is an underdeveloped centre with potential for renewal/redevelopment. The current centre is single-storey, has high vacancy rates and is generally unattractive. The centre has potential for an anchor discount retailer with residential/office/medical/other service accommodation at upper levels. This would complement the new community/sports centre under construction adjacent to the south.

Retail Objective 32

Encourage the redevelopment of the underutilised Mountview Centre to a more mixed use commercial centre.

BAYSIDE

Bayside is well provided for in terms of local retail and non-retail facilities. A supermarket provides the principle convenience provision for the area. There are also a number of community and leisure uses provided for within the complex. The centre is in need of modernisation and redevelopment and has been subject to a number of redevelopment proposals. The scale of any redevelopment will have to take cognisance of its level within the retail hierarchy and the surrounding residential use. The Bayside Square Urban Design Framework provides guidance for commercial and retail development.

Retail Objective 33

Promote the redevelopment of Bayside neighbourhood centre in accordance with the Bayside Square Urban Design Framework.

CASTLE MILLS

Castle Mills is a Local Centre in North West Balbriggan. The centre is modern and is anchored by a Dunnes Stores, with a good range of local services and retailing facilities.

Retail Objective 34

Promote the continued vitality of Castle Mills as a centre serving the day-to-day needs of the local population.

CARRICKHILL

Carrickhill is located to the north of Portmarnock village. The centre's convenience offer is primarily provided for by a Dunnes Stores which anchors the centre, a newsagents and a small range of local retail and non-retail services. The centre is trading well but is outdated and requires some upgrading to bring it up to modern design standards.

Retail Objective 35

Encourage the redevelopment of Carrickhill Local Centre.

HARTSTOWN

Hartstown is anchored by a Spar convenience store with a petrol station, pub and a number of small adjoining retail units. There is a planning permission granted on the site for additional retail floorspace and a residential element on the upper level.

Retail Objective 36

Facilitate retail and services to meet local needs at Hartstown.

HUNTSTOWN

Huntstown centre is a very small local/neighbourhood centre located close to Hartstown. The centre has a limited retail offer and also comprises a doctors surgery/pharmacy. There is no real potential for expansion/re-development.

Retail Objective 37

Facilitate retail and services to meet local needs at Huntstown.

CARPENTERSTOWN

Carpenterstown is located to serve the Diswellstown/Carpenterstown residential area. The centre is comprised of a large pub, Spar store, retail/service units together with a single-storey medical centre. Permission has been granted for additional upper levels to the current building.

Retail Objective 38

Facilitate additional local services accommodation at Carpenterstown.

LAUREL LODGE

Laurel Lodge is located to serve the Laurel Lodge and Carpenterstown residential areas. There is a good range of local retail and services within the centre.

Retail Objective 39

Facilitate retail and services to meet local needs at Laurel Lodge.

TYRRELSTOWN

Tyrrelstown is a purpose built centre located north of Mulhuddart which was developed alongside the new residential population. It is important to ensure that the retail needs of the expanding population are met and to ensure that the retail and services offered are provided in tandem with local growth and demand.

Retail Objective 40

Facilitate the development of the Tyrrelstown Centre having regard to the retail and service needs of its catchment population.

BOROIMHE

Boroimhe is a modern neighbourhood/local centre to the south of Swords, anchored by a SuperValu. The catchment of Boroimhe is well catered for by a number of local services and retail facilities including a pharmacy, crèche and medical centre.

Retail Objective 41

Facilitate retail and services to meet local needs at Boroimhe.

RIDGEWOOD

Ridgewood, located to the south of Swords is a Level 4 'Neighbourhood Centre'. The centre is anchored by a Tesco Express, and also provides a health and child care facility. The centre is a single storey structure with a large amount of surface car parking to the front and is in need of redevelopment and reconfiguration.

Retail Objective 42

Encourage the redevelopment of Ridgewood Local Centre.

CORDUFF

Corduff Shopping Centre is small and poorly designed and suffers from high vacancy levels, absence of an anchor convenience store, poor immediate environment, vandalism, lack of market interest and generally

has an unattractive appearance. However, the shopping centre is well located to meet local needs and its role in the hierarchy. The reconfiguration of floorspace, environmental improvements and the securing of a convenience anchor (possibly a discounter) would improve the position of Corduff Shopping Centre.

Retail Objective 43

Encourage the redevelopment of the underutilised Corduff shopping centre to a more mixed use commercial centre which addresses the road frontage positively.

ROSELAWN

Roselawn Shopping Centre is a freestanding, purpose built, 1970's shopping centre located within an established area of Blanchardstown and is anchored by Tesco. The retail profile of Roselawn is predominantly independent local traders. Roselawn is in need of refurbishment/investment with potential for integration with the underdeveloped adjoining health centre.

Retail Objective 44

Encourage the redevelopment of Roselawn shopping centre and adjoining Health Centre to offer a greater range of integrated facilities.

RATHBEALE

Rathbeale is one of the older Level 4 Neighbourhood Centres. The centre is located to the north west of Swords town centre on the Rathbeale Road and is anchored by Dunnes Stores clothing and homeware store and a supermarket. The centre also houses a public library. Adjacent to the Centre is a small range of smaller shops and non-retail services. The centre does not match the requirements of either the operators or the customers and is in need of redevelopment and modernisation.

Retail Objective 45

Encourage the redevelopment of Rathbeale Local Centre for mixed use development.

LEVEL 5

Retail Objective 46

Sustain and enhance the level of retail and service provision to meet the needs of the local population.



10.0 CORE RETAIL AREAS

Core shopping areas are defined as the area including and immediate to the 'prime pitch'. This is the area which achieves the highest rentals, best yields, and is highest in demand from retailers/operators and highest footfall of shoppers.

The importance of defining the core retail area is based on the application of the 'sequential approach'. In order to apply the sequential approach it is necessary to identify the core retail area.

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

11.0 RETAIL FORMATS

The following retail land use classes used in the Plan are based on the formats set out in the *Retail Planning Guidelines 2005* and the *Retail Strategy for the Greater Dublin Area 2008-2016*.

11.1 RETAIL – LOCAL

Retail Local provides convenience retailing to serve a local catchment and should not exceed 150 sq m net.

11.2 RETAIL – CONVENIENCE

Convenience outlets are single level, partially self service stores with no adjacent car parking, selling food and other convenience items with a net sales area of less than 500 sq m, and a product range less than is carried by a supermarket.

11.3 RETAIL – COMPARISON

Comparison sales outlets are retail outlets which (and may amongst other categories of goods) sell comparison goods. Comparison goods include clothing and footwear, furniture, furnishings and household equipment (excluding non-durable household goods), medical and pharmaceutical products, therapeutic appliances and equipment, educational and recreation

equipment and accessories, books, newspapers and magazines, goods for personal care and goods not elsewhere classified.

11.4 PETROL – FILLING STATIONS

In accordance with Paragraphs 96-98 of the Retail Planning Guidelines, where the provision of retail floorspace for a petrol filling station exceeds 100 sq m net, the application of the sequential approach should apply.

11.5 RETAIL – SUPERMARKET

Retail-Supermarkets are self service stores selling mainly food, with a net sales area less than 2,500 sq m, with or without adjacent car parking. In the Development Plan the land use 'Retail-Supermarket' includes discount foodstores which are described in the Retail Planning Guidelines as being normally up to 1,500 sq m gross. Discount foodstores are recognised as offering an alternative retail offer to the traditional supermarkets extending the existing choice and range of retailing facilities and thus their catchment and trade draw differs from that of traditional retailers. The Retail Planning Guidelines (paragraph 76) suggest that discount foodstores can effectively anchor neighbourhood centres. The preferred location for discount retailing is town centres and neighbourhood centres.

11.6 RETAIL – SUPERSTORE

Superstores are identified in the Retail Planning Guidelines as being single level, self service stores selling mainly food, or food and some non-food goods, usually with at least 2,500 sq m net sales floorspace with dedicated surface car parking.

11.7 RETAIL – HYPERMARKET

Hypermarkets are identified in the Retail Planning Guidelines as being single level, self service stores selling both food and a range of comparison goods, with a net sales floorspace in excess of 5,000 sq m with dedicated surface level car parking.

11.8 RETAIL – FACTORY OUTLET CENTRE

Factory outlet centres are described in the Retail Planning Guidelines as specialising in end-of-line

goods at discount prices. In assessing the retail impact of factory outlet centres, regard will be given to the primacy of town/and other designated centres in accordance with paragraph 65 of the Retail Planning Guidelines.

11.9 RETAIL WAREHOUSES AND RETAIL PARKS

Retail parks typically consist of three or more retail warehousing units and are not generally suitable for town centre locations given the bulky nature of the goods sold and their accessibility requirements. Retail parks should be limited to the sale of **bulky** goods to limit their impact on town centres. In assessing the retail impact of retail parks regard will be given to the primacy of town/and other designated centres in accordance with paragraph 65 of the Retail Planning Guidelines. The Retail Planning Guidelines indicate the individual retail warehouses should be not less than 700 sq m and not greater than 6,000 sq m gross and restricted solely to the sale of **bulky** goods. Applications for retail warehousing will have regard to compliance with the sequential approach. Planning authorities should consider the imposition of conditions to prevent the subdivision of retail warehouses in line with the Retail Planning Guidelines. Retail warehousing will be directed to areas identified by the RW zoning objective (Swords, North Ballymun) and local objectives at Balbriggan and Blanchardstown.

11.10 RETAIL – WAREHOUSE CLUB

Retail Warehouse Clubs or discount clubs combine an element of cash and carry wholesaling with sales to qualifying members of the public. Despite restrictions on who may shop in them or the range of goods that can be sold, these outlets often share many of the characteristics of very large retail outlets.

11.11 NEIGHBOURHOOD/LOCAL CENTRE

Neighbourhood/Local Centres fulfil a strategic role in providing day-to-day and top-up retail facilities for local catchments. Neighbourhood/Local Centres meet basic convenience and lower order comparison requirements commensurate with local need and will not provide a scale of retail attraction which impacts or displaces the position of town centres. Suitable locations for neighbourhood/local centres will be identified as part of the Development Plan through the Local Centre (LC) zoning objective and through the local area plan process. The Retail Planning Guidelines suggest the suitability of discount foodstores as potential anchors for neighbourhood centres subject to paragraph 65 of the Retail Planning Guidelines. The Retail Strategy for the GDA notes that neighbourhood centres generally provide for one supermarket or discount foodstore ranging in size from 1,000 – 2,500 sq m with a limited range of supporting shops (e.g. one or two low range clothes shops with grocery, chemist) and retail services (hairdressers, dry cleaners, DVD rental), cafes and possibly other services such as post offices or community facilities or health clinics grouped together to create a focus for the local population.

11.12 DISTRICT CENTRE

District Centres (defined as being between 10,000 sq m – 20,000 sq m net where appropriate in the GDA) usually comprise groups of shops often containing at least one supermarket (less than 2,500 sq m net) or superstore (2,500 sq m net or greater) and a range of non-retail services, such as banks, building societies, restaurants and local facilities such as libraries. District Centres are not envisaged as providing for large department stores. Suitable locations for District Centres will be identified as part of the Development Plan through the Town Centre (TC) zoning and through the local area plan process and should have high quality access to public transport. District Centres serve catchments of 15-20 minutes drive time from the centre, or in population terms serve catchments of 10,000-40,000.

The Retail Strategy for the GDA states that ‘for a limited number of district/sub-county town centres within level 3, located or proposed for areas of extensive and intense high density development providing for new towns/areas of over 10,000 population, the guideline of a maximum of 20,000 sq m net of retail provision can be extended by 10-15,000 sq m of lettable floor space to reflect the dense urban character of the development and high population located within a short walking distance of the centre-where not already served by an existing centre. Clear justification will need to be included in any City/County retail strategy outlining the case to support such a designation’.

The requirement for District Centres and Neighbourhood Centres will be identified as part of the development plan and local area plan process and will be kept under review.

11.13 LOCAL SUPPORT FACILITIES

Local Support Facilities are appropriate in large employment areas and can contribute to the sustainable development of such areas by providing a small range of uses to serve the needs of employees. In general, individual units should not exceed 150 sq m net but there may be some flexibility for restaurant use where it can be clearly demonstrated that there is a need for a larger unit to serve the local employees. In general Local Support Facilities will be limited to 750 sq m net to ensure its catchment does not extend beyond local employees. The range of uses in Local Support Facilities will be limited to café/restaurant, dry cleaners, ATM and local shop. Local support facilities are envisaged for industrial areas and large centres of employment but are not considered appropriate for retail warehouse/retail parks.

12.0 ASSESSMENT CRITERIA

Applications for new retail development will be accompanied by a Retail Impact Statement where considered appropriate. A development consisting of a significant retail element (i.e. convenience 1,000 sq m net floor space and/or 2,000 sq m net comparison floor space) will generally be accompanied by a Retail Impact Statement.

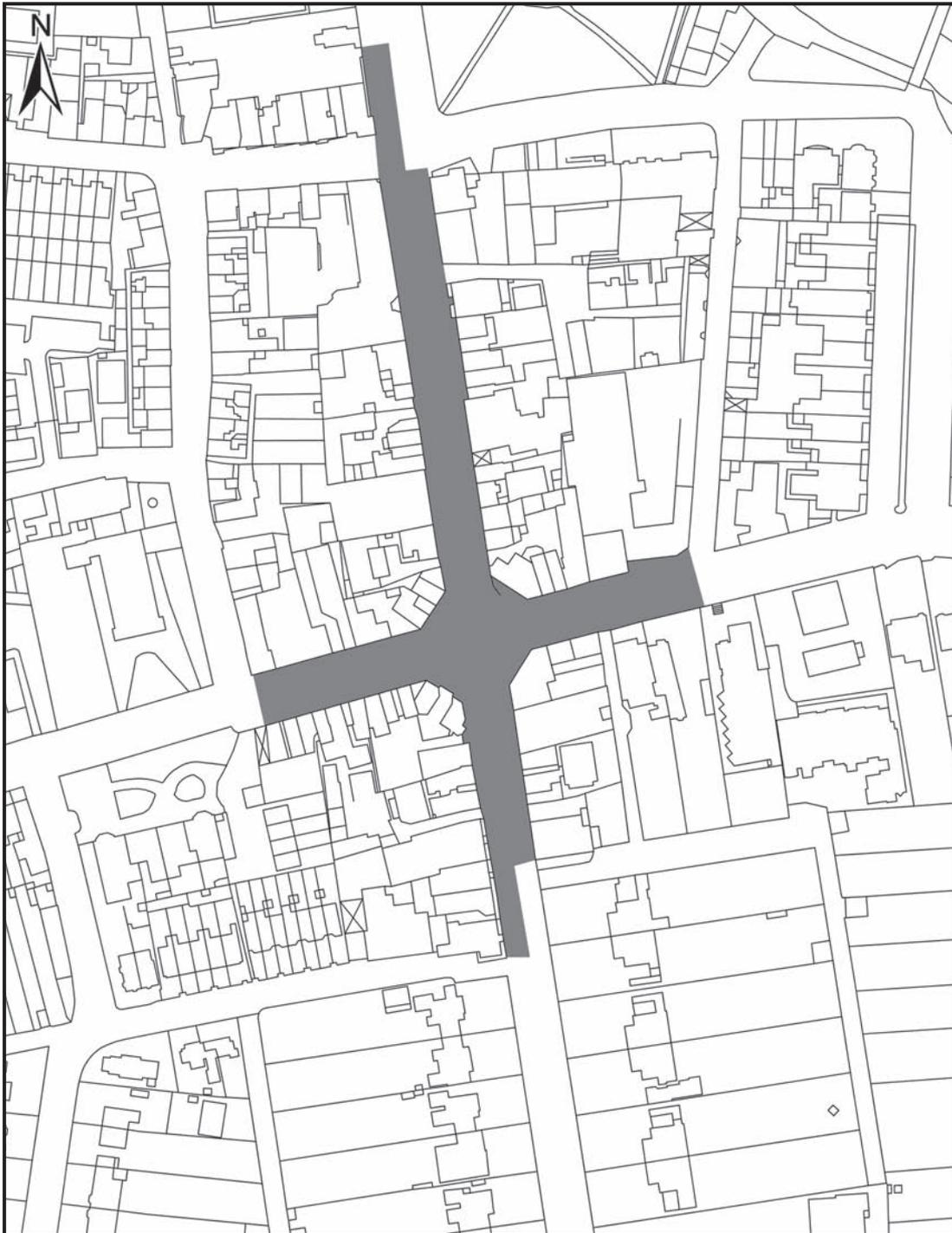
Assessment criteria for retail proposals includes the following:

- Application of the sequential approach; the proposal should demonstrate by supportive evidence what alternative sites were examined and why they were discounted

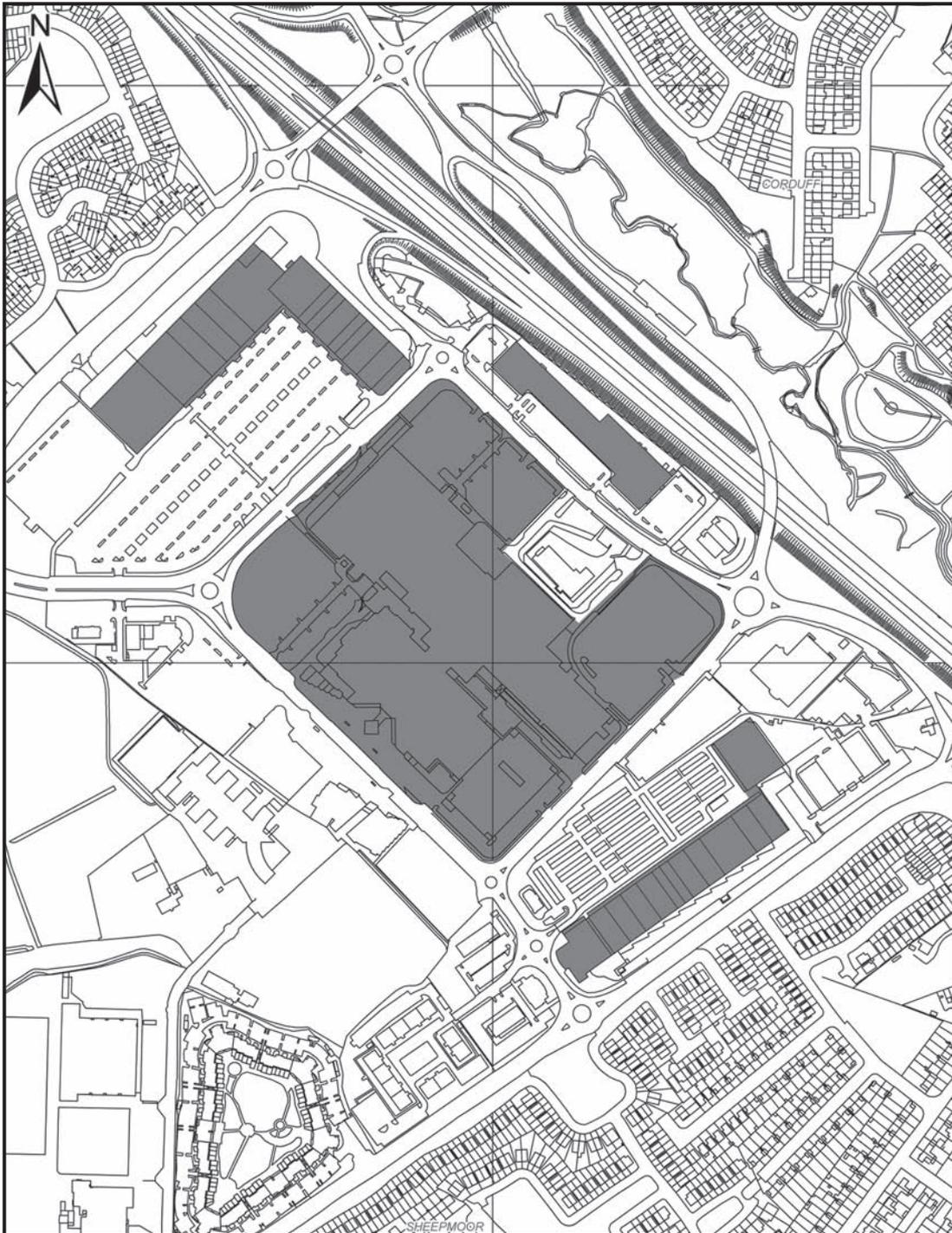
- Assessment of the impact of the proposal (including the cumulative impact) on town and village centres, demonstrating how the proposal will support the long term strategy for the town/village centre
- The demonstrable need for the proposal (including applications to extend neighbourhood/local/district centres where such additional floorspace is deemed to be substantial)
- The use of transparent, objective and up to date information on capacity, impact and baseline data
- The proposal's relationship to any development plan objective
- The contribution of the proposal to town/village centre improvements and regeneration
- The quality of access including the sustainability of the proposal, specifically, its location, and ease of access by foot/bicycle and public transport; the proposal should demonstrate how it links with the commercial centre/retail core to encourage commercial synergy
- The impact of the proposal against the prospects of attracting future private sector investment, and the range of activities and services in the town/village centre
- The role of the proposal in improving the competitiveness of the locality, County and Region,
- Any relevant Development Plan policies

13.0 MONITORING AND REVIEW OF STRATEGY

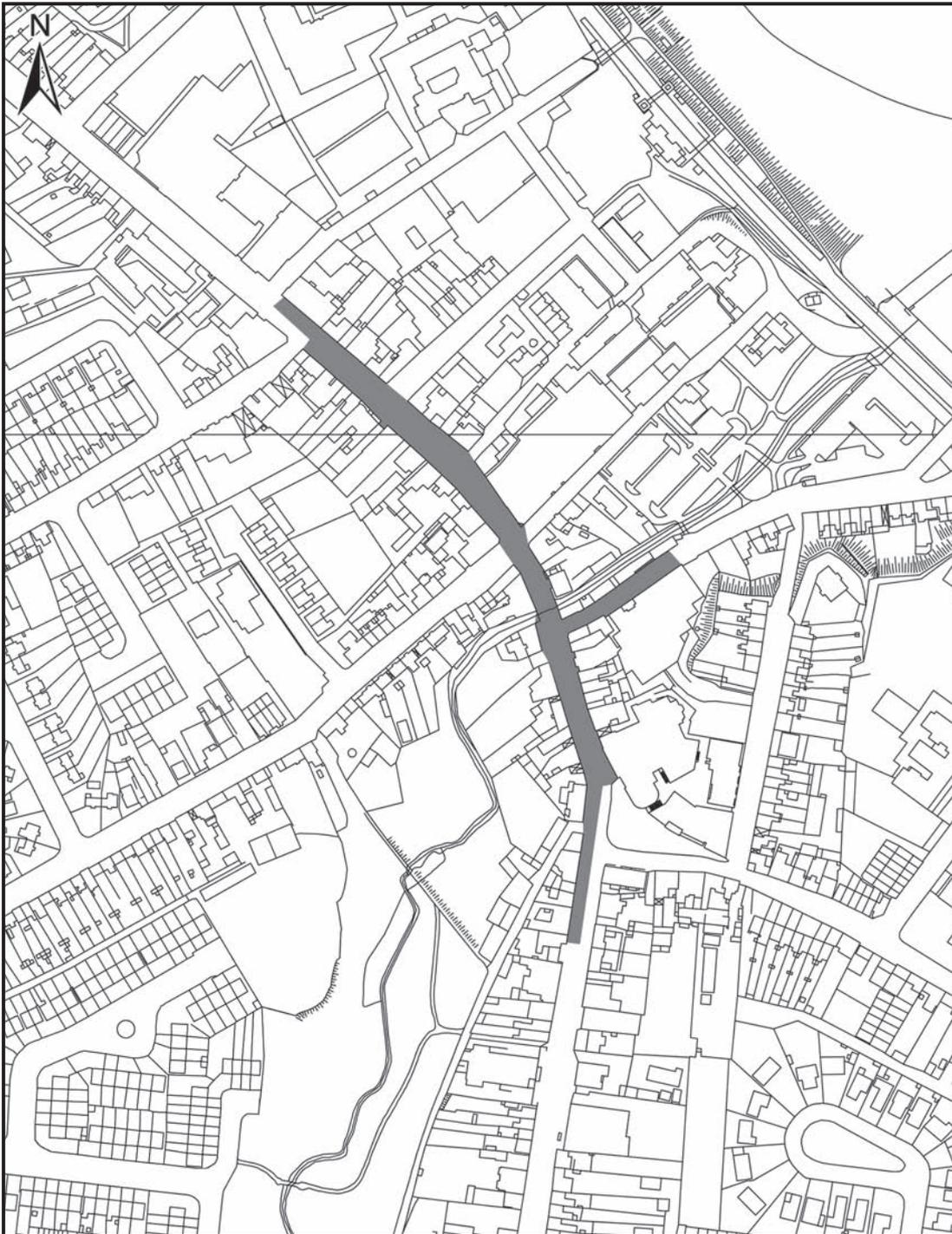
Retail Planning Guidelines for Planning Authorities (2005) recommend that planning authorities regularly monitor trends in their area and update retail policies as appropriate. A monitoring system will be put in place to ensure that any necessary adjustments in policy can be made. The Strategy will therefore be monitored and, if necessary, reviewed to take account of changing economic circumstances which may result in changing consumer demand, as well as regularly reviewing retail developments which come on-line.



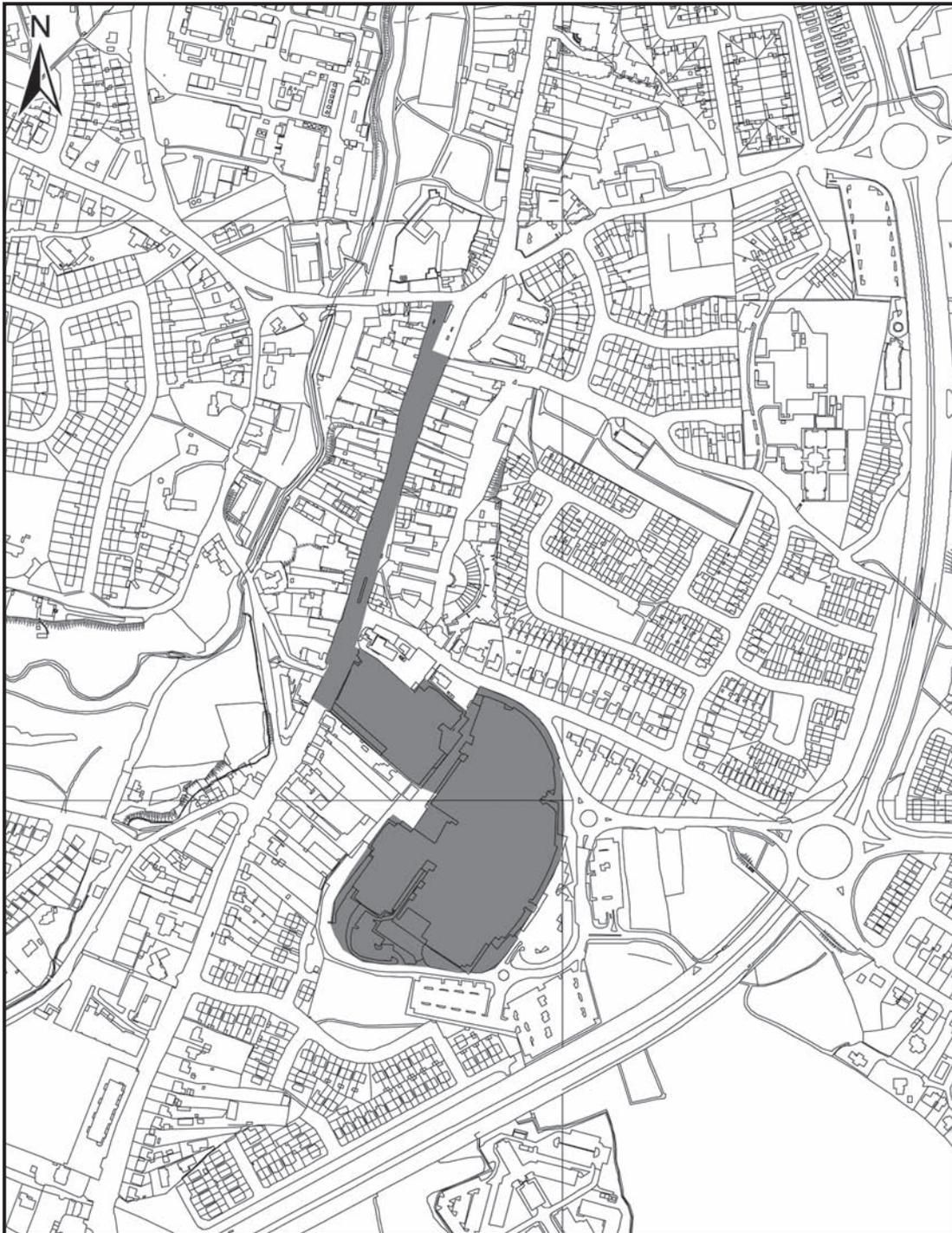
MALAHIDE
CORE RETAIL AREA



BLANCHARDSTOWN
CORE RETAIL AREA



BALBRIGGAN
CORE RETAIL AREA



SWORDS
CORE RETAIL AREA



GLOSSARY

Anchor Store – A store which provides the principle draw in a shopping centre.

Catchment – A geographical area from which trade is typically drawn and/or a development serves.

Consolidation – The principle of focusing development within an existing centre.

Cumulative Impact – The combined impact of development(s).

Extant Permissions – Permitted development(s) which have yet to be built.

Footfall – The measure of shopper activity on a street.

GDA – Greater Dublin Area, the area encompassing the Dublin and Mid-East regions, includes administrative areas of Dublin City, Fingal, South Dublin, Dun Laoghaire Rathdown, Kildare, Wicklow and Meath.

Gross Floor Area (Retail) – The total floor area of a retail development measured from the inside walls, including sales area, boxing area/tills, toilets, canteen, circulation space, staff and storage areas.

Higher Order Comparison – Goods which are normally sold from city centres/large town centres/high street locations and tend to achieve higher sales densities due to the value of the products, including luxury goods and specialist retailing predominantly fashion and furniture operated by national and international multiples and products which normally require a price comparison due to their expense.

Inflow – The diversion of consumer spend to a centre or County.

Leakage/Out Flow – The loss or diversion of consumer spend from a centre or County.

Lower Order Comparison – Goods including hardware/DIY, clothes, pharmaceutical products sold at all levels from city centre to neighbourhood centre level.

Middle Order Comparison – Goods generally sold from town centres and shopping centres. Middle order comparison goods usually a mixture of convenience and specialist goods.

Net Floor Area (Retail) – The total floor space measured from the inside walls, dedicated to sales excluding boxing area/tills, toilets, canteen, circulation space, staff and storage areas.

Prime Pitch – The primary retail area of a centre is the area where pedestrian flows are greatest and competition for representation is greatest and rental values are highest. Prime Pitch areas are typically ground floor units fronting onto the main street/thoroughfare of a shopping centre.

Retail Core – the principle retail area of a town (refers to existing/built).

Retail Hierarchy – A hierarchy of retail centres classified on the basis of their role into which retail development is directed accordingly. The quantum and type of retail directed to a centre is dependant upon the level of the centre in the hierarchy.

Trade Draw – The diversion of trade from a catchment by a retail development(s).



APPENDIX 3

RECORD OF PROTECTED STRUCTURES

NOTE

A review of the Record of Protected Structures will commence in 2011 to consider additions to and deletions from the Record. Owners and occupiers will be notified in writing of these proposals.

The review of the RPS is an ongoing process. Additions to and deletions from the RPS can be made throughout the life of the Development Plan.





RECORD OF PROTECTED STRUCTURES

THE DEFINITION OF A “STRUCTURE” IN THE PLANNING AND DEVELOPMENT ACT 2000 IS:

Any building, structure, excavation, or other thing constructed or made on, in or under any land, or any part of a structure so defined, and

- (a) where the context so admits, includes the land on, in or under which the structure is situate, and
- (b) in relation to a protected structure or proposed protected structure, includes:
 - (i) the interior of the structure,
 - (ii) the land lying within the curtilage of the structure,
 - (iii) any other structures lying within that curtilage and their interiors, and
 - (iv) fixtures and features which form part of the interior or exterior of any structure or structures referred to in subparagraph (i) or (iii)

IN ADDITION TO THE ABOVE THE PLANNING AND DEVELOPMENT ACT 2000 DEFINES A “PROTECTED STRUCTURE” AS:

- (a) a structure, or
- (b) a specified part of a structure,

Which is included in a record of protected structures, and, where that record so indicates, includes any specified feature which is within the attendant grounds of the structure and which would not otherwise be included in the definition.

The review of the RPS is an ongoing process. Additions to and deletions from the RPS can be made throughout the life of the Development Plan.



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
1	Knocknagin Viaduct		off Drogheda Rd	Knocknagin	Rail bridge over River Delvin, also known as Gormanstown Viaduct
2	Knocknagin House		Drogheda Rd (N1)	Knocknagin	House & Outoffices
3	Passage Grave Cemetery		off Drogheda Rd	Bremore	Group of five mounds (incl. group of cairns)
4	Gormanstown Bridge		Gormanstown Rd	Tobersool	Stone bridge over River Delvin
5	St. Brigid's Well		Tobersool Lane	Tobersool	Holy Well
6	Church of Our Lady of the Assumption (RC)		The Square	Commons (Balscadden)	Roman Catholic Church, Graveyard, Enclosure & Gates
7	Balscadden Church (in ruins) & St. Mary's Well		Flemingtown to Tobertown Rd	Tobertown (Balscadden)	Church ruins, Graveyard & Holy Well
8	Former Thatched Dwelling		Flemingtown to Tobertown Rd	Tobertown Commons (Balscadden)	Vernacular building with corrugated iron roof
9	Potential Site			Balscadden	Earthwork
10	Potential Site			Balscadden	Earthwork
11	Lady Well		Flemingtown Lane	Flemingtown	Holy Well
12	Railway Bridge		off Drogheda Rd	Bremore (Balbriggan)	Stone rail bridge over laneway
13	St. Molaga's Church (in ruins) & Graveyard		off Drogheda Rd	Bremore (Balbriggan)	Remains of nave & chancel of church with some decorative stonework
14	Bremore Castle		off Drogheda Rd	Bremore (Balbriggan)	Remains of 16th century medieval stone castle
15	Bremore Lodge		Drogheda Rd	Bremore (Balbriggan)	Thatched dwelling and Out-offices that have been converted and sub-divided into apartments
16	Tankard Ville		Brecan Close	Tankardstown (Balbriggan)	Thatched house converted to commercial use as childcare centre
17	Martello Tower		King Strand, off Bath Rd	Tankardstown (Balbriggan)	19th century circular military stone tower
18	Bath House		King Strand, off Bath Rd	Tankardstown (Balbriggan)	Former stone boat house
19	Chimney of Former Hosiery Factory		Seabanks, off Bath Rd	Tankardstown (Balbriggan)	Free-standing redbrick chimney stack
20	Fingal House (Medical Centre)	2	Drogheda Street	Balbriggan	Façade only of corner building
21		13	Drogheda Street	Balbriggan	Two-storey corner building

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
22	The Fashion Hall	19	Drogheda Street	Balbriggan	Corner building including shop front
23	National Irish Bank	20	Drogheda Street	Balbriggan	Bank building (Former Northern Bank)
24	Reynolds Shop	29	Drogheda Street	Balbriggan	Façade only including timber shop front
25	The Harvest Inn	32-34	Drogheda Street	Tankardstown (Balbriggan)	Façade only of Public House
26		72	Drogheda Street	Tankardstown (Balbriggan)	Façade only of terraced house with decorative mouldings & shop front
27	Peacock House	79	Drogheda Street	Tankardstown (Balbriggan)	Two-storey house recessed from street
28	Marian House		Convent Lane	Balbriggan	Former convent and school building, permission granted for conversion to apartments
29	Chimney of Smyth's Factory		Convent Lane	Balbriggan	Free-standing redbrick chimney
30	Balbriggan Railway Station		Railway Street	Balbriggan	Station building and stone outbuilding
31	Station Masters House		Railway Street	Balbriggan	Former station master's house
32a	Former Smyth's Factory		Railway Street	Balbriggan	Facades of former Hosiery Factory (fourteen-bay three-storey redbrick structure on southern side of Railway Street & decorative plaque on gable)
32b	Former Smyth's Factory		Railway Street	Balbriggan	Facades of former Hosiery Factory (two-bay, two-storey corner building with commemorative medallions on side elevation)
32c	Former Smyth's Factory		Railway Street	Balbriggan	Facades of former Hosiery Factory (seven-bay three-storey redbrick structure on northern side of Railway Street)
32d	Former Smyth's Factory		Railway Street	Balbriggan	Facades of former Hosiery Factory (six-bay, two-storey Kendal Cleaners building with blank medallions & decorative plaque facing Balbriggan Railway Station)
33	Former Gallen's Factory		Mill Street	Balbriggan	Former Cotton & Linen Factory now within complex of apartments and commercial units
34	Old Mill Bridge		Old Mill Road	Coolfores	Road bridge over River Delvin
35	RNLI Boathouse		Balbriggan Harbour	Balbriggan	Former Lifeboat House, in arch of Balbriggan Viaduct
36	Viaduct		Balbriggan Harbour	Balbriggan	Eleven-arch railway viaduct over harbour
37	Lighthouse		Balbriggan Harbour	Balbriggan	Tapered circular lighthouse
38	Balbriggan Harbour			Balbriggan	18th century harbour with two limestone piers and seawall

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
39		30	Clonard Street	Balbriggan	Façade only of 2-storey house (excluding garages to east)
40		11	Bridge Street	Balbriggan	4-storey over basement structure with decorative window mouldings
41		19	Bridge Street	Balbriggan	2-storey over basement structure with canopied shop front
42	Court House		Georges Square	Balbriggan	Two-storey stone courthouse on corner site
43	Allied Irish Bank	1	Georges Square	Balbriggan	Bank building
44		7	Georges Square	Balbriggan	19th century former residence, now offices
45		8	Georges Square	Balbriggan	19th century former residence, now offices
46	Carnegie Library		Georges Square	Balbriggan	Redbrick library on corner site with turreted clock tower
47		11	High Street	Balbriggan	19th century terraced house
48	Kincora	39	High Street	Balbriggan	Victorian Gothic Revival style house
49	Bedford House		Georges St/Church St.	Balbriggan	Five-bay three-story-over basement building. Former Vicarage/Rectory now Nursing Home with modern extension to side and rear
50	Roscarrig	3	Georges St/Church St.	Balbriggan	19th century semi-detached house
51	Georgeville	5	Georges St/Church St.	Balbriggan	19th century semi-detached house
52	St. George's Church (C of I)		Georges St/Church St.	Balbriggan	Gothic Revival Church of Ireland church
53	Croom House		Seapoint Lane	Balbriggan	19th century house
54	Maryville/McAvinue House		Seapoint Lane	Balbriggan	19th century semi-detached house
55	Seapoint House		Seapoint Lane	Balbriggan	Early 19th century house with bowed extension
56	Former Foresters Hall	17	Hampton Street	Balbriggan	Detached house with mouldings to front elevation
57	St. George's National School & Schoolhouse		Hampton Street	Balbriggan	Mid-19th century School, School Masters house & stone boundary wall
58		2	Dublin Street	Balbriggan	Early 19th century house (excluding modern lean-to shop extension)
59	Balbriggan Clubs Community Centre	23	Dublin Street	Balbriggan	Façade only of Art Deco former cinema
60		39	Dublin Street	Balbriggan	Façade only of Art Deco former garage
61		40	Dublin Street	Balbriggan	Corner building at junction with Market Green & Dublin St.
62	St. Peter & Paul's Church		Dublin Street	Balbriggan	Mid-19th century Roman Catholic Church

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
63	Parochial House	90	Dublin Street	Balbriggan	Early 20th century Parochial House to St. Peter's & Paul's Catholic Church
64	Former Corn Mill		Vauxhall Street	Balbriggan	Four storey former mill, now an apartment block
65	Market House		Market Green	Balbriggan	Early 19th century former market house
66		1	The Bower, Fancourt	Balbriggan	One of two pairs of semi-detached mid-19th century houses
67		2	The Bower, Fancourt	Balbriggan	One of two pairs of semi-detached mid-19th century houses
68		3	The Bower, Fancourt	Balbriggan	One of two pairs of semi-detached mid-19th century houses
69		4	The Bower, Fancourt	Balbriggan	One of two pairs of semi-detached mid-19th century houses
70	Corn Mill		Mill Lane	Stephenstown	Former Mill (in ruins)
71	Mill Dam		Mill Lane	Stephenstown	Part of historic mill complex
72	Mill Race		Mill Lane	Stephenstown	Part of historic mill complex
73	Lady Well			Stephenstown	Holy Well
74	Castle (in ruins)			Stephenstown	Foundations of square tower house
75	Chapel site		Folkstown Lane	Folkstown Little	Archaeological site
76	Well		Folkstown Lane	Stephenstown	Possibly holy well
77	Ring ditch		Matt Road	Stephenstown	Earthwork
78	Inch House		Matt Road	Inch	18th century House & Out-offices
79	Potential Site		Matt Road	Inch	Earthwork
80	Blackhall House		Dublin Road	Blackhall (Balrothery)	Mid-19th century house on elevated site
81	Holy Well		Old Coach Road	Balrothery	At side of house in village of Balrothery
82	Mound		Matt Road	Inch (Balrothery)	Earthwork
83	Church Tower			Balrothery	Medieval tower of Balrothery Church
84	Balrothery Church (Former C of I)		Old Coach Road	Balrothery	Church, Inscribed Stone, Graveyard Walls & Gates
85	Castle Tower House			Glebe South (Balrothery)	Tower House adjacent to Balrothery Church
86	Standing Stone		Old Coach Road	Rosepark (Balrothery)	In middle of housing development in Balrothery village
87	Holy Well & Potential Site		Old Coach Road	Rosepark (Balrothery)	In middle of housing development in Balrothery
88	Tara House		Old Drogheda Road	Glebe South (Balrothery)	Formerly Glebe House overlooking Balrothery
89	Ring-ditch			Gibbonsmoor (Balrothery)	Earthwork



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
90	Reservoir & Sluices		off Old Drogheda Road	Knock (Balrothery)	Known locally as Wavin Lake or Bowhill Lake
91	Hampton Hall Farm		Hampton Lane	Hampton Demesne	Former outbuildings of Hampton Hall
92	Hampton Hall		Hampton Lane, off Dublin Road	Hampton Demesne (Balbriggan)	Six-bay two-storey house, former home of Hamilton family
93	Ring-ditch			Hampton Demesne	Earthwork
94	Ardgillan House			Ardgillan Demesne	Castle, ice-house, walled garden, grounds & Former Steward's House (excluding later extension)
95	Ringfort possible site			Kilsough	Earthwork
96	Enclosure Site		Grogan Lane	Balscadden	Earthwork
97	Whitestown House		Toberstown Road	Whitestown (Balscadden ED)	19th century House, outbuildings, walled enclosure, entrance gates & 2 gate lodges
98	Ringfort		Toberstown Road	Grange (Balscadden)	Platform type ringfort enclosed by slight fosse
99	Grange Mount House		Tobertown Road	Grange (ED Balscadden)	19th century House & gate lodge
100	Ring-Ditch		Doolagh Road	Doolagh	Earthwork
101	Reynoldstown House		Naul Road	Reynoldstown	House, Lodge, Gates & Piers
102	Naul House		Naul Road	Naul	Fine stone 19th century house and outbuildings
103	Lady Well		Balbriggan Road	Naul	Holy Well
104	Church (in ruins) & Cross site		Drogheda Road	Naul	Remains of small chapel dated 1710 & graveyard
105	Castle		Drogheda Road	Naul	Remains of stone tower, known as "The Black Castle"
106	Naul Bridge		Drogheda Road	Naul	Stone road bridge over River Delvin
107	Watermill		Drogheda Road	Naul	Former Naul Mill complex converted and subdivided into apartments
108	Seamus Ennis Centre		Main Street	Naul	Curved eight-bay thatched structure
109	Nativity of Our Lady Church (RC)		Main Street, Naul	Westown (Naul)	Early 19th century Roman Catholic Church
110	Reservoir		Lecklinstown Lane	Hynestown	Man-made reservoir
111	Dam, Weirs & Valve Tower		Moonlowe Lane, Off Naul Rd	Hynestown	Associated with reservoir
112	Mounds		Lecklinstown Lane	Kitchenstown	Group of three burial mounds
113	Mounds		Lecklinstown Road	Knockbrack	Group of mounds
114	Ringfort possible site		Naul Road	Loughmain/Cabinhill	Earthwork

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
115	Mound		Naul Road	Westown	Bell Barrow (burial mound) on hilltop
116	Enclosure site		Fourknocks Road	Westown	Earthwork
117	Cockles Bridge		Clonalvy Road	Glebe East	Stone road bridge over river
118	Garristown Bridge		Ardcath Road	Commons Upper	Stone road bridge over River Delvin
119	Thatched Dwelling		off Ardcath Road	Commons Upper (Garristown)	Three-bay single-storey thatched house
120	Ringfort		off Ardcath Road	Commons Upper	Earthwork
121	Church (in ruins), Graveyard & Whetstone		Chapel Road /Watery Lane	Garristown	Remains of 19th century church & older graveyard
122	Church of the Assumption (RC)		Main Street	Garristown	Roman Catholic Church
123	Carnegie Library		Main Street	Garristown	Single storey limestone library building
124	Thatched Dwelling		Dublin Road	Garristown	Four-bay single-storey thatched dwelling with galvanised extension
125	Windmill (in ruins)		Windmill Road/ Ashbourne Road	Garristown	Remains of base of circular stone windmill, dated 1736
126	Mound		Adamstown Road	Garristown	Semi-circular mound, 1.5m high, cut by field boundary
127	Garristown Barrow		Newtown Lane	Newtown (Garristown)	Barrows are earthen burial mounds
128	Laurel Mount		Borranstown Road	Borranstown	Nine-bay single-storey house with doric porch
129	Ballymadun Church (in ruins) & Graveyard		Ballymadun Road	Glebe (Garristown)	Church with high square tower is in ruins, in graveyard enclosure
130	St. Joseph's Church (RC)		Ballymadun Road	Ballymadun	19th century catholic church
131	Ringfort and site of armorial stone		Ballymadun Road	Ballymadun	Limestone plaque with coat of arms was sited on lands of property called "The Court"
132	Enclosure site		off Cornstown Road	Cornstown	Earthwork
133	Ringfort possible site		Fieldstown to Garristown Rd	Wyestown	Earthwork
134	Potential Site			Palmerstown	Earthwork
135	Church (in ruins), Graveyard & Holy Well		Fieldstown to Garristown Rd	Palmerstown	Remains of medieval church in circular burial ground. Holy well is small pool to south
136	Mound site		Ashgrove Road	Jordanstown	Earthwork



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
137	Potential Site		Ashgrove Road	Jordanstown	Earthwork
138	Thatched Cottage		Adamstown Cross Roads	Adamstown	Four-bay single-storey thatched dwelling with modern extension to rear
139	Burial Mound		Knocklyon Lane	Adamstown	Earthwork in fields at end of lane
140	Ringfort Site		Grallagh Road	Grallagh	Earthwork
141	Grallagh Church (in ruins) & St. Michael's Well		Ashgrove Road	Grallagh	Church, Graveyard & Holy Well
142	St. John's Well		Ashgrove Road	Cottrelstown	Holy Well south of Grallagh Church
143	Trallie House		Naul Road	Grallagh	Five-bay two-storey 19th century house & Outbuildings
144	Enclosure site		Naul Road	Browns Cross	Earthwork
145	Clonmethan Glebe		Naul Road	Glebe Clonmethan (Oldtown)	Early 19th century former glebe house
146	Former St. Mary's Church of Ireland (in ruins)		Naul Road	Glebe (Clonmethan)	Church 'Site of' (also known as Clonmethan Church), outside Oldtown
147	Outbuildings of Wyanstown House		Browns Cross – Ballyboghil Rd	Wyanstown	Fine stone barns and out offices. Excluding modern house on site of original house
148	Ringfort		Browns Cross – Ballyboghil Rd	Leastown	Impressive ringfort (2m high), outer ditch has been filled in
149	Westpalstown Church (in ruins)		Newtown Lane	Westpalstown	Church, Graveyard & Building
150	Ringfort Site		Drishoge Lane	Grange (Ballyboghil)	Earthwork
151	The Grange		Drishoge Lane	Grange (Ballyboghil)	Three-bay single-storey bonneted thatched dwelling with modern extensions
152	Genista Cottage		Drishoge Lane, Ballyboghil	Drishoge	Three-bay two-storey thatched dwelling with bonneted gable
153	Thatched Dwelling		Drishoge Lane	Drishoge	Five-bay single-storey thatched dwelling
154	Church of the Assumption (RC)		Main Street	Grange (Ballyboghil)	19th century catholic church
155	Church (in ruins) & Graveyard		Main Street	Ballyboghil	Remains of large medieval church & graveyard which is still in use
156	Enclosure Site		Naul Road	Ballyboghil	Earthwork

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
157	Ring Barrows		Ballyboghil to Devines Cross Road	Broomfield	Group of three ring barrows (burial mounds)
158	Motte possible		Mallahow Road	Mallahow	Oval mound (4m high)
159	St. Canice's Church (RC)		Mallahow Road	Damastown	Five-bay Roman Catholic Church with bellcote
160	St. Kenny's Well		Naul Road	Hollywood Great	Holy Well
161	Church (in ruins)		Hollywood Road	Hollywood Great	Church in ruins with walled graveyard which is still in use
162	Possible Barrow		Hollywood Road	Hollywood Great	Low circular flat-topped mound (.75m high)
163	Ring-ditch site			Walshestown	Earthwork
164	Ringfort possible site		Bairickard Road	Bairickard	Earthwork
165	Ring-ditch site			Walshestown	Earthwork
166	Enclosure site			Walshestown	Earthwork
167	Enclosure site			Rowans Little	Earthwork
170	Mound site		off Hollywood Road	Parnelstown	Earthwork
171	Cosy Cottage		Knightstown Road	Johnstown	Three-bay single storey thatched dwelling with slated extension
172	Mound site			Jordanstown	Earthwork, possible motte
173	Enclosure			Jordanstown	Earthwork
174	Potential site			Rowans Big	Earthwork
175	Ringfort possible site		Balrothery to Man O'War Rd	Darcystown/Hynespark	Earthwork
176	Thatched Dwelling		New Lane, Balbriggan	Darcystown	Four-bay single-storey thatched dwelling with extension
177	Cist		Grange Road	Baltrasna	Cists are burials built with stone slabs
178	Mound Site of			Barnageeragh	Earthwork
179	Mound			Barnageeragh	Possible cairn
180	Thatched Dwelling		Skerries Road	Barnageeragh	Four-bay single-storey thatched dwelling
181	Ringfort (Rath/Cashel)			Ardla	Earthwork
182		42	Quay Street	Townparks (Skerries)	Four-bay single-storey thatched dwelling with modern dormer extension to rear roof slope
183	Skerries Harbour			Townparks (Skerries)	18th century limestone pier
184	Lifeboat Station		Harbour Road	Skerries	Original stone boathouse replaced with new lifeboat house
185		28	Harbour Road	Skerries	Former Lightkeeper houses. One of terrace of four



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
186		29	Harbour Road	Skerries	Former Lightkeeper houses. One of terrace of four
187		30	Harbour Road	Skerries	Former Lightkeeper houses. One of terrace of four
188		31	Harbour Road	Skerries	Former Lightkeeper houses. One of terrace of four
189	Martello Tower		Harbour Road, Red Island	Townparks (Skerries)	19th century circular military stone tower
190	Slieve Donard	12	Harbour Road	Skerries	Two-storey house with decorative external mouldings & balcony
191	Skerries Railway Station		Station Road	Skerries	Railway Station Buildings & Signal Box
192	Station Masters House		Station Road	Skerries	Former Station Master's House
193	The Gladstone Inn	16	The Cross	Skerries	Public House with historic shop front
194		19	Thomas Hand Street	Townparks (Skerries)	Six-bay single-storey thatched dwelling
195		5	Convent Lane	Townparks (Skerries)	Three-bay single-storey thatched dwelling
196	Seasons	11	Strand Street	Skerries	Building with traditional shop front. Former Post Office
197	Hamilton Monument		Strand Street	Skerries	Obelisk-style monument
198	Ivetta	34	Strand Street	Skerries	House with decorative external plasterwork
199	Wesleyan Methodist Church		Strand Street	Skerries	Double-height stone church
200	Garda Station	90	Strand Street	Skerries	Semi-detached two-storey four-bay former house
201	Carnegie Library	80	Strand Street	Skerries	Detached limestone library building with projecting tower
202	St. Patrick's Church (RC)		Strand Street	Skerries	Detached early 20th century Catholic Church & belfry of 19th century church
203	The Red Bank Restaurant	7	Church Street	Skerries	Redbrick three-bay two-storey former bank with dormer attic
204	Nealon's Public House	12	Church Street	Skerries	Public House with traditional timber pub front
205		17	Church Street	Skerries	Five-bay single-storey thatched dwelling
206		21	Church Street	Skerries	House with traditional timber shop front
207	Seapark	39	Church Street	Townparks (Skerries)	Five-bay three-storey house
208		65	Church Street	Skerries	Three-bay two-storey house
209	The Coast Inn	66 – 67	Church Street	Skerries	Two adjoining two-and three-bay two-storey structures with traditional shop front & pub front
210		78	Church Street	Skerries	Five-bay single-storey thatched dwelling with modern extension to rear

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
211		5	New Street	Skerries	Three-bay single-storey terraced house with decorative external plasterwork
212		17	Little Strand Street	Townparks (Skerries)	Three-bay two-storey 19th century house
213	Ivy House	42	Holmpatrick	Townparks (Skerries)	Three-bay two-storey 19th house with projecting timber entrance porch
214		1	Holmpatrick Terrace	Skerries	Terrace of eleven buildings – No. 1 is one of pair of two-bay two-storey houses
215		2	Holmpatrick Terrace	Skerries	Terrace of eleven buildings – No. 2 is one of pair of two-bay two-storey houses
216		3	Holmpatrick Terrace	Skerries	Terrace of eleven buildings – No. 3 is one of three three-bay single-storey houses
217		4	Holmpatrick Terrace	Skerries	Terrace of eleven buildings – No. 4 is one of three three-bay single-storey houses
218		5	Holmpatrick Terrace	Skerries	Terrace of eleven buildings – No. 5 is one of three three-bay single-storey houses
219		6	Holmpatrick Terrace	Skerries	Terrace of eleven buildings – No. 6 is three-bay two-storey house with oriel window
220		7	Holmpatrick Terrace	Skerries	Terrace of eleven buildings – No. 7 is three-bay single-storey house
221		8	Holmpatrick Terrace	Skerries	Terrace of eleven buildings – No. 8 is three-bay two-storey house with oriel window
222		9	Holmpatrick Terrace	Skerries	Terrace of eleven buildings – No. 9 is three-bay single-storehouse
223		10	Holmpatrick Terrace	Skerries	Terrace of eleven buildings – No. 10 is one of pair of two-bay two-storey houses
224		11	Holmpatrick Terrace	Skerries	Terrace of eleven buildings – No. 11 is one of pair of two-bay two-storey houses
225	Church (in ruins) & Graveyard		Millers Lane	Townparks (Skerries)	Ecclesiastical Remains, remains of bell tower & old graveyard
226	Holmpatrick Church of Ireland Church		Millers Lane	Skerries	19th century Anglican church and graveyard



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
227	Kibe Well		Mill Hill	Townparks (Skerries)	Holy well
228	Skerries Mill		Mill Hill	Townparks (Skerries)	Former watermill building & complex, incl. mill race, millpond, sluice and water wheel
229	The Great Windmill		Mill Hill	Townparks (Skerries)	Restored circular windmill, rendered with mansard roof & five sails
230	The Small Windmill		Mill Hill	Townparks (Skerries)	Restored windmill, unrendered with thatched conical roof & four sails
231	Rail Bridge		Dublin Road	Townparks (Skerries)	Bridge over Road
232	Engine House		Roadstone Skerries Quarry, Dublin Road	Milverton	Single-storey stone building with bell-cote, linked to port-a-cabins
233	Burial(s) Site of			Milverton	Earthwork
234	Front Lodge		Milverton Demesne, Grange Road	Milverton	Main Gatelodge and entrance gates & piers of Milverton Demesne
235	Balcunnin Lodge		Milverton Demesne, Skerries Road	Milverton	Gatelodge and entrance gates & piers of Milverton Demesne
236	St. Movee's Lodge		Milverton Demesne, Balcunnin Road	Milverton	Lodge & gates of Milverton Demesne. Opposite road to Home Farm, with St. Mobhi's cemetery to south
237	Church Field Lodge		Milverton Demesne, Balcunnin Road	Milverton	Lodge & gates of Milverton Demesne. One of pair of lodges near Milverton School, this is lodge on north side of gates
238	South Field Lodge		Milverton Demesne, Balcunnin Road	Milverton	Lodge & gates of Milverton Demesne. One of pair of lodges near Milverton School, this is lodge on south side of gates
239	Stables & Outbuildings of Milverton House		Milverton Demesne	Milverton Demesne	Quality cut stone stables and outbuildings of Milverton House
240	St. Mobhi's Church (in ruins) & Graveyard		Balcunnin Road	Grange (Holmpatrick)	Remains of base of church & graveyard, in grounds of Milverton Demesne
241	St. Mobhi's Well		Balcunnin Road	Grange (Holmpatrick)	Holy Well, in grounds of Milverton Demesne
242	Home Farm		St. Monica's Road	Killalane	Five-bay two-storey house and fine cut stone outbuildings
243	Lady Well		Baldongan Road	Balcunnin	Holy Well – stone structure fed by stream
244	Courtough House & Cottage complex			Courtough	Remains of Courtough House (former Man O'War Coachhouse) plus Courtough cottage & walled enclosure

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
245	Baldongan Church (in ruins) and Tower			Baldongan	Stone remains of 15th century church, graveyard and site castle
246	Bridge		Featherbed Lane	Ballykea	Road bridge over railway line
247	Lime Kiln (double)		Curkeen Hill	Ballykea	Stone remains of double limekiln
248	Lime Kiln		off The Mine Road	Popeshall	Remains of stone lime kiln
249	'Harbour View'		Loughshinny Harbour	Loughshinny	Three-bay single-storey thatched dwelling
250	Boathouse		Loughshinny Harbour	Loughshinny	Single-bay single-storey stone boathouse
251	Lizzie's Cottage		Skerries Road	Carnhill	L-shaped single-storey thatched dwelling & Out-offices
252	Promontory Fort		off Skerries Road	Drumanagh	Archaeological site
253	Martello Tower		off Skerries Road	Drumanagh	19th century circular military stone tower
254	Castle (in ruins)		Skerries Road	Rush Demesne	Remains of tower house
255	Balluster Lodge		Skerries Road	Rush Demesne	House, gates & gate piers
256	Church (in ruins) & Graveyard		Skerries Road	Rush Demesne	Church (in ruins) in graveyard enclosure
257	St. Catherine's Well		Skerries Road	Rush Demesne	Holy Well
258	Portico of Kenure Park House			Rush Demesne	Portico, in open space at centre of housing estate
259	Passage Tomb & Cist		off Skerries Road	Rush	Stone burial sites
260	Kenure Church of Ireland Church		Skerries Road	Rush	19th century Church of Ireland Church
261	Cricknet clubhouse		Skerries Road	Rush	Former lodge of Kenure Park
262	Parsonage of Kenure C of I Church		Skerries Road	Rush	Parsonage & Enclosure, including Gates & Railings
263	Thatched Dwelling		Skerries Road	Rush	Four-bay single-storey thatched dwelling with long extension to side
264	Old Kilbush House		Kilbush Lane	Rush	Seven-bay single-storey thatched dwelling with attic storey
265	Martello Tower		Tower Street	Rush	19th century circular military stone tower
266		16	Lower Main Street	Rush	Five-bay two-storey thatched dwelling
267		14	Upper Main Street	Rush	Four-bay single-storey thatched dwelling adjoining post office
268	Shamrock Cottage		Sandy Road	Rush	Four-bay single-storey thatched dwelling at junction of Sandy Rd & Main St.
269	Tigin		Sandy Road	Rush	Two-bay single-storey thatched dwelling, near junction with Main Street

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
270	Thatched Structure		Sandy Road	Rush	Three-bay single-storey former thatched shop adjacent to "Tigin" and "Shamrock Cottage"
271	Thatched Dwelling		Sandy Road	Rush	Three-bay single-storey thatched dwelling opposite Presbytery & Former St. Maur's Church at Chapel Green
272	Rush Library		Chapel Green	Rush	Former 19th century Roman Catholic Church, converted to public library
273	Gatelodge of Kenure Park		Whitestown Road	Rush Demesne	Gateway, Piers, Railings & Lodge
274	Well		Farren's Lane	Rush	Well at ford
275	Tobar Caitlin Holy Well		Bawn Road	Rush	Holy Well
276	Windmill (in ruins)		Chapel Green	Rush	A stabilised ruin in open mounded green in middle of Rush
277	'Millbank'		Chapel Green	Rush	L-shaped single-storey thatched dwelling
278		6	Channel Road	Rush	Thatched Dwelling
279	St. Maur's Church (in ruins)		Whitestown Road	Whitestown (Rush)	Church (in ruins) & Graveyard
280	Bridge & Sluice		Whitestown Road	Whitestown (Rush)	Stone arched road bridge over mill stream
281	St. Maur's Well		Spout Road	Whitestown (Rush)	Holy Well
282	Whitestown Mill (former)		Whitestown Road	Whitestown (Rush)	Corn Mill, Sluice & Millrace
283	Whitestown House		Whitestown Road	Whitestown (Rush)	Former mill owners house
284	Knockdromin House		Rush to Lusk Road	Beau	Main house, plus outbuildings, gatelodge and gates
285	Cist		Rush to Lusk Road	Beau	In grounds of Knockdromin House, cist is a burial of stone slabs
286	Bridge		Rogerstown Lane New	Rogerstown	Rail Bridge over road
287	Bridge		Rogerstown Lane Old	Rogerstown	Road Bridge over Rail
288	Lusk & Rush Station			Effelstown (Rush)	Railway Station Buildings, Pedestrian Bridge & Signal Box
290	Stable & Coachhouse Complex		Horestone Road	Effelstown	Stone stable & farm buildings
291	Enclosure			Effelstown	Earthwork
292	Bridge			Tyrrelstown Big	Road bridge over Rail
293	Lusk House		Station Road	Racecourse Common (Lusk)	Exterior only of three-bay two-storey house
294	Remount House		Station Road	Racecourse Common (Lusk)	Exterior only of redbrick two-storey house excluding garden sheds
295	Clay Cottage		Dublin Road, Lusk	Ballough (Part of)	Four-bay single-storey thatched dwelling on road leading into Lusk village from Dublin

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
296	Fingal House		The Square/Main Street	Lusk	Exterior only and entrance hall of 19th century building
297	Former St. Maccullin's Church of Ireland Church		Church Road	Lusk	Former 19th century church structure now a community centre & Graveyard
298	Tower of St. Maccullin's C of I Church		Church Road	Lusk	Medieval Church Tower (incl. early Christian Round Tower & effigial tombs)
299	Former Lusk Post Office		Post Office Road	Greatcommon (Lusk)	Exterior only of former Post Office, now residence
300	Chaplain's House		Chapel Road	Greatcommon (Lusk)	Exterior only of early 20th century house
301	St. Maccullin's Church (RC)		Chapel Road	Lusk	Church, Graveyard, Enclosure & Gates
302	Former Lusk National School		Chapel Road	Greatcommon (Lusk)	Exterior only of 19th century former school
303	Lusk Community Hall		The Green	Greatcommon (Lusk)	Former Carnegie Library built 1908
304	Site of Monastic Complex		The Green	Regles (Lusk)	Covered by greenhouses to rear of buildings on The Green
305	Mound		Quickpenny Lane	Regles (Lusk)	Earthwork
306	Rose Cottage		Skerries Road	Greatcommon	Five-bay single-storey thatched dwelling on Skerries to Lusk Rd
307	Enclosure Site		Lusk to Skerries Road	Collinstown	Earthwork
308	Castle site		Lusk to Skerries Road	Collinstown	Archaeological site
309	Glebe House		Ministers Road	Lusk	Former Glebe House & Out-offices
310	Mound			Ballough	Earthwork
311	Thatched Dwelling		Drogheda Road, Lusk	Corduff (part of)	Detached four-bay single-storey thatched dwelling in gated vernacular complex
312	Thatched Dwelling		Drogheda Road, Lusk	Corduff Hall	Four-bay single-storey semi-detached former thatched dwelling
313	Corduff House		Drogheda Road (N1)	Corduff	House, Outbuildings, Entrance Gates & Piers, & cast-iron wall-mounted post-box in gate pier
314	Thatched Dwelling		School Lane, Lusk	Corduff (Hackett)	Four-bay single-storey thatched dwelling
315	Thatched Dwelling		Drogheda Road, Lusk	Corduff (Hackett)	Three-bay single-storey thatched dwelling in village of Corduff
316	St. Catherine's Well			Staffordstown	Holy Well 'site of'
317	Bridetree Well			Bridetree	Site of Holy Well
318	Mound & Long Cist			Ballealy West	Earthwork
319	Earthwork			Newtowncorduff	Earthwork
320	Burial			Coldwinters	Earthwork



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
321	Lady's Well & St. Bridget's Well		Ballyboghil Road	Gracedieu	Site of Holy Wells (2) & Mound. Associated with Gracedieu Nunery
322	Nunnery (in ruins)		Ballyboghil Road	Gracedieu	Remains of monastic site (Priory of St. Mary) and two Grave-slabs
323	St. Bridget's Well		off Baldurgan Lane	Baldurgan	Holy Well in a field
324	Mound		Naul Road	Belinstown/Skidoo	Earthwork
325	Fieldstown House		Fieldstown to Oldtown Road	Fieldstown	18th century country house & stone outbuildings
326	St. Catherine's Church (in ruins)		Fieldstown to Oldtown Road	Fieldstown	Trace above grounds of ecclesiastical remains, church, graveyard & enclosure
327	St. Catherine's Well		Fieldstown to Oldtown Rd	Fieldstown	Holy Well
328	Ringfort		Fieldstown to Swords Rd	Newbarn	Earthwork
329	Mound		Fieldstown to Swords Rd	Newbarn	Earthwork
330	Rowlestown House		Rowlestown Village	Rowlestown	House, Out-offices, Gates & Piers
331	Detached House & former thatched cottage		Rowlestown Village	Rowlestown West	Three-bay two-storey house, plus stable yard, single-storey former thatched cottage and outbuilding just south of Rowlestown House
332	St. Brigid's Church (RC)		Rowlestown Village	Rowlestown East	19th century Catholic Church
333	Rowlestown Bridge		Rowlestown Village	Rowlestown East	Stone road bridge over Broadmeadow River
334	Corn Mill Complex & House		Rowlestown Village	Killossery	Mill complex in ruins & former thatched dwelling
335	Killossery Church (in ruins)		Rowlestown Village	Killossery	Ecclesiastical remains, church, font, graveyard & enclosure
336	Lispopple Bridge			Lispopple	Road Bridge over Broadmeadow River
337	Roganstown House		Naul Road	Roganstown	House, out-offices, lodge & gates
338	Rathbeale Hall		Rathbeale Road	Rathbeal (Swords)	Main house plus outbuildings & gatelodges (x2)
339	Newton House		Batheary Road	Newtown	Five-bay three-storey over basement former house (now in use as offices) & out-buildings
340	Batheary Bridge		Batheary Park	Batheary Demesne (Swords)	Stone bridge over Broadmeadow River
341	Lissenhall Bridge		Batheary Park	Batheary Demesne (Swords)	Stone bridge over Broadmeadow River
342	Lissen Hall		off Estuary Road	Lissenhall Great (Swords)	House, Out-offices & entrance gates
343	Ringfort site possible			Lissenhall Great	Earthwork

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
344	Thatched Dwelling		Rathbeale Road	Commons West (Swords)	Three-bay single-storey thatched dwelling with high boundary wall
345	Scotchstone Bridge		Balheary Road	Balheary Demesne (Swords)	Fine stone road bridge over River Ward
346	Carnegie Library		North Street, Swords	Townparks (Swords)	Three-bay two-storey yellow and red brick library building with projecting central canted bay
347		44	North Street	Townparks (Swords)	One of pair of semi-detached former Residences of New Borough Female School
348		42	North Street	Townparks (Swords)	One of pair of semi-detached former Residences of New Borough Female School
349	Former New Borough Female School		rear of 44 North Street	Townparks (Swords)	Thirteen-bay single-storey former School building to rear of No. 44 North Street
350	Court House		North Street	Townparks (Swords)	Mid-19th century stone courthouse building
351	Swords Castle		Main Street	Townparks (Swords)	Remains of Episcopal Manor, terminates north end of Main St. in town park
352	Mill Bridge		Bridge Street	Townparks (Swords)	Stone single arched bridge carrying road over River Ward
353	Accord		Seatown Road	Townparks (Swords)	Former Residence New Borough Male School
354	Swords Youth & Resource Centre		Seatown Road	Townparks (Swords)	Six-bay two-storey former New Borough Male School
355	Earthwork Unclassified		Seatown Road	Seatown West (Swords)	Earthwork
356	St. Columille's Church (RC)		Chapel Lane	Swords Demesne	Catholic Church, font, graveyard
357	Old Borough School		Main Street	Swords Demesne	Nine-bay two-storey former national school
358	Parochial House		Seatown Road	Swords Demesne	Three-bay two-storey redbrick parochial house
359	The Old School House Restaurant		Church Road	Swords Demesne	Three-bay two-storey Tudor style former school house
360	St. Columba's Church (C of I)		Church Road	Swords Glebe (Swords)	19th century church plus ecclesiastical remains, Round Tower, Graveyard, Whetstone, Cross, Sheela-na-gig
361	Sexton's House		Church Road	Swords Glebe	Three-bay single-storey ashlar limestone Tudor style house
362	Old Vicarage		Church Road	Swords Glebe	Three-bay two-storey former vicarage converted to apartments
363	Mill ponds, Millrace & Sluice System		River Ward, off Brackenstown Rd	Brackenstown (Swords)	Brackenstown Mill site located along River Ward valley
364	Brackenstown House		Naul Road	Brackenstown	Seven-bay two-storey house plus gates, lodge & gardens



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
365	Motte		Brackenstown Road	Brazil (Swords)	Large mound at edge of ravine on north bank of River Ward
366	Old Knocksedan Post House		Naul Road	Brazil	Three-bay two-storey house with seven-bay two-storey wing. Cast-iron wall-mounted post-box in end wall
367	Knocksedan Bridge		Naul Road	Knocksedan/Brazil	Large single arch stone bridge over river with footpaths at each side
368	Mound		Naul Road	Knocksedan	Earthwork
369	Knocksedan House		Naul Road	Knocksedan	Three-bay three-storey 18th century house, Out-offices
370	Glasmore Abbey & St. Cronan's Well		Lioscian Estate, St. Cronan's Ave	Mooretown (Swords)	Abbey and Well. Church in ruins. Fenced off in open space of Lioscian housing estate
371	St. Werburgh's Well		Airside Business Park, Lakeshore Drive	Crowcastle (Swords)	Holy Well – A small well enclosed by a low stone wall in a wet drain
372	National Irish Bank	47	Main Street	Brazil (Swords)	Five-bay single-storey ashlar granite bank building
373	Murrays Bridge		Balheary Road	Balheary (Swords)	Stone Bridge
374	Church of the Immaculate Conception (RC)		Balheary Road	Balheary	19th century gable-fronted catholic church
375	Cemetery		Naul Road	Brackenstown	Old graveyard
376	Leas House		Leas Cross	Leas	Five-bay two-storey house
377	Dwelling Site		off Rathbeale Road	Rathbeale	Earthwork
378	Fortifications possible		off Rathbeale Road	Rathbeale (Swords)	Earthwork
379	Seatown House		Estuary Road	Seatown East (Swords)	House, out-offices and tower house/castle remains, over looking Malahide Estuary
380	Thatched Dwelling		Sea Road	Malahide	Four-bay single-storey thatched dwelling
381	Thatched Dwelling		Bissett Strand	Malahide	Five-bay single-storey thatched dwelling
382	Lime Kiln (in ruins)		off Dublin Road	Malahide Demesne	Remains of square stone lime kiln within grounds of Malahide Castle, west of castle building
383	Malahide Castle		Dublin Road	Malahide Demesne	Castle, gatelodges (x4), stone outbuildings, entrance gates & piers
384	Malahide Abbey (in ruins)		off Dublin Road	Malahide Demesne	Church in ruins, Graveyard and Sheela-na-gig within grounds of Malahide Castle
385	Casino		Dublin Road	Malahide	Large thatched dwelling in garden ornee style

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
386	Milestone		Dublin Road	Malahide	Cast-iron milestone in granite setting in boundary wall of thatched house 'Casino'
387	Station Master's House		Dublin Road	Malahide	Redbrick former station masters house converted to office use and extended
388	Malahide Railway Station		Dublin Road	Malahide	Railway Station, Signal Box, Pedestrian Bridge & Entrance
389	St. Sylvester's Church (RC)		Dublin Road	Malahide	19th century Catholic Church, on site of earlier church & mound
390	St. Sylvester's Well		Old Street	Malahide	Holy Well – enclosed circular stone structure with conical roof
391		1	Castle Terrace,	Malahide	Terrace of seven three-storey 19th century houses incl. gates & front railings
392		2	Castle Terrace, Dublin Road	Malahide	Terrace of seven three-storey 19th century houses incl. gates & front railings
393		3	Castle Terrace, Dublin Road	Malahide	Terrace of seven three-storey 19th century houses incl. gates & front railings
394		4	Castle Terrace, Dublin Road	Malahide	Terrace of seven three-storey 19th century houses incl. gates & front railings
395		5	Castle Terrace, Dublin Road	Malahide	Terrace of seven three-storey 19th century houses incl. gates & front railings
396		6	Castle Terrace, Dublin Road	Malahide	Terrace of seven three-storey 19th century houses incl. gates & front railings
397		7	Castle Terrace, Dublin Road	Malahide	Terrace of seven three-storey 19th century houses incl. gates & front railings
398		1	Killeen Terrace, Dublin Road	Malahide	Terrace of four three-bay three-storey 19th century houses incl. gates & front railings recessed from street by common garden
399		2	Killeen Terrace, Dublin Road	Malahide	Terrace of four three-bay three-storey 19th century houses incl. gates & front railings recessed from street by common garden
400		3	Killeen Terrace, Dublin Road	Malahide	Terrace of four three-bay three-storey 19th century houses incl. gates & front railings recessed from street by common garden

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
401		4	Killeen Terrace, Dublin Road	Malahide	Terrace of four three-bay three-storey 19th century houses incl. gates & front railings recessed from street by common garden
402		1	Windsor Terrace, Church Road	Malahide	Group of six semi-detached three-bay three-storey 19th century houses incl. railings & gates
403		2	Windsor Terrace, Church Road	Malahide	Group of six semi-detached three-bay three-storey 19th century houses incl. railings & gates
404		3	Windsor Terrace, Church Road	Malahide	Group of six semi-detached three-bay three-storey 19th century houses incl. railings & gates
405		4	Windsor Terrace, Church Road	Malahide	Group of six semi-detached three-bay three-storey 19th century houses incl. railings & gates
406		5	Windsor Terrace, Church Road	Malahide	Group of six semi-detached three-bay three-storey 19th century houses incl. railings & gates
407		6	Windsor Terrace, Church Road	Malahide	Group of six semi-detached three-bay three-storey 19th century houses incl. railings & gates
408	Carnegie Library		The Mall	Malahide	Redbrick Library with dutch-billy gable incl. front railings & gates
409	Garda Station	1 & 2	St. James's Terrace	Malahide	Group of twelve terraced houses – No1 & 2 are interlinked semi-detached two-bay two-storey former houses now in use as garda station
410		3	St. James's Terrace	Malahide	Group of twelve mid 19th century terraced houses – No. 3 is two-bay two-storey house
411		4	St. James's Terrace	Malahide	Group of twelve mid 19th century terraced houses – No. 4 is two-bay three-storey house
412		5	St. James's Terrace	Malahide	Group of twelve mid 19th century terraced houses – No. 5 is two-bay three-storey house
413		6	St. James's Terrace	Malahide	Group of twelve mid 19th century terraced houses – No. 6 is two-bay three-storey house
414		7	St. James's Terrace	Malahide	Group of twelve mid 19th century terraced houses – No. 7 is two-bay three-storey house
415		8	St. James's Terrace	Malahide	Group of twelve mid 19th century terraced houses – No. 8 is two-bay three-storey house

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
416		9	St. James's Terrace	Malahide	Group of twelve mid 19th century terraced houses – No. 9 is two-bay three-storey house
417		10	St. James's Terrace	Malahide	Group of twelve mid 19th century terraced houses – No. 10 is two-bay two-storey house
418		11	St. James's Terrace	Malahide	Group of twelve mid 19th century terraced houses – No. 11 is two-bay two-storey house
419		12	St. James's Terrace	Malahide	Group of twelve mid 19th century terraced houses – No. 12 is two-bay two-storey house
420	Malahide Railway Viaduct		Malahide Estuary	Malahide	Railway viaduct across Broadmeadow Estuary
421	Hicks Tower		Coast Road	Robswalls (Malahide)	Former Martello Tower adapted for residential use
422	Robswalls Castle		Coast Road	Robswalls (Malahide)	Five-bay two-storey house connected to 15th century stone tower house
423	Railway Bridge		The Strand	Malahide	Stone rail bridge over road
424	Rosca		Dublin Road	Malahide	One of pair of semi-detached two-storey two-bay redbrick houses
425	Sonass		Dublin Road	Malahide	One of pair of semi-detached two-storey two-bay redbrick houses
426	Presbyterian Church		Dublin Road	Malahide	Mid-20th century Presbyterian Church with steeply pitched roof with flared eaves and copper clad spire
427	St. Sylvester's GAA Club	2	Church Street	Malahide	End of terrace five-bay two-storey house with doric entrance porch
428		No. 1	Carlisle Terrace, Church Road	Malahide	One of terrace of four pairs of semi-detached redbrick houses built in 1859
429		No. 2	Carlisle Terrace, Church Road	Malahide	One of terrace of four pairs of semi-detached redbrick houses built in 1859
430		No. 3	Carlisle Terrace, Church Road	Malahide	One of terrace of four pairs of semi-detached redbrick houses built in 1859
431		No. 4	Carlisle Terrace, Church Road	Malahide	One of terrace of four pairs of semi-detached redbrick houses built in 1859
432		No. 5	Carlisle Terrace, Church Road	Malahide	One of terrace of four pairs of semi-detached redbrick houses built in 1859



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
433		No. 6	Carlisle Terrace, Church Road	Malahide	One of terrace of four pairs of semi-detached redbrick houses built in 1859
434		No. 7	Carlisle Terrace, Church Road	Malahide	One of terrace of four pairs of semi-detached redbrick houses built in 1859
435		No. 8	Carlisle Terrace, Church Road	Malahide	One of terrace of four pairs of semi-detached redbrick houses built in 1859
436	Tir na nOg		Church Road	Malahide	Large redbrick late 19th century house
437	St. Andrew's Church (C of I)		Church Road	Malahide	Early 19th century Church of Ireland church
438	Roseneath		Church Road	Malahide	Large Tudor-Revival style early 20th century house
439	St. Andrew's National School		Church Street	Malahide	Three-bay two-storey school house dated 1824
440	Seamount House & Gate Lodge		Seamount Road	Malahide	Tudor Revival style house and gate lodge
441	Muldowney House		Coast Road	Robswalls (Malahide)	Three-bay two-storey 19th century house, home of artist Nathaniel Hone
442	Earthwork 'Site of'			Malahide Demesne	Earthwork In grounds of Malahide Castle
443	Settlement		Elner Court	Robswalls (Portmarnock)	Earthwork
444	St. Patrick's Well		off Coast Road	Robswalls (Malahide)	Holy Well
445	Motte & Bailey		Blackwood Lane	Sainthelens (Malahide)	Anglo-Norman earthwork of former castle and settlement site, in field north of Wheatfield House
446	Wheatfield		Blackwood Lane	Sainthelens (Malahide)	House, yard & out-offices, previously known as "St. Helen's"
447	Milestone		Dublin Road	Auburn (Malahide)	Free-standing cast-iron milestone in granite setting at footpath near entrance to Little Auburn House
448	Auburn House		Dublin Road	Auburn (Malahide)	House, Out-Offices & Pigeon Loft
450	Mound		Streamstown Lane	Auburn	Earthwork
451	Lime Kiln		Feltrim Quarry, Feltrim Road	Feltrim Hill	Remains of stone limekiln
452	Abbeville House		Malahide Road	Abbeville	Nine-bay two-storey 18th century house & outbuildings
453	Milestone		Malahide Road	Abbeville	Cast-iron milestone in granite setting in boundary wall of Abbeville House
454	St. Nicholas' Catholic Church		Malahide Road	Kinsaley	19th century catholic church, tower & school building

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
455	Church (in ruins) & Graveyard		Chapel Road	Kinsaley	Remains of church
456	Kinsaley Hall		Chapel Road	Kinsaley	Three-bay two-storey house, out-offices, lodge & gates
457	St. Marnock's Church		Drumnigh Road	Portmarnock	Former Presbyterian Church & graveyard, now disused
458	Emsworth		Malahide Road	Bohammer	Five-bay two-storey house, designed by James Gandon & Out-offices
459	St. Doolaghs Church & Well & St. Catherine's Well		Malahide Road	St. Doolagh's	Ecclesiastical Remains, Church, Graveyard, Cross and Holy Well (x2)
460	St. Doolagh's Park		Malahide Road	St. Doolagh's	Five-bay two-storey 19th century house & gates
461	Gate Lodge of St Doolagh's Park		Malahide Road	St. Doolagh's	Former Gate Lodge to St Doolaghs Park, now in separate ownership
462	Milestone		Malahide Road	St. Doolagh's	Cast-iron milestone in entrance wall to Lime Hill House
463	Belcamp Hall		Belcamp College, N32 Road	Belcamp	"Belcamp College" school complex (incl. House, Chapel, Washington Monument, bridge, ballcourt & ice-house)
464	Kinsaley House		Chapel Road	Kinsaley	Five-bay two-storey 18th century house with farmyard complex
465	Ringfort possible		off Malahide Road	Kinsaley	Earthwork
467	Ring-ditch possible site			St. Doolagh's	Earthwork site
468	Wellfield House		Malahide Road	St. Doolagh's	Five-bay two-storey house with belvedere
469	Balgriffin Park Church		off Balgriffin Road	Balgriffin Park	Ecclesiastical Remains, Church Site, Grave slab fragment
470	Potential Site			Drumnigh	Earthwork
471	Hazelbrook House		Drumnigh	Hazelbrook	Large 18th century country house
472	Ringfort Site		Drumnigh Road	Grange Malahide	Earthwork
473	Ringfort Site		Drumnigh Road	Grange Malahide	Earthwork
474	Ringfort Site		The Hill	Broomfield/Grange (Malahide)	Earthwork
475	Mound		Station Road	Portmarnock	Earthwork
476	Martello Tower		Strand Road	Carrickhill (Portmarnock)	Former Martello Tower adapted for residential use
477	Ring-ditch possible site		Strand Road	Burrow Malahide (Portmarnock)	Earthwork
478	Church (in ruins)		Strand Road	Burrow Malahide (Portmarnock)	Ecclesiastical Remains, Church, Holy Well, site of Ogham Stone
479	Thatched Dwelling		Strand Road	Burrow Malahide (Portmarnock)	Single-storey thatched dwelling with modern extension
480	Prospect Point		Hutchinsons Strand	Seapoint East (Swords)	House & Stables, overlooking Malahide estuary



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
481	Bridge near Newport House		Ballymadrough Road	Ballymadrough	Disused double-arched random rubble stone bridge at end of Ballymadrough Road
482	Gates of Seafield House		Ballymadrough Road	Ballymadrough	Gates & Gate piers. Originally entrance gates to Seafield House, now in separate ownership
483	Seafield House		Kilcrea Road	Ballymadrough	House, incl. interior, stableyard, outoffices & gatelodge
484	Church (in ruins) & Graveyard		Ballymadrough Road	Ballymadrough	Oval raised area enclosed by wall, rectangular sunken area indicates site of church
485	Ring-ditch		off N1 Road	Lissenhall Little (Swords)	Earthwork
486	Ringfort possible site		N1 Road	Lissenhall Little	Earthwork
487	Castle site & Enclosure		Batter Lane, off N1 Road	Belinstown	Archaeological complex possibly including Belinstown Castle
488	Enclosure		Batter Lane, off N1 Road	Belinstown	Earthwork
489	Lanistown North		Cobbes Back Road	Lanestown	Five-bay two-storey house
490	Sluice			New Haggard	On stream north of Rogerstown estuary
491	Sluice			Turvey	On stream feeding into Rogerstown estuary
492	Turvey House		Turvey Avenue	Turvey	Site of demolished late 17th century house
493	Lanestown Castle (in ruins)		Grounds of Newbridge House	Newbridge Demesne	Remains of square tower house
494	Newbridge House		Lissenhall to Donabate Road	Newbridge Demesne	Main house plus outbuildings, walled gardens, gates & gate piers
495	Former Lodge to Newbridge House		Newbridge Ave, off The Square	Newbridge Demesne	Three-bay single-storey house, at gates on west edge of Newbridge Demesnes
496	Motte possible		off Kilcrea Road	Ballymadrough	Mound in field to west of Kilcrea Road
497	Ringfort possible site		off Portrane Road	Lanestown	Earthwork
498	Ringfort possible site		Kilcrea Road	Kilcrea	Earthwork
499	Church (in ruins) & Graveyard		Kilcrea Road	Kilcrea	Remains of small single chamber church
500	Kilcrea House		Kilcrea Road	Kilcrea	House & Outoffices
501	Tidal Mill Possible		off Kilcrea Road	Kilcrea	Stone remains of mill marked on Rocque map of 1756
502	Railway Bridge		Corballis Road	Kilcrea	Stone rail bridge over road
503	Earthwork site		Corballis Road	Corballis	Earthwork
504	Corballis House		Corballis Road	Corballis	House & Outoffices

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
505	Vernacular House & Former Forge		Hearse Road	Donabate	House, forge, wheel shoeing-stone & stone trough
506	The Cottage		The Square	Donabate	Five-bay two-storey 19th century house
507	Waterpump		The Square	Donabate	Cast-iron pump of rounded profile
508	St. Patrick's Church (C of I)		The Square	Donabate	18th century Church of Ireland Church, remains of square pre-1700 tower, memorial slab & graveyard
509	Smyth's Public House		Donabate Village	Donabate	House, Barns & Out-offices
510	Station Master's House		Donabate Village	Beaverstown (Donabate)	Former Station Masters House
511	Donabate Railway Station		Donabate Village	Beaverstown (Donabate)	Railway Station, Signal Box & Pedestrian Bridge
512	St. Patrick's Church (RC)		Main Street	Donabate	Redbrick 19th century catholic church
513	An Dun (Formerly Warrington's House)		Main Street	Ballalease West (Donabate)	Four-bay two-storey stone house including walls & pump, adjacent to St. Patrick's Church
514	The Cottage		Ballisk Street	Ballisk Common (Donabate)	Three-bay single-storey thatched dwelling
515	Beaverstown House		Beaverstown Road	Beaverstown (Donabate)	House, Barn, Out-offices & Yard
516	Beaverstown Viaduct		Rogerstown Estuary	Beaverstown (Donabate)	Eleven-arched railway viaduct over estuary
517	Harbour possible		Beaverstown Rod	Beaverstown (Donabate)	Archaeological site
518	Windmill (in ruins)		off Beaverstown Road	Rahillion (Donabate)	Remains of base of circular stone windmill
519	Chapel site		Burrow Lane	Burrow Portraine	Archaeological site
520	St. Machudd's Well		Burrow Lane	Burrow Portraine	Holy Well – Now in rear garden of recently renovated house
521	Stella's Tower (Portraine Castle in ruins)			Portraine	Remains of medieval stone structure
522	St. Catherine's Church (in ruins)		Portrane Village	Portraine	Ecclesiastical Remains, Church, Graveyard & Bullaun
523	The Farm		Portrane to Donabate Road	Portraine Demesne	18th century Vernacular building complex
524		35	Red Square	Portraine	Three-bay single-storey redbrick terraced cottages, formerly staffing quarters of St. Ita's Hospital
525		36	Red Square	Portraine	Three-bay single-storey redbrick terraced cottages, formerly staffing quarters of St. Ita's Hospital
526		37	Red Square	Portraine	Three-bay single-storey redbrick terraced cottages, formerly staffing quarters of St. Ita's Hospital



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
527		38	Red Square	Portraine	Three-bay single-storey redbrick terraced cottages, formerly staffing quarters of St. Ita's Hospital
528		39	Red Square	Portraine	Three-bay single-storey redbrick terraced cottages, formerly staffing quarters of St. Ita's Hospital
529		40	Red Square	Portraine	Three-bay single-storey redbrick terraced cottages, formerly staffing quarters of St. Ita's Hospital
530		41	Red Square	Portraine	Three-bay single-storey redbrick terraced cottages, formerly staffing quarters of St. Ita's Hospital
531		42	Red Square	Portraine	Three-bay single-storey redbrick terraced cottages, formerly staffing quarters of St. Ita's Hospital
532		43	Red Square	Portraine	Three-bay single-storey redbrick terraced cottages, formerly staffing quarters of St. Ita's Hospital
533		44	Red Square	Portraine	Three-bay single-storey redbrick terraced cottages, formerly staffing quarters of St. Ita's Hospital
534		45	Red Square	Portraine	Three-bay single-storey redbrick terraced cottages, formerly staffing quarters of St. Ita's Hospital
536	St. Ita's Hospital Complex			Portraine Demesne	Extensive 19th century mental hospital complex (of around 100 structures including 2 chapels)
537	Round Tower (Memorial)		St. Ita's Hospital Complex	Portraine	19th century memorial in grounds of St. Ita's Hospital
538	Church & St. Kenny's Well		in grounds of St. Ita's Hospital	Portraine Demesne	Site of Church & Holy Well
539	Priest's Chamber		in grounds of St. Ita's Hospital	Quay (Portraine)	Feature in grounds of St. Ita's
540	Chink Well		in grounds of St. Ita's Hospital	Quay (Portraine)	A well in a cave on the seashore which is covered by high tide
541	Burial		Quay Road	Quay (Portraine)	Archaeological site
542	"Tower House"		Quay Road	Quay (Portraine)	Former Martello Tower adapted to residential use
543	Martello Tower		Balcarrick Road	Balcarrick (Donabate)	19th century circular military stone tower
544	St. Peter and Paul's Church (RC)		Strand Road	Baldoyle	19th century Church & single-storey structures adjoining (former Boy's & Girl's National Schools)
545	Thatched House	1	Main Street	Baldoyle	Three-bay single-storey thatched dwelling

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
546	Sutton Railway Station		Station Road	Sutton	Railway Station, Signal Box and cast-iron wall-mounted post-box in station wall
547	Station Master's House		Station Road	Sutton	Former Station Masters House
548	Milestone		Dublin Road	Kilbarrack Lower	Cast-iron milestone in granite setting in boundary wall of No. 28 Dublin Road
549	Kilbarrack Church & Graveyard		Dublin Road	Kilbarrack Lower	Church is in ruins but walled graveyard has been extended and is still in use
550	Milestone		Dublin Road	Burrow (Sutton)	Cast-iron milestone in granite setting in boundary wall of 'Ominica', No. 127 Dublin Road
551	Corr Castle		Howth Road	Howth Demesne	Remains of 16th century castle of St. Lawrence family in open space at centre of apartment development
552	Mound		Claremount Road	Quarry (Sutton)	Mound forms part of landscaped garden of residence (3m high)
553	Milestone		Howth Road	Quarry (Howth)	Cast-iron milestone in granite setting in boundary wall of railway line at Howth Rd near overbridge leading to Claremont Road
554	The Manse (Presbyterian)		Howth Road	Burrow (Howth)	Detached three-bay two-storey Tudor-Gothic style house, associated with Presbyterian Church
555	Presbyterian Church		Howth Road	Howth	Late 19th century Presbyterian Church with castellated tower
556	Howth Castle		Howth Demesne	Howth Demesne	Castle, Wings, Tower, Stables, Gates, and Chapel Grounds
557	Church (ruin)		Grounds of Howth Castle	Howth Demesne	Chapel ruins in grounds of and close to Howth Castle
558	Station Masters House		Harbour Road	Howth	Former Station Masters House
559	Howth Station		Harbour Road	Howth Demesne	Railway Station, Signal Box
560	Former Mariner's Hall		West Pier	Howth	Five-bay Howth stone structure, former church
561	Milestone		Harbour Road	Howth	Cast-iron milestone in granite setting set into front wall of St. Lawrence Quay apartments
562	Former Lifeboat Station		West Pier	Howth Demesne	Single-bay gable-fronted boathouse with slipway to rear
563	Former Coastguard Station		West Pier	Howth Demesne	Two-bay two-storey structure with oriel window near end of pier
564	Former Harbour Master's Office		West Pier	Howth	Five-bay two-storey structure at end of pier



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
565	Lighthouse		East Pier	Howth	19th century three-storey granite ashlar lighthouse with two-storey lighthouse keepers house attached
566	Burial Mound site		Harbour Road	Howth	Earthwork
567	Former Courthouse		Harbour Road	Howth	Four-bay single-storey former courthouse
568	St. Mary's Abbey (in ruins)		Abbey Street	Howth	Church in ruins, incl. belfry and graveyard
569	Howth College		Abbey Street	Howth	Stone walls of pre-1700 building
570	Martello Tower		off Abbey Street	Howth	19th century circular military stone tower overlooking Howth Harbour, accessed from Abbey Street
571	Renaissance House		Church Street	Howth	Former Roman Catholic Chapel, now in use as offices
572		14	Main Street	Howth	One of pair of redbrick gable-fronted Edwardian houses with traditional timber shops on ground floor
573		15	Main Street	Howth	One of pair of redbrick gable-fronted Edwardian houses with traditional timber shops on ground floor
574		20	Main Street	Howth	External front façade only of three-bay single-storey vernacular house
575	St. Fintan's Church (in ruins) & Graveyard		Carrickbrack Road	Sutton South	Remains of church & graveyard
576	St. Fintan's Well		"Iniscara", Carrickbrack Rd	Sutton South	Holy Well
577	"Sutton South"	13	Carrickbrack Road	Sutton South	Early 20th century structure, reputed to be designed by Frank Gibney
578	Sutton House		Shielmartin Road	Sutton South	Four-storey Victorian Tudor-style house converted into apartments & gates
579	Martello Tower		off Shielmartin Road	Sutton South	Former Martello Tower adapted to residence
580	Drumleck Castle		Ceanchor Road	Censure (Howth)	Site of Castle in grounds of Drumleck House
581	Passage Grave Cairn		Shielmartin	Sutton South	Cairn. Located within Howth Castle Demesne, south of Deepark Hotel
582	Portal Tomb		Deepark Golfcourse, Howth Castle	Howth Demesne	Known as 'Aideen's Grave', in grounds of Deer Park Golf Course, Howth Castle
583	Tumulus at Dunhill		Howth Head	Howth Demesne	Cairn & Disc-Barrow – stone burial mounds
584	Cairn at Blackheath		Howth Head, off Windgate Road	Howth Demesne	Stone burial mound on Howth Head, in grounds of Howth Castle

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
585	The Great & Little Baily Promontory Fort		off Thormanby Road	Howth	Promontory Fort, Cashel & Midden – major archaeological complex
586	Old Baily Lighthouse Keeper's Cottages		The Bailey	Howth	Pair of semi-detached three-bay single-storey lighthouse keepers houses with dormer attics now interlinked to form one dwelling unit
587	The Baily Lighthouse		off Thormanby Road	Howth	Coastguard station comprising of Lighthouse, Out offices and Tank
588	St. Nessian's Church			Irelands Eye	Remains of medieval church
589	Martello Tower			Ireland's Eye	19th century circular military stone tower
590	Cemetery		Sutton RFC, Station Road	Burrow Howth	Archaeological site
591	Site of Burial Mound		Dublin Road	Sutton	Earthwork
592	Sutton Methodist Church		junction of Howth Road & Church Road	Burrow (Howth)	Limestone Methodist church with corner spire
593	Eskeragh	18	Burrow Road	Burrow (Howth)	Tudor Revival style red brick house
594	St. Mary's Church (C of I)		Howth Road	Howth Demesne	Gothic-style 19th century Church of Ireland church with spire
595	Howth Harbour			Howth	19th century granite piers and seawalls
596	Howth Garda Station		Howth Terrace	Howth	Three-bay three-storey over basement former house, now used as garda station
597	Church of the Assumption (RC)		Main Street	Howth	Late 19th century Roman Catholic church with bell tower
598	Kilrock House & Lodge		Kilrock Road	Howth	Late 19th century three-bay two-storey redbrick house and gatelodge
599	The Tansey		Ceanchor Road	Censure (Howth)	18th century gentleman's residence
600	Drumleck		Ceanchor Road	Censure (Howth)	19th century Jameson house
601	Ringfort		off Clonshaugh Road	Middletown	Earthwork
602	Holy Well		off Swords Road	Toberbunny	Holy well site
604	Thatched Dwelling		Swords Road	Collinstown	Three-bay single-storey thatched dwelling, on west side of road, with extension to north end
605	Mound		off Clonshaugh Road	Cloghran (Swords)	Earthwork
606	Former Cloghran Stud Farm		Stockhole Lane	Swords Glebe (part of)	Main house (former Glebe House) & entrance gates, excluding stable complex



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
607	Lady Well		Stockhole Lane	Cloghran (Coolock)	Site of Holy Well, in field to south of Lane
608	Holy Well		off Stockhole Lane, Cloghran	Swords Glebe (part of)	Enclosed stone well at base of steps under tree in field
609	Cloghran Church (in ruins) & Graveyard		Stockhole Lane	Cloghran (Swords)	Site of 18th century church now demolished on site of earlier church. Enclosed graveyard
610	Ringfort site		Naul Road	Cloghran (Swords)	Earthwork site
611	Castlemoate House		Swords Road	Cloghran (Swords)	Five-bay two-storey house, out-offices & gates
612	1937 Terminal Building		Dublin Airport	Collinstown	Original terminal building in International Modernist Style
614	Ringfort site		St. Margaret's Road	Balcurris	Earthwork
615	Meakstown Castle		St. Margaret's Road	Meakstown	Site of Castle opposite Meakstown House
616	Dubber Castle		Dubber Lane	Dubber	Site of Castle
617	Dubber House		Dubber Lane	Dubber	House on archaeological site
618	Field System possible site		off St. Margaret's Road	Silloge	Earthwork
619	Ringfort (Rath/Casheil) Enclosure(s) site			Newtown (Finglas)	Earthwork
620	Ringfort possible site			Newtown (Finglas)	Earthwork
621	Enclosure		R122 Road	Dubber	Earthwork
622	Enclosure		off Ashbourne Road	Coldwinter	Earthwork
623	Dunsoghly Castle		off N2 (Ashbourne) Road	Dunsoghly	15th century Tower House with its original timber roof
624	St. Bridget's Well		St. Margaret's Village	St. Margaret's	Holy Well located west of Catholic Church
625	St. Margaret's Church (RC)		Main Street	St. Margaret's	19th century catholic church
626	St. Margaret's Church (in ruins)		St. Margaret's Village	St. Margaret's	Ecclesiastical remains, church, architectural fragments, graveyard & church site
627	Kilreesk Bridge			Kilreesk	Bridge over stream on road from St. Margarets to Kilsallaghan
628	Windmill (in ruins)		R122 Road	Millhead	Now a circular tower ruin in field, north east of St. Margaret's
629	Ringfort site		Naul Road	Forrest Great	Earthwork
630	Chapel site & burial ground		Killeek Lane	Forrest Great	Ecclesiastical remains
631	Dwelling		Cooks Road	Forrest Great	Earthwork
632	Ringfort site		Killeek Lane	Killeek	Earthwork situated on elevated position
633	Killeek Church (in ruins) & graveyard		Killeek Lane	Killeek	Ecclesiastical Remains, graveyard still in use

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
634	Killeek Bridge		Killeek to Brazil Road	Killeek	Road bridge over stream
635	Ringfort (Rath/Cashel)		Killeek Lane	Killeek	Earthwork
636	Thatched Dwelling		Toberburr Road	Killeek	Six-bay single-storey thatched dwelling
637	Mound		Shallon Road	Shallon	Earthwork
638	Fulacht Fiadh possible		St. Margaret's Golf Club, Toberburr Road	Toberburr	Earthwork, Fulacht Fiadh denotes a cooking place
639	Owens Bridge		Toberburr Road	Toberburr	Bridge & Ford
640	Enclosure & graveyard			Common	Earthwork
641	Chapel/midway Church		Fieldstown - Skephubble Rd	Corrstown	Church (ruins) in graveyard enclosure. Graveyard still in use
642	Enclosure(s)			Newpark	Earthwork
643	Corrstown House		Corrstown Lane	Corrstown	House, out-offices, gates & piers, now in grounds of golfcourse
644	Freedagh Mound		Fieldstown to Kisallaghan Rd	Corrstown	Motte possible
645	Potential Site			Kilcoskan	Earthwork
646	Potential Site			Westerweave	Earthwork
647	Mount Ambrose House		Leas Road	Montambrose Little	Six-bay two-storey house, out-offices, gates & piers
648	Mound site		off Leas Road	Surgalstown South	Earthwork
649	Settlement deserted			Surgalstown South	Earthwork
650	Ruins of Mountstuart House			Mountstuart	Remains of house & dwellings site (low earthworks)
651	Ringfort possible site		off Rowans Road	Rowans Big	Earthwork
652	Inscribed Stone(s)		Old Drogheda Road	Courtough	Archaeological feature
653	St. David's Church (C of I)		Fieldstown Road	Castlefarm	Church of Ireland church, plus site of earlier church & Graveyard
654	Kilsallaghan Castle		Fieldstown Road	Castlefarm	Remains of castle ruins
655	Kilsallaghan Motte		Fieldstown Road	Castlefarm	Earthwork mound
656	Kilsallaghan Cross			Kilsallaghan	Site of cross
657	Kilsallaghan Glebe			Glebe (Kisallaghan)	House & gates, Former Glebe House
658	Thorntown Lodge		Thorntown Lane	Dunmucky	House & out-offices
659	Ringfort (Rath/Cashel)			Dunmucky	Platform type ringfort, surrounded by deep ditch



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
660	Church & Graveyard (in ruins)		Ward Road	Ward Lower	Church in ruins
661	Church Well		Ward Road	Ward Lower	Holy Well in field adjoining Ward Lower Church
662	Kilshane Moat		N2 (Ashbourne) Road	Kilshane	Possible Motte site
663	Kilshane Church (in ruins) & Holy Well		off N2 (Ashbourne) Road	Kilshane	Ecclesiastical remains, church possible, graveyard, holy well
664	St. Thomas Church (C of I)		Rathoath Road	Hollystown	Church of Ireland Church and Graveyard
665	Hollywoodrath House		Rathoath Road	Hollywood	Seven-bay two-storey house plus lodge, gates & gate piers
666	Mound		Hollystown Golfcourse, Rathoath Rd	Hollystown	Earthwork
667	Earthwork "site of"			Kilmartin	Earthwork
668	Kilmartin Church (in ruins)		Kilmartin Lane	Kilmartin	Ecclesiastical remains, church, ecclesiastical enclosure
669	Enclosure Site			Kilmartin	Earthwork
670	Mulhuddart Church (in ruins) & Graveyard		Church Road	Buzzardstown	Church in ruins & graveyard still in use
671	Lady's Well		Church Road	Tyrrelstown	Enclosed Holy Well in vaulted structure
673	Tyrrelstown House		Powerstown Road	Tyrrelstown	Five-bay two-storey house & Out-offices
674	Cloghran Church (in ruins) & Graveyard		Rathoath Road	Cloghran (Castleknock)	Church in ruins within graveyard
675	Enclosure(s) Site		Rathoath Road	Cloghran	Enclosures & souterrain possible
676	Field System Site			Goddamendy	Earthwork
677	Earthwork Unclassified			Ballycoolen	Earthwork
678	Mound		Blanchardstown Industrial Park, Snugborough Road	Corduff	Circular earthen mound incorporated into carpark to form traffic island
679	Mound		off Warrenstown Green	Corduff	Comprises a circular round-topped mound (2m high). Notated 'Moat' on OS Map
680	Ringfort possible		Old Corduff Road	Corduff	Remains of platform ringfort (3m high) in grounds of Corduff House, to south west of house
681	Castle 'Site of'		Ballycoolin Road	Cappoge	Archaeological site

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
682	Ringfort		Cappagh Road	Cappoge	"Tumulus" – circular mound in field opposite Cappagh Orthopaedic Hospital
683	Abbotstown House		Snugborough Road	Sheephill	Five-bay two-storey house with six-bay wing, now Veterinary Research Lab
684	Church (in ruins) & Graveyard		Snugborough Road	Abbotstown	Remains of small church & burial ground
685	Mound		Dunsink Lane	Dunsink	Impressive mound in a field
686	Elm Green		Dunsink Lane	Dunsink	Five-bay two-storey over basement 19th century house, now clubhouse of Elmgreen Golfcourse
687	Observatory House		Dunsink Observatory, Dunsink Lane	Dunsink	Late 18th century house plus outbuildings
688	South Dome		Dunsink Observatory, Dunsink Lane	Dunsink	Rotunda with copper dome housing telescope
689	Cemetery		River Road	Castleknock	Archaeological site
690	Ashton House		Ashtown Road	Ashtown	Victorian Italianate house, out-offices, lodge & gates
691	Mill		Ashtown Road	Ashtown	Former mill on bank of Royal Canal at Ashtown
692	Mill Pond		Ashtown Road	Ashtown	Associated with Former Polish Mill at Ashtown
693	Longford Bridge		Royal Canal, Ashtown Road	Ashtown	Stone single-arched bridge over Royal Canal at Ashtown Railway Station
694	Ranelagh Bridge		Royal Canal	Blanchardstown	Stone arched bridge over Royal Canal, just before M50 on closed off section of road
695	Talbot Bridge		Royal Canal, Old Navan Rd	Blanchardstown	Stone arched bridge over Royal Canal. Also known as Old Bridge
696	Granard Bridge		Royal Canal, Castleknock Rd	Blanchardstown	Stone arched bridge over Royal Canal
697	Kirkpatrick Bridge		Royal Canal, Coolmine Road	Diswellstown	Stone arched bridge over Royal Canal
698	Kennan Bridge		Royal Canal, Porterstown Rd	Porterstown/Clonsilla	Bridge over Royal Canal
699	Keeper's Cottage		Porterstown Road	Clonsilla	Rail Keeper's Cottage at rail crossing
700	Former Clonsilla School		Porterstown Road	Clonsilla	Three-storey former school building
701	Coolmine Church (in ruins)		Blanchardstown Road	Coolmine	Ecclesiastical remains, church site & graveyard
702	Phibblestown House		Hansfield Road	Castaheany	Three-bay two-storey over basement house and walled garden



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
703	St. Brigid's Church (RC)		Church Avenue	Blanchardstown	19th century Catholic Church excluding recent extension
704	Allandale		Hansfield Road	Clonsilla	19th century three-bay single-storey over basement house and entrance gates (excludes outbuildings)
705	St. Mary's Church (C of I)		Clonsilla Road	Clonsilla	Church of Ireland Church and archaeological site of earlier church
706	Callaghan Bridge		Royal Canal, Clonsilla Road	Clonsilla	Bridge over Royal Canal
707	Clonsilla Signal House & Overbridge		Clonsilla Road	Clonsilla	Station demolished and replaced by modern structure. Original bridge & signal box remain
708	Ring Barrows possible		Clonsilla Road	Kelystown	3 conjoined enclosures beside railway line at Green Mount house
709	The Courtyard, Beech Park House		Luttrellstown Road	Clonsilla	Former outbuildings of Beech Park House
710	Beech Park House		Luttrellstown Road	Clonsilla	House, lodge & gates
711	Packenhams Bridge		Royal Canal, Barberstown Lane	Barnhill	Stone single arched road bridge over the Royal Canal at Barberstown railway crossing
712	Barnhill Bridge		Barnhill to Lucan Road	Barnhill	Stone arched bridge with single arch over disused Dublin to Navan railway line. Stone parapet walls removed and replaced but original stone arch remains
713	Collins Bridge		Royal Canal, Barnhill Cross Roads	St. Catherine's Park (Leixlip)	Bridge over Royal Canal
714	St. Catherine's Wells		The Avenue	St. Catherine's Park (Leixlip)	Holy Well – Two small adjoining low grotto stone lined holy wells
715	Lodge & entrance of St. Catherine's Park		The Avenue	St. Catherine's Park (Leixlip)	Lodge, castellated gateway & wing walls
716	Church (in ruins)		The Avenue	St. Catherine's Park (Leixlip)	Ruined rubble stone church
717	Westmanstown Park House		Barnhill to Lucan Road	Westmanstown	Three-bay two-storey over basement house
718	Glenwood		Barnhill Cross Roads	Coldblow (Lucan)	House, out-offices & gates
719	Hillsboro House		Barnhill Cross Roads	Laraghcon (Lucan)	House and outbuildings
720	Coldblow Bridge (remains)		off Barnhill Cross Roads	Coldblow (Lucan)	Bridge & piers of old bridge, in grounds of "Bleach Green" house

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
721	Sunday Well		Barnshill Cross Road	Laraghcon	Holy Well
722	Castle "Site of"		Lucan Road	Laraghcon (Lucan)	Archaeological site
723	Luttrellstown Castle		Luttrellstown Road	Woodlands	Main building plus outbuildings, gate lodges, follies, gates & gate piers
724	Weir		At Anna Liffey Mill, Lower Rd	Woodlands	Weir in River Liffey
725	Mill House		Anna Liffey Mills, Lower Rd	Woodlands	Former Mill Owners House
726	Anna Liffey Mill		Lower Road	Woodlands	Former Flour Mill (incl. turbines)
727	Home Villa		Porterstown Road	Kellystown	Four-bay two-storey 19th century former presbytery
728	Annfield		Luttrellstown Road	Annfield	Five-bay two-storey over basement 18th century house
729	St. Mochta's Church (RC)		Luttrellstown Road	Porterstown	Gothic style Roman Catholic Church
730	Ring ditch		Luttrellstown Road	Porterstown	Earthwork beside St. Mochta's Church
731	Diswellstown House		Luttrellstown Road	Diswellstown	House, outbuildings, gate piers & gates
732	Habitation Site			Diswellstown	Earthwork
733	Mound		off Lower Road, Strawberry Beds	Astagob	Possible ringfort, in SE corner of level arable field (1.75m high)
734	Weir		At Wren's Nest, Strawberry Beds	Astagob	Weir in Liffey opposite The Wren's Nest
735	The Wren's Nest		Lower Road, Strawberry Beds	Astagob	Three-bay two-storey 19th century house now Public House (excluding late 20th century extensions)
736	Summertown House		Sommerton Road	Diswellstown	House, outbuildings, walled garden, lodge, boundary railings & gates
737	Oatlands		Luttrellstown Road	Diswellstown	House, lodge, out-offices & gates
738	Rag Well		Luttrellstown Road	Diswellstown	Holy Well slabbed over at road junction. The rear wall is inscribed with the words 'Ragwell'
739		1	Sandpits Cottages, Luttrellstown Rd	Castleknock	Terrace of single-storey, three-bay cottages
740		2	Sandpits Cottages, Luttrellstown Rd	Castleknock	Terrace of single-storey, three-bay cottages

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
741		3	Sandpits Cottages, Luttrellstown Rd	Castleknock	Terrace of single-storey, three-bay cottages
742		4	Sandpits Cottages, Luttrellstown Rd	Castleknock	Terrace of single-storey, three-bay cottages
743		5	Sandpits Cottages, Luttrellstown Rd	Castleknock	Terrace of single-storey, three-bay cottages
744		6	Sandpits Cottages, Luttrellstown Rd	Castleknock	Terrace of single-storey, three-bay cottages
745		7	Sandpits Cottages, Luttrellstown Rd	Castleknock	Terrace of single-storey, three-bay cottages
746		8	Sandpits Cottages, Luttrellstown Rd	Castleknock	Terrace of single-storey, three-bay cottages
747	Knockmaroon House		College Road	Castleknock	House, stable residences, stables, lodges (2), gates & piers
748	Castleknock Castle (in ruins)		Castleknock College, College Road	Castleknock	Motte and Bailey, Castle, Well (2), graveyard
749	McNamara Building		Castleknock College, College Road	Castleknock	Original 18th century school buildings with later additions, incl. Chapel
750	Creegan Building		Castleknock College, College Road	Castleknock	Mid 20th century dormitory building
751	Tower (in ruins)		Castleknock College, College Road	Castleknock	Remains of circular stone observatory tower on mound of site of earlier windmill
752	Gate Lodge of Castleknock College		Castleknock College, College Road	Castleknock	Lodge at cross roads of College Rd, Whyte's Rd & Tower Rd
753	Castlemount		Tower Road	Castleknock	House, lodge, front boundary wall & gate piers
754	Guinness Bridge & Bridge Lodge		Lower Road, Strawberry Beds	Palmerstown Lower	Private pedestrian cast iron bridge over River Liffey with stone piers & lodge
755	Pumphouse of Mardyke House		Lower Road	Castleknock	Pumphouse of former Iron Mill
756	Glenmaroon House complex		Knockmaroon Hill	Castleknock	Complex of buildings on both sides of Knockmaroon Hill, incl. houses (x2) Lodges, Railing & Gates

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
757	Farmleigh & Farmleigh Lodge		Phoenix Park	Castleknock	Main House, outbuildings, walled garden, gate lodge on Tower Rd & Tower
758	Mount Hybla House		White's Road	Castleknock	Three-bay two-storey over basement 18th century house
759	White's Gate Lodge		Phoenix Park, White's Road	Castleknock	Single-storey gate lodge of Phoenix Park
760	White's Gates		Phoenix Park	Castleknock	Cast-iron gates to Phoenix Park
763	NAHB Child & Family Centre & Gate Lodge		Castleknock Road	Castleknock	Yellow and red brick five-bay two-storey former dispensary and gate lodge
764	St. Brigid's Well		College Road	Castleknock	Holy Well – marked by cast iron pump
765	St. Brigid's Church (C of I)		Castleknock Road	Castleknock	19th century church & graveyard
766	Village House		Castleknock Road	Castleknock	One of pair of semi-detached redbrick house that is interlinked with Post Office House
767	Post Office House		Castleknock Road	Castleknock	One of pair of semi-detached redbrick house that is interlinked Village House
768		1	Castleknock Road	Castleknock	One of pair with No. 2 Castleknock Road of semi-detached redbrick house
769		2	Castleknock Road	Castleknock	One of pair with No. 1 Castleknock Road of semi-detached redbrick house
770		3	Castleknock Road	Castleknock	One of pair with No. 4 Castleknock Road of semi-detached redbrick house
771		4	Castleknock Road	Castleknock	One of pair with No. 3 Castleknock Road of semi-detached redbrick house
772	Rockabill Lighthouse			Rockabill Island	Lighthouse on island off Skerries coast
773	Monastic Complex			St. Patrick's Island	Including Church Remains
774	Martello Tower			Shenick's Island	19th century circular military stone tower
775	Lambay Castle			Lambay Island	House comprising Castle, Out-Offices, Memorial, Walled Garden, Rampart Walls & Gates
776	Harbour & Boathouse			Lambay Island	Small stone harbour and boathouse
777	Coastguard Cottages & Enclosed Courtyard			Lambay Island	Six coastguard cottages
778	The White House			Lambay Island	Large detached house to south of Coastguard cottages complex



RPS No.	Structure Name	Street No.	Street Address	Townland	Description
779	Real Tennis Court			Lambay Island	Early 20th century enclosed tennis court
780	OS Marker & Cairn		Knockbane Carin	Lambay Island	Mound & Ordnance Survey Triangulation Station marker on top of cairn
781	Promontory Fort			Lambay Island	Headland protected by triple rampart, known as Garden Fort
782	Chapel & Enclosure			Lambay Island	Small chapel enclosed by hedge and wooden gate, located to the south of the White House
783	Earthwork Possible			Lambay Island	Earthwork
784	Thornton Hall			Thorntown (Kilsallaghan)	19th century three-bay two-storey over basement house
785	The Old Barracks		Main Street	Garristown	Former 19th century RIC Barracks
786	Vernacular House & Outbuildings			Lispapple (Swords)	Vernacular complex with unusual half-hipped vernacular house
787	Apsley	25	Holmpatrick	Townparks (Skerries)	19th century L-shaped house
788	Former Signalman's House		Kilbarrack Road, Dublin 5	Howth Junction DART Station, Kilbarrack Upper	19th century two-storey redbrick house
789	Belcamp Hutchinson		Carr's Lane, off Malahide Road	Belcamp	18th century three-storey house
790	Bohomer		Malahide Road	Bohammer (St. Doolagh's)	18th century two-storey house
791	Roganstown Bridge		Naul Road	Roganstown (Swords)	Historic five-arch stone bridge
792	Springhill		Limekiln Lane, off Malahide Road	Springhill (St. Doolagh's)	Early 19th century house and stone outbuildings
793	Roxboro		Old Carrickbrack Road	Howth	Mid 19th century villa-type structure with veranda
794	St. Dominic's Convent		Santa Sabina, Greenfield Road	Burrow (Sutton)	Original 19th century house (now convent), entrance avenue & walled garden only
795	St. Mary's		Dublin Street	Baldoye	Early 20th century building, former Christian Brother Retirement Home. Only seven-bay two-storey over basement 1913 building and perpendicular two-storey chapel extension included, all other extensions and structures excluded
796	Glengyle		Claremont Road	Quarry (Howth)	One of pair of semi-detached mid-19th century houses
797	Craigview		Claremont Road	Quarry (Howth)	One of pair of semi-detached mid-19th century houses

RPS No.	Structure Name	Street No.	Street Address	Townland	Description
798	Vernacular House		Turvey Avenue	Beaverstown (Donabate)	19th century two-storey three-bay vernacular house
799	Vernacular Building		Leckinstown Lane	Kitchenstown (Naul)	Mud-walled vernacular structure with small loft window & stone outbuilding
800	White Hart House (incl. Carria Geal)		White Hart Lane	Stephenstown (Balbriggan)	17th century house, sub-divided into two properties – White Hart House & Carria Geal



APPENDIX 4
**DESIGN
GUIDELINES
FOR BUSINESS
PARKS AND
INDUSTRIAL
AREAS**



DESIGN GUIDELINES FOR BUSINESS PARKS AND INDUSTRIAL AREAS

The guide is intended to provide design standards and guidelines for business parks and industrial areas. The design guide focuses on site and building design to promote sensitive site planning and low impact development, characterised by high quality physical environments which are unified and legible. The guide is intended to be used in conjunction with the principles of good design to facilitate the delivery of quality development within industrial and business park settings.

Business parks and industrial areas in Fingal are intended to provide high quality physical environments for businesses and industry reflecting the character of the County. The principle aims of the guide are to achieve high quality design, visual continuity and pedestrian/cycle friendly environments whilst ensuring the functioning of business and industrial locations. It is also considered that good design will assist in the long term economic viability of these areas.

SITE DESIGN

ACCESS AND CIRCULATION

The safe and efficient movement of vehicles and pedestrians is the principle objective for all sites. Sites should be designed to minimise conflicts between vehicles and pedestrians/cyclists.

- The number of access points to a site should be kept to a minimum
- Access points should be designed to provide safe ingress/egress for vehicles and pedestrians
- Alignment of opposite entrances is encouraged to promote continuity and provide uniformity
- Mobility Management Plans will be encouraged for employee intensive developments

PEDESTRIAN/CYCLE CONNECTIONS

Site design should accommodate pedestrian/cycle circulation in a safe and efficient manner.

- Pedestrian and cycle routes should be physically separated from vehicular circulation as much as possible
- Intersection where pedestrian/cyclist and vehicles converge should be clearly marked for visual identification by both motorists and pedestrians/cyclists

PERMEABILITY

Permeability assists in the functioning and attractiveness of an area and also improves its legibility. Permeability is influenced by a number of factors including building layout, road layout, setbacks, car parking and landscaping and an integrated approach is required to achieve good permeability.

- Development which detracts from the permeability of an area, or adjacent areas will be discouraged

LIGHTING

Lighting creates a secure and attractive environment. Lighting can also be a source of pollution and should be designed to eliminate and minimise spill out beyond the site.

- Beacons, search lights, blinking lights, flashing or changing intensity lights will be discouraged
- Lighting should not be used in a manner which would interfere with the safe movement of vehicles or the navigation of aircraft
- Lighting should be directed away from adjacent buildings and the public road
- The style of light fixtures must be architecturally compatible with the attendant building
- Lighting in service areas should be contained within service yard boundaries
- Lighting sources from service areas should not be visible from the public road
- Short masted lighting is encouraged for pedestrian areas
- Security lighting should be confined to entrances and pedestrian areas and should not project onto the public road
- Parking area lighting should be higher than pedestrian area lighting and focused downward
- Bollard lighting and pavement inset lighting will be encouraged for pedestrian pathways
- Ground mounted lighting should be screened by landscaping
- Pedestrian circulation routes and entrances should be adequately lit

LOADING/SERVICE AREAS

- Loading bays and service dock areas should be located to the rear or sides of buildings where possible, away from the main building entrance, or relatively visible areas
- Where possible, service, loading, generator and waste storage areas should be enclosed within the building
- Where possible service areas and loading bays should be designed in such a way to optimise the potential for the sharing of drives and loading areas
- External loading and service areas should be appropriately screened to minimise views from the road and adjoining buildings by architectural or landscape features
- Loading areas should be designed to accommodate vehicular manoeuvring on site and should not prohibit on-site vehicular circulation or cause traffic queues

WASTE/RECYCLING

- All waste and recycling areas should be covered/enclosed and appropriately screened from wind and public view
- Where possible waste storage areas should be consolidated into a single area to minimise clutter
- Developments should have adequate internal and external storage space for segregated waste and should comply with the *Waste and Recycling Storage Requirements for Residential and Non-Residential Developments in Fingal* or any update of such document

SILOS AND ANCILLARY STRUCTURES

- Silos and ancillary structures should be screened as much as possible and located to the sides and rear of buildings
- Where possible the materials used for the construction of silos and ancillary structures should match that of the building

STORAGE (PLANT, MATERIALS, MACHINERY)

- The storage of plant, materials and machinery should be reserved for the rear of buildings to minimise their visual impact
- Where possible storage areas should be secure and enclosed

SET BACKS

Set backs assist in establishing visual continuity and help create attractive streetscapes, generally:

- A minimum 10 metre setback comprising hard and soft landscaping should be provided between the building line of every building abutting a main road. This may be reduced, but generally no less than 7 metre setback, on internal roads
- The setback should provide a landscaped buffer area and should not be used for parking or other business related activity or advertising

SIGNAGE

- All signage should be of an appropriate design so as to be compatible with the character of the area
- All signage should be constructed with a palate of materials consistent with the predominant material and architectural character of the attendant building
- The materials, location, size, colour, height, scale lighting and orientation of signage should not detract from the visual amenity of the area
- All signage should be integrated into the surrounding landscaping
- Only one free standing 'identification' sign per unit will be permitted in order to avoid the over proliferation of signage. Additional informational and directional signage should be minimised. Exceptions may be made where units have more than one vehicular entrance. Where buildings have multiple units only one freestanding 'identification' sign will be permitted
- All directional signage should be ground-mounted
- A maximum of two flag poles per unit will generally be permissible
- Where light is projected onto a sign, it should not result in excessive spillage upwards or outward and should not cause a traffic hazard
- Signage should not block the visibility of vehicular traffic
- Signage should not impede pedestrian or cyclist movement

The following signage will be discouraged:

- Signs which advertise general products or services
- Animated, moving, flashing, rotating or sound-emitting signs
- Billboards
- Roof mounted signs or signs which project above the ridge height of the building
- Internally illuminated awnings
- Changeable message signs
- Pole mounted signs
- Wall signs

PUBLIC ART

Outdoor sculptures, appropriate art work, and special architectural and landscape features are encouraged in the development of individual sites and as features within public areas of estates. Such features help establish and reinforce visual identity and sense of place.

SUSTAINABILITY

- The design and orientation of buildings should take advantage of local climate conditions utilising solar gain and daylight
- The recycling of grey water will be encouraged
- The application of SuDS is required during the design phase of all developments
- Appropriate energy conservation strategies should be employed in building design including building shape, mass, orientation and the choice of materials
- Consideration should be given to the use of sustainable energy for individual buildings and also as part of group energy for the entire business park or estate

BUILDING DESIGN

BUILDING ORIENTATION AND ROAD FRONTAGE

- The siting and orientation of buildings should protect and enhance existing views and vistas, make optimal use of sun light and angles, enhance the character of existing land forms and site features, and strengthen the relationship between buildings
- The layout of buildings should form high quality public spaces with a high degree of passive surveillance

MASSING AND FORM

- Contemporary building design will be encouraged. Contemporary architectural treatments, materials and finishes should be incorporated into all aspects of building design
- Buildings in industrial and general business areas should be designed in a manner consistent with adjoining buildings in terms of height and scale
- Where residential areas are adjacent to industrial and business parks consideration should be given to having reduced heights at the abutting part of the site so as to minimise the contrast and impact between the two areas
- Monolithic buildings should be avoided. The mass of large buildings should be broken into groups of clusters or sub-parts where possible to reduce perceived scale
- A mix of building types will be encouraged ranging from incubator units to large units
- Building design should be as flexible and innovative as possible to facilitate the changing needs of occupiers and their processes

BUILDING APPEARANCE AND MATERIALS

MATERIALS AND COLOUR PALATE

- Building materials should be aesthetically pleasing and durable
- All buildings should relate visually to one another and uses should be compatible with adjacent uses
- Use of similar architectural elements such as window shapes, roof forms, similar materials, colours and textures help in achieving visual continuity
- Human scale buildings should be encouraged. The use of human scale elements and sensitive architectural treatments can achieve a human scale in large buildings

APPEARANCE

- Buildings should be set within landscaped settings with high quality public plazas/spaces formed by high quality buildings
- Landmark buildings will be encouraged at strategic locations to act as focal points
- Buildings should be legible; this can partly be achieved through expressing the position of each floor in the external skin design using techniques like terracing, articulated structural elements, or changing building materials. Belt courses, or other horizontal trim bands or contrasting colours, and or materials can also achieve building legibility

FACADES

- Facades with a high level of visual interest are encouraged
- The exterior character of buildings should enhance the character of the area and pedestrian/cyclist and motorists experience
- 'Friendly' facades can be achieved using decorative wall surfaces and landscape materials, modular materials such as brick and stone and windows that reveal indoor amenities and activity
- Large expanses of blank walls and mirror glass are not conducive to creating friendly facades and should be avoided where possible
- Visual continuity should be achieved through the use of muted colours
- Generally, the use of dark colours should be reserved for the base of buildings with lighter colours used for the upper levels
- Natural textures and tones are encouraged
- Textured and coloured concrete, brick and stone will also be encouraged
- The use of contrasted colours and materials should be reserved to emphasise areas such as building entrances and boundaries
- The effect of aging and weathering on the appearance of the materials used should be considered in selection. Materials and colours which fade, streak, stain or generate glare will be discouraged

ROOFSCAPE

- Roofscapes should add to the visual continuity of business parks and industrial areas
- Roof elements should be simple in form and continuous
- Horizontal and undulating lines are encouraged
- Flat, hipped and mansard roofs will be discouraged
- Exhaust flues, chimneys and vents should be integrated into the building, preferably located to the rear or side of buildings, appropriately screened and coloured to match the overall design of the attendant building
- Green/ecological roofs should be encouraged

TELECOMMUNICATIONS AND ANTENNA EQUIPMENT

- Roof mounted equipment should be designed to blend into their host building. Roof-mounted equipment that will be visible against the skyline should be painted to blend with the sky background as viewed from adjoining roads and buildings
- Roof mounted plant rooms will generally not be permitted. Such plants should be integrated into the overall design of buildings
- Wall-mounted equipment should be mounted as flush to the building as is technically possible and should not extend above the roofline of the building
- Utility screening should be comprised of durable materials. All utility lines (including power and telephone lines) should be installed underground where possible

SOLAR, UTILITY, ELECTRICAL AND MECHANICAL EQUIPMENT

- All ground, building, or roof-mounted electric, gas, mechanical units, and similar devices must be properly located to avoid unsightliness or potential safety issues, and must be appropriately screened in a manner compatible with the design of the attendant building
- No heating (except solar), air conditioning, electrical, or other equipment may be installed on the roof of any building or structure unless screened with materials compatible with (preferably the same as) the predominate exterior building material
- Electricity substations should not be permitted on public open space
- Electricity substations should be sited at ground level
- Oil tanks, substations, gas meters and other service rooms should be screened by earth mounds or dense planting or by other alternative forms of subtle screening and should not be visible from public roads

BUILDING ENTRANCES

- Primary entrances should be clearly legible through the use of appropriate materials and scale
- Entrances should be clearly legible
- Entrances should be designed to read as contrasting areas on a building's façade and orientated towards public spaces, either the primary road or internal vehicle drive

PARKING

- Parking areas should be designed to provide safe and convenient movement of vehicles and limit vehicular/pedestrian conflicts
- Surface car parking should not dominate the layout of development and should be designed as an integral part of each building
- Innovative car parking arrangements are encouraged including basement/semi basement parking and under-croft parking to minimise visual impact
- Parking areas should be appropriately screened and their visual impact softened with the use of planting and landscape features
- Where buildings are showrooms alongside a road, there should be no parking to the front of the building line. Otherwise, parking to the front of buildings should be limited to visitor parking only, with the remaining provided to the side or rear
- Parking areas should be of semi/permeable surface incorporating the principles of SuDS

- Large expanses of parking is discouraged and should be broken into smaller modules broken by vegetation/landscaping
- Parking areas should be buffered from the road with landscaping, earthen berms, half walls or fences to soften their appearance
- Adequate and secure cycle parking should be provided (see written statement Section 4.1 Transportation)
- Motorcycle parking should also be provided within parking schemes. This should be segregated from car parking and must have a hard paved surface to support motorcycle kickstands
- Gated parking should be designed to avoid the queuing of traffic onto the public road
- Some facilities may require checkpoints in order to monitor access. Guardhouses and security huts should be designed and located in a manner that will not conflict with pedestrian/cycle movements or cause traffic queuing. The design of security huts should be consistent with the architectural design of its attendant building

LANDSCAPING AND BOUNDARY TREATMENT

- Planting of native species is encouraged
- Where possible, existing vegetation should be preserved, enhanced and incorporated into the landscape design
- The appearance and maintenance requirements of plant and tree selection should be considered.
- Boundary treatments should, where necessary, take account of the need to act as noise buffers especially where the building adjoins a busy road or motorway
- Landscaping should be used to emphasis entrances and pedestrian circulation routes
- Boundaries which are visible from the public road (in particular boundaries which project forward past the building line) should be of a high architectural quality
- Palisade fencing to the front of any building line will not be permitted
- The use of retention ponds as an urban design feature within business parks will be encouraged to enhance the campus setting



APPENDIX 5
**INTERIM
SITING AND
DESIGN
GUIDANCE
FOR RURAL
HOUSING**



APPENDIX 5

INTERIM SITING AND DESIGN GUIDANCE FOR RURAL HOUSING

Pending the anticipated issuance of Design Guidelines for Rural Clusters and Housing in the Countryside, the Council will use the following guidance in assessing planning applications for a rural house:

ZONING

- The development must be in accordance with provisions of the particular rural zoning objective which applies to the area in which the proposed house is located

SITE ASSESSMENT STUDY

- A full analysis/feasibility study of the proposed site and its surrounding landscape should be carried out as the first step in preparing a design, and subsequently a planning application, for a house in the countryside. These studies should be available to the Planning Authority at pre-planning/pre-application stage

SITING & DESIGN (E.G. SCALE, HEIGHT AND FORM)

- The location, siting, orientation and the design of a proposed new dwelling in a rural location should be sensitive to its surroundings. The proposed development should be consistent with the character and appearance of the land, including the building's shape, height, and form, and with the ecology, natural features, and colours of the area, and the way in which these components combine. Direction should be taken from the existing environment and should take advantage of natural features such as trees, hedgerows, watercourses, hills and other land formations to shelter, shade and service the house. If any structures exist on the proposed site, then consideration should be given to their re-use, adaptation and extension in preference to new build. Where historic or vernacular buildings are located on the site or land holding, consideration should seriously be given to their retention, and incorporation into any proposed development
- Clustering with existing rural buildings is generally preferable to stand-alone locations
- The new dwelling should seek to integrate as much as possible into the landscape and not be a prominent feature that visually dominates its rural surroundings. New buildings should respect their landscape context and not block scenic views or break the skyline or waterline as seen from vantage points or main roads. Cutting and filling of sites is not desirable
- Direction should be taken from the historic building stock of the area, reflecting regional or local patterns in terms of scale, height, mass, form, layout, proportions, materials and architectural details/features. For example, courtyard or 'L' shaped layouts were traditionally used in vernacular complexes throughout Fingal, with modest single-storey or two-storey houses
- Full consideration should be given to solar gain and orientation within the proposed development to maximise energy efficiency and thereby reduce carbon dioxide emissions resulting from the house's energy consumption

- The applicant should determine if the proposed development is located on any designated natural heritage, archaeological or architectural heritage site, such as Special Area of Conservation (SAC), Special Protection Area (SPA), Natural Heritage Area (NHA), Record of Monuments and Places (RMP), or Record of Protected Structures (RPS). The existence of any of these designated sites within the proposed development site may have implications for the proposed dwelling

MATERIALS & DETAILING

- The detail, texture, colour, pattern, and durability of materials of the proposed development should be sustainable and of a high quality, and will be sensitive to its proposed location
- New dwellings should be guided by the range of materials used in the past in Fingal, and where contemporary materials are proposed they should complement and work well with those traditionally used. Any proposed finish will only be permitted where the Council is satisfied that such finishes are in harmony with the surrounding landscape and the vernacular architecture. In Fingal, the materials that were typically used historically to construct dwellings and outbuildings were stone, mud, timber, thatch, slate, iron and lime. While historic brickworks did exist within Fingal, in general brick was not commonly used for wall finishes
- The number of materials and finishes used in the construction of a new dwelling and associated structures, such as vehicular entrances, garage, or shed, should be limited
- New dwellings should be restrained in their ornamentation and embellishment. Cosmetic features such as mock classical columns, Spanish arches, mock-Tudor detailing and balustrades should be avoided
- Simple design forms and roof designs with narrow spans and pitches/profiles are preferable
- Particular attention should be paid to fenestration details, particularly window openings and design. Windows should be in proportion to the development and complement the style of the building
- The natural light reaching the building should be maximised

BOUNDARY TREATMENTS

- Where hedgerows or native planting exist around the site, the proposed development should be designed so that they are retained and augmented as far as practical. Where limited removal is required in order to meet with visibility standards, new hedgerow consisting of species native to the area or mixed with other alternative species acceptable to the Council will be planted inside the line of visibility. The *Wildlife Acts 1976-2000* state that no hedgerow will be removed from 1st March to 31st August of any year. Leylandii hedges or trees must not be included within any proposals for hedging (see Objectives TO51, TO53, TO54 and RH23)
- Boundary treatment should reflect local traditions for similar buildings where applicable. Stonewalling executed in the traditional dry construction method or limestone walls with lime mortar, earthen banks and indigenous hedging are all considered appropriate at entrances. Over-scaled and elaborate designs should be avoided. The design of entrance gates should be in keeping with the rural setting and look to traditional agricultural gate forms and styles. Entrances which are not demonstrated to be in character with the rural location of the proposed development will not be permitted
- Entrances, driveways, and surfaced areas should be located so as to minimise the visual impacts of these proposed structures for example by following existing contour lines. All applications for planning permission for a rural house should include detailed drawings and specifications for entrance treatments, including any additional elements such as name plaques, post boxes, intercoms and security features, which should all be discrete

ACCESS & SITE LINES

- The applicant must demonstrate that safe vehicular access to and from a proposed house is provided in terms of visibility from a proposed entrance, but also in terms of impact on road traffic on the adjoining public road, through generation of turning and stopping movements by vehicles leaving and entering the proposed site
- All applications for planning permission must include (at a minimum scale of 1:500) comprehensive details of the way in which access to the site can be provided in a satisfactory way. Where satisfactory access can be achieved only by removing large stretches of roadside hedgerow/ditches/stone boundaries, an alternative site for the proposed development should be sought (see Objectives T051, T053, T054 and RH23)
- The sharing of vehicular entrances will be encouraged where appropriate in order to avoid a proliferation of access points. Where a new house is to be sited adjacent to existing dwellings, use of existing entrances, avenues and driveways will receive more favourable consideration than proposals involving new entrances

SURFACE AND WASTE WATER TREATMENT

- Applicants should demonstrate that the method of disposing of surface and waste water from the proposed dwelling site is fully sustainable and in compliance with the requirements of the Council's Water Services' Department, and the Environmental Protection Agency

LANDSCAPING

- Landscaping proposals must be submitted with all planning applications for development. These should include as far as possible native species or other species which have been agreed with the Council

BUILDING REGULATIONS

- All new dwellings must comply with the Building Regulations which set out standards for new build and workmanship on topics such as Part B (Fire Safety), Part F (Ventilation), Part L (Conservation of Fuel & Energy), and Part M (Access for People with Disabilities)
- A grant of planning permission does not necessarily mean that any proposed structure complies with the Building Regulations, given that the Planning and Building Regulations are independent of each other
- It is important that the Building Regulations inform and direct the pre-planning of any new structure as attempting to implement the Building Regulations at a later stage could significantly compromise any grant of planning permission



APPENDIX 6
**MAP BASED
LOCAL
OBJECTIVES**



- 1 Provide for one house only, sensitively designed and located on site.
- 2 Provide for one house only, sensitively designed and located on this site, subject to a requirement of occupancy of seven years upon the applicant.
- 3 Prepare a Gateway Strategy for the northern/southern/western and eastern approaches to the town incorporating environmental improvements to the public realm, landscape enhancements, appropriate building heights and building lines.
- 4 Upgrade the access laneway to the Council's recreational lands and the seashore at Bremore, including the provision of public lighting and car-parking.
- 5 Prior to any proposed design or layout of development on these lands a detailed archaeological study shall be carried out.
- 6 Promote and facilitate the development of a Heritage Centre including Civic/Community/Recreational Uses at Bremore Castle.
- 7 Promote and facilitate the development of a Civic Theatre at Bremore Castle or in the town centre zoned lands on the Naul Road.
- 8 Allow low density housing – circa 12 per hectare (5 per acre) gross, in accordance with a Masterplan. Development of these lands shall include provision for significant traffic calming and re-alignment of Flemington Lane. Access to these lands from the R132 shall form part of the Gateway Strategy for the northern approach to Balbriggan.
- 9 Consider meeting rooms for community use at Bell's Cottage.
- 10 Restore 'Bell's Cottage' at the entrance to the Bremore Castle lands.
- 11 Improve access and car parking to the Council's recreational lands and the seashore in the vicinity of Bremore Castle.
- 12 That any development on these lands shall incorporate the protection of Bremore Cottage.
- 13 Restore the Boat and Bath House buildings south/east of Bremore Castle.
- 14 Promote and facilitate the development of the open space in the vicinity of the Martello Tower as a contemporary coastal park, with play areas, skate park, events area including appropriate landscaping.
- 15 Facilitate the development of a Marine Conservation and Education Centre at this location.
- 16 Promote and facilitate the removal of the existing palisade fence on the front boundary of St. Molaga's Primary School and its replacement with a high quality boundary treatment that is acceptable to the Planning Authority.
- 17 Restore the Martello Tower south/east of Bremore Castle.
- 18 Promote and facilitate the development of the disused factory site, to the north of the beach/harbour as a mixed residential, hotel, leisure and entertainment precinct with shops, cafes and restaurants overlooking the coastal park and the sea.

- 19 Promote and facilitate the development of a raised board walk along the beach front.
- 20 Preserve and improve access to the harbour beaches and seashore.
- 21 Protect the main streets of the town from the proliferation of take-away/fast-food outlets. Any further planning applications for take-away/fast-food outlets in the 'MC' zoning shall be considered having regard to the cumulative impacts on the amenity of the main streets.
- 22 Prepare a Recreational Strategy for the Public Open Space at Moylaragh.
- 23 Encourage the development of a mix of retail, community and other town centre uses.
- 24 Facilitate the provision of a local history museum in the former Mill building.
- 25 Facilitate the implementation of the recommendations of the Balbriggan Public Realm Plan and any associated works subject to the availability of appropriate public and other funding resources.
- 26 Promote and facilitate a pedestrian link from the Harbour/Beach area to the Town Centre and beyond into the Town Park, focused along the River Bracken.
- 27 Create a new street parallel with Dublin Street to facilitate the appropriate development of backlands between George's Square and Market Green.
- 28 Upgrade Vauxhall Street to facilitate co-ordinated infill development.
- 29 Promote and facilitate the development of a Civic Theatre at Bremore Castle or in the town centre zoned lands on the Naul Road.
- 30 Promote and facilitate the regeneration of this prominent site adjoining high amenity coastal lands incorporating a pedestrian link to the proposed coastal path.
- 31 Provide for a mix of retail, community and other town centre uses in accordance with an agreed Masterplan at the District Centre zoned lands on the Naul Road.
- 32 Protect the main streets of the town from the proliferation of take-away/fast-food outlets. Any further planning applications for take-away/fast-food outlets in the 'MC' zoning shall be considered having regard to the cumulative impacts on the amenity of the main streets.
- 33 Facilitate the (re)development of all vacant street frontage sites at Vauxhall Street/Lane in accordance with appropriate design brief(s). There will be a presumption for the comprehensive (re)development of multiple frontage sites and a presumption against single site (re) development, save in exceptional circumstances as may be determined by the Planning Authority.
- 34 Provide for a high quality gateway building of a suitable scale to mark the entrance to Balbriggan town centre.
- 35 Provide for retail warehousing, with a maximum total of 15,000 sq m, in the context of the Local Area Plan for these lands, strictly subject to the criteria for and definition of retail warehousing included in the Retail Planning Guidelines.

- 36** No residential units to be built upon these lands until such time as the Naul Road has been upgraded.
- 37** No development to be permitted on the 'HA' zoned lands on the seaward side of the Balbriggan/Skerries road.
- 38** Prepare a Recreational Strategy for the Town Park (west of Vauxhall Street).
- 39** Allow for Education, Hotel and Conference Centre uses.
- 40** Provide for ancillary retail, café and marketing uses to facilitate the promotion of the existing manufacturing use on site.
- 41** Comply with the principles of the Stephenstown Masterplan.
- 42** Facilitate the existing operation of Wavin Ireland Ltd. However, in the event of their relocation to an alternative site, promote and facilitate the establishment and development of a third level educational facility/civic/municipal uses on these lands, in accordance with a Masterplan.
- 43** Facilitate the expansion of the existing waste management facility.
- 44** Prepare a Gateway Strategy for the northern/southern/western and eastern approaches to the town incorporating environmental improvements to the public realm, landscape enhancements, appropriate buildings heights and building lines.
- 45** The development of these lands shall be progressed in accordance with a Local Area Plan and Urban Design Masterplan. The Masterplan shall provide for architecturally designed buildings with high quality finishes fronting onto, a) the Naul Road, b) Folkstown Lane and c) the Public Open Space and Ecological Corridor.
- 46** Prepare a Gateway Strategy for the northern/southern/western and eastern approaches to the town incorporating environmental improvements to the public realm, landscape enhancements, appropriate buildings heights and building lines.
- 47** Applications for buildings in this Rural Cluster will be required to demonstrate that the proposed development will not give rise to visual intrusion.
- 48** Promote, and facilitate a pedestrian over-bridge as part of an attractive walkway along Tanner's Water Lane to the proposed coastal path linking to the town centre.
- 49** Promote and facilitate the development of an Ecological Corridor along the Matt Stream with pedestrian linkages back to the town and Balrothery.
- 50** Prepare a Gateway Strategy for the northern/southern/western and eastern approaches to the town incorporating environmental improvements to the public realm, landscape enhancements, appropriate buildings heights and building lines.
- 51** Protect and encourage the appropriate management of important woodlands at Hampton Demesne.
- 52** Provide for one house only, sensitively designed and located on site.

- 53 Provide for one house only, sensitively designed and located on site.
- 54 Re-establish a pedestrian walking route along the Old Coach Road.
- 55 Applications for buildings in this Rural Cluster will be required to demonstrate that the proposed development will not give rise to visual intrusion.
- 56 Provide a primary school site (1.62 hectares/4 acres).
- 57 No development to be permitted on the HA zoned lands on the seaward side of the Balbriggan/Skerries road.
- 58 Ensure the protection of the setting of the National Monuments and Archaeological Heritage within Barnageeragh.
- 59 Restore the Martello Tower at Red Island.
- 60 Promote and facilitate the development of an Ecological Corridor along the Matt Stream with pedestrian linkages back to the town and Balrothery.
- 61 Preserve the setting of the Glebe House.
- 62 Prepare a Masterplan for the harbour area incorporating mixed-use development including community/recreational and marina/water sports facilities with improved accessibility and enhanced off-street car-parking. With regard to watersports, the Masterplan will also, through the Appropriate Assessment process, take full account of the important seabird colony SPAs that exist in the vicinity of Skerries.
- 63 Develop a Masterplan, the purpose of which is to secure the establishment of a new vehicular access point from Barnageeragh to Ardgillan Demesne. The plan should consider a viewing platform to facilitate viewing of Skerries town and the islands.
- 64 Promote and facilitate a promenade along the north beach to improve access and provide additional amenities in the area.
- 65 Protect and enhance the amenity of Bowhill Lake and seek to establish pedestrian walking routes to the lake from Balrothery.
- 66 Provide for one house.
- 67 Develop a management plan for the protection and conservation of the Bog of the Ring, within a defined study area as indicated on the Development Plan map, in conjunction with local landowners and stakeholders including the National Parks and Wildlife Service and the Department of the Environment, Heritage and Local Government.
- 68 Applications for buildings in this Rural Cluster will be required to demonstrate that the proposed development will not give rise to visual intrusion.
- 69 Provide a cycleway between Skerries Rock and Ballast Pit.
- 70 Facilitate where practicable the upgrade of tennis facilities in Skerries including the provision

of an additional tennis court for local club and public use, and the provision of an associated clubhouse pavillion for Skerries Lawn Tennis Club.

- 71** Undertake a study to determine suitability for sheltered housing.
- 72** Facilitate the expansion of the existing school.
- 73** Any development on these lands shall have regard to the Department of Education's requirement to extend the existing school site.
- 74** Seek to establish pedestrian walking routes across and around the hills using existing boreens and other rights-of-way.
- 75** Prepare a Recreational Strategy for Skerries Town Park.
- 76** Prepare a Masterplan for the 'Ballast Pit' lands, to incorporate mixed – use development including community/recreational uses and 'park and ride' facilities to serve the railway station.
- 77** Protect views of the Fingal Uplands area both from within the upland area and distant views towards the upland area of the Naul Hills.
- 78** Encourage the planting and retention of hedgerows, trees and small woodland groups in the upland area of the Naul Hills.
- 79** Promote and facilitate a pedestrian overbridge from the 'GE' lands to the Railway station.
- 80** Development on these lands, if any, will be restricted by the extent of flooding on the lands and will be further informed by the outcome of the options appraisal process which forms part of the FEMFRAMS study.
- 81** Allow a proportion of residential development not exceeding 20% of these 'GE' lands.
- 82** Protect and encourage the appropriate management of important woodlands at Milverton Demesne.
- 83** Facilitate the development of a hotel.
- 84** Provide for rural related tourism activities and facilities.
- 85** Provide for an integrated tourism and recreational complex on Milverton Demesne, incorporating facilities which may include: hotel/conference centre, golf course(s), fitness centre, at least one other extensive tourist/recreational facility and a strictly limited number of dwelling units preferably grouped in a courtyard type configuration, a majority of which shall be reserved for tourism use. The nature and extent of the facilities to be provided shall be determined primarily by the need to conserve the special landscape character and heritage features of the demesne.
- 86** Provide for the creation of a cul-de-sac on the Golf Links Road, south of the existing access to Downside housing estate. Traffic movement beyond this point travelling towards the LAP lands from the direction of Miller's Lane/Shenick Road shall be limited exclusively to pedestrian and cycle traffic. This would be subject to statutory approval under the Road Traffic Act 1994.

- 87 Protect views from within the Fingal Uplands area and also to protect views of this upland area from outside the area.
- 88 Provide for two houses only, sensitively designed and located on this site.
- 89 Protect the extensive archaeological remains identified by geo-physical survey within this area.
- 90 Facilitate the development of a nursing home, day care centre and meals on wheels facility for the elderly, whilst preserving the open aspect of the site.
- 91 Encourage the planting and retention of hedgerows, trees and small woodland groups where appropriate
- 92 Require the carrying out of an Archaeological Appraisal in advance of all works commencing in relation to the proposed carriageway. In consultation with the Department of the Environment, Heritage and Local Government and incorporating the findings of the Archaeological Assessment, a targeted Mitigation Strategy shall be put in place if required in advance of construction of the carriageway.
- 93 Seek to establish pedestrian walking routes across and around the hills using existing boreens and other rights-of-way.
- 94 Restrict to 'Local Access' only.
- 95 Ensure that the alignment and construction of the complete carriageway shall fully accord with the stated policies and objectives contained in the Hacketstown Local Area Plan.
- 96 Provide for the design of the proposed southern relief road from its roundabout connection on the Skerries Road westwards as far as the railway crossing as a tree-lined urban road, incorporating wide footpaths, verges, cycle paths and extensive tree-planting. Road embankments shall be attractively landscaped. West of the railway line to its connection with the Lusk Road, the relief road shall be attractively landscaped in keeping with its rural setting.
- 97 Protect views from within the Fingal Uplands area and protect views of this upland area from outside the area.
- 98 Require the carrying out of an Archaeological Appraisal in advance of all works commencing in relation to the proposed carriageway. In consultation with the Department of the Environment, Heritage and Local Government and incorporating the findings of the Archaeological Assessment, a targeted Mitigation Strategy shall be put in place if required in advance of construction of the carriageway.
- 99 Provide for the design of the proposed southern relief road from its roundabout connection on the Skerries Road westwards as far as the railway crossing as a tree-lined urban road, incorporating wide footpaths, verges, cycle paths and extensive tree-planting. Road embankments shall be attractively landscaped. West of the railway line to its connection with the Lusk Road, the relief road shall be attractively landscaped in keeping with its rural setting.
- 100 Seek to establish pedestrian walking routes across and around the hills using existing boreens and other rights-of-way.

- 101** Encourage the planting and retention of hedgerows, trees and small woodland groups where appropriate.
- 102** Lands to be ceded to Fingal County Council as public open space.
- 103** Provide for the design of the proposed southern relief road from its roundabout connection on the Skerries Road westwards as far as the railway crossing as a tree-lined urban road, incorporating wide footpaths, verges, cycle paths and extensive tree-planting. Road embankments shall be attractively landscaped. West of the railway line to its connection with the Lusk Road, the relief road shall be attractively landscaped in keeping with its rural setting.
- 104** Prepare a Masterplan for the “Holmpatrick” lands, to provide for a new sensitively designed and sited hotel, gymnasium and swimming pool with public access, public open space and integrated coastal walkway within the lands zoned OS, a maximum of 24 residential units on lands zoned RS and associated infrastructure. The phasing of the development shall ensure that the hotel, gymnasium and swimming pool are provided within the first phase of the development of the site. The Masterplan shall consider issues such as access, deliverability and phasing as well as architectural design and the visual and ecological sensitivity of the area.
- 105** Develop Holmpatrick Masterplan lands.
- 106** Promote and facilitate agri-tourism at Hacketstown House.
- 107** Development on these lands, if any, will be restricted by the extent of flooding on the lands and will be further informed by the outcome of the options appraisal process which forms part of the FEMFRAMS study.
- 108** Planning applications for buildings in this rural cluster and associated open space lands will be required to demonstrate that the proposed development will not give rise to visual intrusion.
- 109** Facilitate the relocation of offices, weighbridge, primary vehicular entrance and internal access road serving existing quarry, to be sensitively designed and located on site. Maintain existing entrance on Baldaragh Road as an emergency entrance only.
- 110** Provide for the erection of a sports clubhouse and the construction of a car park in association with the development of recreational facilities on these lands.
- 111** Permit a reasonable extension suitably and sensitively designed at the rear of the existing building of up to 400 sq m and improvement of the premises within the existing curtilage of the existing development.
- 112** Seek to establish pedestrian walking routes across and around the hills using existing boreens and other rights-of-way.
- 113** Promote the Millennium walk through the village.
- 114** Protect views from within the Fingal Uplands area and protect views of this upland area from outside the area.

- 115** Provide for an Olympic standard equestrian centre and associated facilities including a single Manager's accommodation unit, subject to the equestrian facilities being developed prior to the erection of the Manager's accommodation and no other residential accommodation being developed on the land.
- 116** Provide for 3 houses only.
- 117** Encourage the planting and retention of hedgerows, trees and small woodland groups where appropriate
- 118** Any redevelopment within this harbour area shall reflect the existing pattern of development and vernacular design including existing plot widths, scale and proportions.
- 119** Provide for and facilitate mixed-used development including restaurants, cafes and art and cultural uses within the harbour area.
- 120** Provide for access and car parking to serve the Local Centre zoned lands.
- 121** Facilitate the development of value-added food opportunities which complement locally sourced produce supported by green energy technologies.
- 122** Seek to establish a pedestrian walking route from the village to the Martello tower.
- 123** Provide for a nursing home.
- 124** Provide for existing use only. Any development shall demonstrate the protection of residential and visual identities of the area.
- 125** Provide for one house only, sensitively designed and located on this site.
- 126** Encourage the restoration of the Martello tower.
- 127** Promote and facilitate a public walkway around the Drumanagh Promontory Fort, providing an attractive pedestrian link from Rush to Loughshinny.
- 128** Provide for 2 houses, the stable block to be built prior to the housing.
- 129** Carry out a study which will examine potential future use on these lands.
- 130** Provide for one house only, sensitively designed and located on site.
- 131** Provide for one house only, sensitively designed and located on site.
- 132** Provide for a retail outlet for farm produce.
- 133** Provide for larger family type houses to facilitate the upgrading of homes for families of existing two and three bedroom houses. A minimum of 80% of the housing units shall be 4 or more bed family homes, of which a minimum of 50% shall be detached houses.
- 134** Ensure that residential development does not take place until such time as the Waste Water Treatment Plant at Portrane becomes fully operational and the required network upgrades to facilitate the development are completed.

- 135** Improve access to beaches.
- 136** Provide for one house only, sensitively designed and located on site.
- 137** Secure the preparation and approval by the Planning Authority of a Masterplan prior to the development of the secondary school, community facility, playing pitches, park land and residential development to enable comprehensive development of the area in a proper manner.
- 138** Ensure that residential development does not take place until such time as (a) work has commenced on the construction of the secondary school on the open space to the east, and (b) the developer has undertaken an Educational Needs Assessment which demonstrates to the satisfaction of the Planning Authority that there is adequate school provision for the needs generated by the proposed development.
- 139** Secure the preparation and approval by the Planning Authority of a Masterplan prior to the development of the secondary school, community facility, playing pitches, park land and residential development to enable comprehensive development of the area in a proper manner.
- 140** Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.
- 141** Facilitate Agri Tourism.
- 142** Provide for horticultural use.
- 143** Prepare a Masterplan for the protection and enhancement of the 'HA' lands at the North Beach, in the interests of environmental sustainability.
- 144** Allow for a treatment facility for end of life vehicles.
- 145** Ensure that residential development does not take place until such time as the Waste Water Treatment Plant at Portrane becomes fully operational and the required network upgrades to facilitate the development are completed.
- 146** Ensure that residential development does not take place until such time as the Waste Water Treatment Plant at Portrane becomes fully operational and the required network upgrades to facilitate the development are completed.
- 147** Limit residential development on these lands to a maximum of 10 dwellings per hectare.
- 148** Ensure that residential development does not take place until such time as (a) work has commenced on the construction of a new permanent primary school beyond the existing schools currently operating within the Lusk catchment area, and a new secondary school within Lusk, and (b) the developer has undertaken an Educational Needs Assessment which demonstrates to the satisfaction of the Planning Authority that there is adequate school provision for the needs generated by the proposed development.
- 149** Provide for a new Community Facility with a minimum floor area of 300 sq m.
- 150** Provide for one house only subject to a requirement of occupancy of seven years upon the applicant.

- 151 Provide for access from the N2 and L5018 subject to any necessary road improvements.
- 152 Ensure an appropriate mix of housing is provided in the local housing market.
- 153 Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.
- 154 Ensure that residential development does not take place until such time as (a) work has commenced on the construction of a new permanent primary school beyond the existing schools currently operating within the Lusk catchment area, and a new secondary school within Lusk, and (b) the developer has undertaken an Educational Needs Assessment which demonstrates to the satisfaction of the Planning Authority that there is adequate school provision for the needs generated by the proposed development.
- 155 Provide for a pedestrian right of way between the Community Facility and Hand's Lane.
- 156 Ensure that development does not take place until the necessary improvement of Minister's Road as indicated on the Development Plan map is completed.
- 157 Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.
- 158 Ensure that development does not take place until such time as the Waste Water Treatment Plant at Portrane becomes fully operational and the required network upgrades to facilitate the development are completed.
- 159 Ensure that development does not take place until the playing pitch and the Community Facility on Ministers Road beside the GAA pitch have been constructed.
- 160 Ensure that development does not take place until the necessary improvement of Minister's Road as indicated on the Development Plan map is completed.
- 161 Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.
- 162 Provide a residential care/nursing home facility to the south west of Ballymadun Rural Cluster.
- 163 Ensure that development does not take place until the playing pitch and the Community Facility on Ministers Road beside the GAA pitch have been constructed.
- 164 Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.
- 165 Provide for one house only subject to a requirement of occupancy of seven years upon the applicant.
- 166 Provide for a pedestrian right of way from Church Road to Post Office Road.

- 167** Refurbish and re-thatch the existing (former thatched shop premise) cottage abutting Church Road.
- 168** Provide for vehicular and pedestrian access to the RV lands to the rear of The Orchard housing estate.
- 169** Promote a high quality mixed use development (incorporating retail use) on the former horticultural/glasshouse site in the centre of the town.
- 170** Promote and facilitate the development of a linear park along the Brook Stream, east of the Skerries Road, to the North Beach.
- 171** Provide for a pedestrian right of way from Church Road to the proposed Town Park and beyond to Dublin Road.
- 172** Provide a walkway and open space along the Brook Stream, west of the Skerries Road.
- 173** Provide for a Civic Square, and ensure that proposed development in the vicinity of the junction of Main Street, Station Road and Church Road, facilitates the provision of a high quality Civic Square.
- 174** Provide for a pedestrian right of way from Dublin Road through Town Park to Minister's Road/Tower View.
- 175** Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.
- 176** Carry out a study which will examine potential future use on these lands.
- 177** Promote and facilitate high quality residential development fronting onto the high amenity zoned land and proposed linear park.
- 178** Provide for one mobile home only, sensitively located on this site.
- 179** Ensure, in relation to the phasing and siting of development within the Masterplan boundary area, that the main retail anchor be developed within the central section of this area in a manner which provides for appropriate sustainable integration with the existing town core.
- 180** Provide for the construction of 2 (two) only dwelling houses subject to a requirement of occupancy of seven years upon the applicant.
- 181** Ensure that development does not take place until such time as the Waste Water Treatment Plant at Portrane becomes fully operational and the required network upgrades to facilitate the development are completed.
- 182** Consider in accordance with the provisions of the Development Strategy for Lusk (Section 1.6, Written Statement) and its designation as a Moderate Sustainable Growth Town, the appropriate quantum of retail development in the town.
- 183** Promote the development of a shuttle bus service linking Lusk town to the mainline Bus Éireann services (Drogheda to Dublin) on the R132 and/or the Metro in Swords.

- 184** Prepare and implement a Masterplan for the improvement of the Rush Harbour area.
- 185** Consider a second smaller retail anchor, as well as local commercial/office development, at the eastern end of the Masterplan area, which shall be designed as a nodal gateway building with a strong streetscape urban edge at the eastern approach to Lusk town and which shall only be developed in tandem with a comprehensive development and expansion of the town centre, commencing with the delivery of the main retail anchor centrally within the scheme.
- 186** Ensure that redevelopment within this harbour area shall reflect the existing pattern of development and vernacular design including existing plot widths, scale and proportions.
- 187** Encourage the redevelopment of backlands and provide for high quality aesthetic development, which will provide a degree of informal supervision of the Town Park.
- 188** Consider in accordance with the provisions of the Development Strategy for Rush (Section 1.6, Written Statement), and its designation as a Moderate Sustainable Growth Town, the appropriate quantum of retail development in the town.
- 189** Provide for pedestrian access from new development through the RV lands to the village core.
- 190** Promote and facilitate the development of a hotel.
- 191** Provide for a residential institution (nursing home) where such development does not have a negative impact on the surrounding environment, landscape or local amenities.
- 192** Provide for pedestrian and cycle paths between Lusk and the railway station.
- 193** Ensure that Kilhedge Lane is upgraded from its northern end to the southern edge of zoned open space to enable adequate access and a satisfactory level of car parking to be provided to serve the existing and proposed open space.
- 194** Provide for a pedestrian right of way from Dublin Road through Town Park to Minister's Road/Tower View.
- 195** Require the provision of good pedestrian and cycle links between the Chapel Farm Estate, the school site and the open space.
- 196** Provide environmental and amenity facilities in the vicinity of the Mill Bank, including the rationalisation of access and egress to the Church car-park as part of an Environmental Improvement Scheme.
- 197** Promote the development of a shuttle bus service linking Lusk and Rush to the rail station to avail of increased capacity in the rail service as it arises.
- 198** Require the provision of good pedestrian and cycle links between Chapel Farm Estate, the school site and the open space.
- 199** Ensure that residential development does not take place until such time as the Waste Water Treatment Plant at Portrane becomes fully operational and the required network upgrades to facilitate the development are completed.

- 200** Seek the provision of a pedestrian walkway over the railway adjacent to the existing bridge at the Rush/Lusk Railway station.
- 201** Ensure that residential development does not take place until such time as (a) work has commenced on the construction of a new permanent primary school beyond the existing schools currently operating within the Lusk catchment area, and a new secondary school within Lusk, and (b) the developer has undertaken an Educational Needs Assessment which demonstrates to the satisfaction of the Planning Authority that there is adequate school provision for the needs generated by the proposed development.
- 202** Facilitate a café/newsagent within the railway station grounds to serve the needs of commuters using the station.
- 203** Provide for a high quality and integrated sports training facility with ancillary directly related uses where such development does not have a negative impact on the surrounding environment, landscape or local amenities.
- 204** Provide and facilitate the development of enterprise and business uses in accordance with an agreed Masterplan.
- 205** Provide a public walkway from the South Shore through to Rogerstown Harbour and upgrade the walkway from Rogerstown to Balleally subject to an Appropriate Assessment screening.
- 206** Prepare a Gateway Strategy for the western approach to Rush.
- 207** Prepare a Gateway Strategy for the western approach to Rush.
- 208** Provide for and facilitate the development of a cemetery car-park and associated footpath linking to the graveyard.
- 209** Provide for the extension of the existing cemetery at Whitestown subject to the suitability of the lands and the provision of screening and boundary treatment with adjoining properties.
- 210** 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 and that the impact of any proposed house will not adversely affect, either directly or indirectly, the ecological integrity of the Natura 2000 sites at Rogerstown Estuary.
- 211** Exclude multiple unit housing estates in the South Shore area of Rush.
- 212** Ensure that any new residential development in the South Shore, indicated on the map by a boundary line, is in compliance with the specific housing policy relevant to the South Shore area.
- 213** Allow for new houses, subject to normal planning criteria, which have demonstrated to the satisfaction of the Planning Authority that they cannot connect to mains drainage within a reasonable period of time, on sites no less than 0.2ha in size.
- 214** Provide for one house only subject to a requirement of occupancy of seven years upon the applicant.
- 215** Provide for the preservation and protection of existing hedgerows which form the boundaries of these lands.

- 216** Provide a public walkway from the South Shore through to Rogerstown Harbour and upgrade the walkway from Rogerstown to Balleally subject to an Appropriate Assessment Screening.
- 217** 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 Natura 2000 sites and species protected by law. The potential for such developments to result in direct and indirect negative impacts on Natura 2000 Sites will be subject to screening for assessment under the Habitats Directive.
- 218** Create a pedestrian link between Lusk and Balleally.
- 219** Provide for rural based economic and employment opportunities subject to prior archaeological investigation.
- 220** Applications for buildings in this Rural Cluster will be required to demonstrate that the proposed development will not give rise to visual intrusion.
- 221** Maintain the low-lying and open character of the landscape, and preserve and protect wetlands and estuarine marsh lands free from inappropriate development, including land reclamation, within the High Amenity Zoned Area around Rogerstown Estuary.
- 222** Create a walkway and cycleway alongside the existing railway line across Rogerstown Estuary, in consultation with Iarnród Éireann.
- 223** Facilitate the development of a place of worship.
- 224** Provide for hotel/guesthouse not exceeding 25 bedrooms at this location (Blakes Cross) where an existing 10 bed guesthouse is currently operational.
- 225** Implement in full the measures outlined in 'The Landfill Restoration Plans' in the Rogerstown Estuary Study and provide for a landscaped public amenity space incorporating woodland and screen planting, pathways and seating areas, carparking, visitors centre and a boardwalk southwards alongside the railway line to Donabate.
- 226** Provide a maximum of 7.4 units per hectare, with a minimum site size area of 1350 sq m and a maximum roof height of 6.15 metres over the prevailing established ground level. All new houses to connect to mains drainage with no provision for on site treatment systems.
- 227** Facilitate the sustainable expansion of the existing waste management facility.
- 228** Provide for one house only.
- 229** Create a walkway and cycleway alongside the existing railway line across Rogerstown Estuary in consultation with Iarnród Éireann within the duration of the 2011-2017 Development Plan.
- 230** Encourage the removal of existing chalets and huts at the Burrow.
- 231** Provide a maximum of 10 units per hectare, with a minimum site size area of 1000 sq m and a maximum roof height of 6.65 metres over the prevailing established ground level. All new houses to connect to mains drainage with no provision for on site treatment systems.

- 232** Prepare and implement a management strategy for Rogerstown Estuary, having regard to the Rogerstown Estuary Study including the provision of pedestrian access linking Rogerstown Estuary with Donabate and Portrane and the Malahide Estuary.
- 233** Maintain the low-lying and open character of the landscape, and preserve and protect wetlands and estuarine marsh lands free from inappropriate development, including land reclamation, within the High Amenity Zoned Area around Rogerstown Estuary. In this regard no such development shall take place in this area without a prior grant of planning permission.
- 234** Maintain the low-lying and open character of the landscape, and preserve and protect wetlands and estuarine marsh lands free from inappropriate development, including land reclamation, within the High Amenity Zoned Area around Rogerstown Estuary. In this regard no such development shall take place in this area without a prior grant of planning permission.
- 235** Provide for well designed detached housing at maximum densities of 10 houses per hectare (4 per acre) in the Burrow.
- 236** Housing should generally be single storey and subject to a maximum ridge height of 7 metres.
- 237** Development in the area shall be conditional on a satisfactory outcome of a detailed topographical and hydrological and visual/landscape impact assessment.
- 238** Development of lands along the northern edge of Rogerstown Estuary shall be single storey.
- 239** Formulate proposals and implement a scheme to create a promenade and provide additional amenities in the area.
- 240** Provide a pedestrian/cycle link between Newbridge Demesne to Council owned lands at Turvey.
- 241** Applications for buildings in this rural cluster will be required to demonstrate that the proposed development will not give rise to visual intrusion.
- 242** Development in the area shall be conditional on a satisfactory outcome of a detailed topographical and hydrological and visual/landscape impact assessment. Development shall be set back from the tree/hedgerow lined western boundary.
- 243** Prepare a development and design brief for the undeveloped residential zoned land to the south of Portrane village and ensure that future development shall provide for the protection of the visual amenities and special character of this area which is located within an ACA (at St. Ita's hospital) and adjoining another ACA (at Gray Square).
- 244** Provide pedestrian linkages independent of the road network to the village and railway station.
- 245** Undertake a feasibility study of St Ita's, in conjunction with the Health Service Executive, to determine the optimal future sustainable use of this complex. The study will explore the development of new modern psychiatric health care and ancillary facilities taking cognisance of the cultural, visual and ecological sensitivities of the site. The study will also prioritise the re-use of the existing buildings, including protected structures on site and also maintain and provide for an appropriate level of public accessibility through the site.

- 246** Provide for the further development of recreational, community and educational (primary and second level) facilities on the council lands at Ballisk.
- 247** Encourage a Woodland Management Programme for Portrane Demesne.
- 248** Provide for a maximum of 9 houses. This development should not interfere with the amenity afforded by the trees along Turvey Avenue.
- 249** Development in the area shall be conditional on a satisfactory outcome of a detailed topographical and hydrological and visual/landscape impact. The layout and design of the future residential areas shall take a cognisance of the adjacent 'HA' zoned lands. The Ballymastone farm buildings and curtilage shall be preserved in any development in this area. Development along the southern edge (St. Ita's hospital) of these lands shall be single storey development. The entrance gates and setting together with the old tree lined avenue leading to Ballymastone which forms the original right-of-way to Portrane Demesne shall be preserved in any development in this area and to be the subject of a management plan.
- 250** A site for school facilities shall be reserved in any development of this area.
- 251** Endeavour to facilitate the appropriate conservation of the Mill at Rowlestown for the enjoyment and education of future generations.
- 252** Provide for high quality footpaths along Turvey Avenue.
- 253** Protect the setting of St. Patricks Church of Ireland.
- 254** Facilitate the RPA's development of a well designed Depot to serve Metro (North & West) on a site on the north side of the proposed Swords Western Ring Road (SWRR). The depot shall be sited, designed, landscaped, constructed, operated and maintained into the future to ensure that any potential noise, air and/or light pollution, as well as visual impacts of this development in the landscape are minimised. The depot shall be screened on all sides. In particular the proposed landscaping scheme, which may include significant bunding, shall provide for the mitigation of the visual impact of this development as viewed from the R132 and M1 to east and the SWRR and the future Lissenhall development area to the south.
- 255** Facilitate the RPA's development of a strategic Metro-North 'Park and Ride' facility (providing for a minimum of 2000 cars) in a multi-storey complex at Belinstown (north of Lissenhall). This multi storey 'Park and Ride' facility shall be well designed and sited with particular attention given to the adequacy of vehicular access, connectivity to Belinstown metro stop, elevational treatment, landscaping and mitigation of potential adverse impact on the amenity of existing residents.
- 256** Facilitate the provision of a maximum 6 dwelling units on a site of 1Ha/2.6 Acres. The dwellings to be sited in a cluster/terrace formation.
- 257** The front boundary to be enclosed in stone to match that of Newbridge Demesne.
- 258** Facilitate the existing integrated tourism and recreational complex at Roganstown. The nature and extent of the facilities provided is confined by the primary use of the site for recreation and tourism use and the need to conserve the special landscape character and heritage features of the site.

- 259** Provide for a post primary school on a 4 hectare/10 acre site (Zoned 'OS') adjoining the Balcarrick road to the south as per adopted Donabate LAP.
- 260** Provide for a single dwelling sensitively designed subject to a requirement of occupancy of seven years upon the applicant.
- 261** Support the upgrade of the railway line and facilities to Donabate.
- 262** Development in the area shall be conditional on the satisfactory outcome of the detailed topographical, hydrological and visual/landscape/environmental impact assessments including appropriate assessment screening. The layout and design of the future residential area shall provide for visual mitigation measures including substantial set backs from the road boundaries (Hearse Road, Coast Road & Balcarrick Road). The route of the Donabate Southern bypass shall be conditional on the satisfactory outcome of detailed topographical, and visual/landscape impact assessments in tandem with these assessments a Traffic Management Plan shall be prepared for the town centre. The Coast Road to continue to function only as a local service access with traffic management. Viewing lay-bys to be provided along the road. The area alongside the southwestern and southern boundaries including the River Pill and bridge to form part of the pedestrian walkway/wildlife area. An independent pedestrian walkway and wildlife area to be reserved along the railway embankment and alongside the southwestern and southern boundaries, to link with the Broadmeadow and the Malahide Estuaries, Newbridge Demesne and railway station. Natural/neutral colours to be used in building materials.
- 263** Development in the area shall be conditional on the satisfactory outcome of the detailed topographical, hydrological and visual/landscape/environmental impact assessments including appropriate assessment screening. The layout and design of the future residential area shall provide for visual mitigation measures including substantial set backs from the road boundaries (Hearse Road, Coast Road & Balcarrick Road). The route of the Donabate Southern bypass shall be conditional on the satisfactory outcome of detailed topographical, and visual/landscape impact assessments in tandem with these assessments a Traffic Management Plan shall be prepared for the town centre. The Coast Road to continue to function only as a local service access with traffic management. Viewing lay-bys to be provided along the road. The area alongside the southwestern and southern boundaries including the River Pill and bridge to form part of the pedestrian walkway/wildlife area. An independent pedestrian walkway and wildlife area to be reserved along the railway embankment and alongside the southwestern and southern boundaries, to link with the Broadmeadow and the Malahide Estuaries, Newbridge Demesne and railway station. Natural/neutral colours to be used in building materials.
- 264** Provide for pedestrian and cycle facilities from the town centre to the main entrance to Newbridge Demense on Hearse Road.
- 265** Seek the provision of a public walkway/cycleway on land west side of the train line in Donabate and along the existing railway embankment across the Malahide Estuary, in consultation with Iarnród Éireann within the lifespan of this Development Plan.
- 266** Upgrade Hearse Road to distributor road standard whilst ensuring the rural and amenity character is protected.
- 267** Ensure that the layout, design and scale of future development on these lands shall have regard to its prominent location, as well as the visibility of these lands from the south. In

addition the layout, scale, design and density of development should respect the transitional nature of the sensitive southern boundary area.

- 268** Protect the unique open landscape and scenic character of this extensive open field to the south of Hearse Road and Newbridge Demesne.
- 269** Protect and enhance the rural and amenity character of the existing scenic road leading from the estuary to Hearse Road.
- 270** Promote the development of a major integrated sports facility as part of the 'Future Lissenhall Strategic Study Area'.
- 271** Promote the development of a third or fourth level educational facility and hospital as an integral part of the 'Future Lissenhall Strategic Study Area'.
- 272** Promote in the long term, the development of a planned sustainable mixed-use urban development area which will be fully integrated with the metro north line and its associated stops and park and ride facility in the 'Future Lissenhall Strategic Study Area'.
- 273** Develop a Regional Park.
- 274** Prepare a Landscape and Recreation Strategy for the Broadmeadow River Valley Park. The Strategy shall facilitate planned extension of the Park into the proposed Regional Park and provide for managed connectivity to the Broadmeadow Estuary. The Strategy will be required to address issues to improve passive supervision, accessibility and permeability of the park and to develop additional passive and limited active recreational facilities and amenities within the Broadmeadow River Park.
- 275** Provide for a horticultural enterprise, including a garden centre to a design compatible with its historical centre.
- 276** Protect the archaeological heritage of this site.
- 277** No vehicular access through Castlevew/Ashton Broc, Swords to new residential development.
- 278** Provide for the improvement and extension of the riverside walk from (a) the Ward valley to Swords estuary, and from (b) the estuary westwards along the Broadmeadow river including provision of a pedestrian link across the R132 at the Broadmeadow River.
- 279** Provide for one house.
- 280** Protect the archaeological heritage of this site.
- 281** Require a minimum 10% of the proposed development site area be designated for use as public open space. The Council has the discretion to allow provision of the remaining public open space requirement to be located outside of the development site area, or to accept a financial contribution in lieu, in order to provide or to upgrade small parks, local parks, urban parks, Swords Regional Park and/or recreational/amenity facilities, subject to the open space or facilities meeting the open space 'accessibility from homes' standards for each public open space type specified in Table OS1.

- 282** Provide a hotel and complementary uses to facilitate the viability of this protected structure.
- 283** Protect the archaeological heritage of this site.
- 284** Develop Oldtown-Mooretown Western Distributor Link Road, as part of a comprehensive package of local road improvements to facilitate the optimum and sustainable development of West Swords development area, in accordance with an approved LAP. This road must be delivered in tandem with the construction of any new dwellings on these lands, in accordance with the approved phasing arrangement, as outlined in the LAP for the area.
- 285** Provide footpath.
- 286** Applications on lands zoned ME-Metro Economic Corridor for uses allowable under GE – General Employment zoning which would not compromise the overall vision for the ME zoning, the preparation of the Local Area Plan or the Metro North Railway Scheme shall be considered on their merits.
- 287** Encourage the enhancement of Rathbeale Local Centre.
- 288** Require a minimum 10% of the proposed development site area be designated for use as public open space. The Council has the discretion to allow provision of the remaining public open space requirement to be located outside of the development site area, or to accept a financial contribution in lieu, in order to provide or to upgrade small parks, local parks, urban parks, Swords Regional Park and/or recreational/amenity facilities, subject to the open space or facilities meeting the open space 'accessibility from homes' standards for each public open space type specified in Table OS1.
- 289** Encourage the enhancement of Brackenstown Local Centre, on a scale that respects the surrounding residential community.
- 290** Promote the redevelopment of this prominent key corner site adjacent to Swords Castle and County Hall, for civic uses in a manner which will enhance the character and range of uses in the town core.
- 291** Promote the development of a Civic Quarter in Swords.
- 292** Provide a pedestrian connection between the riverside walk on the west side of the main street and Bridge Street.
- 293** Applications on lands zoned ME-Metro Economic Corridor for uses allowable under GE – General Employment zoning which would not compromise the overall vision for the ME zoning, the preparation of the Local Area Plan or the Metro North Railway Scheme shall be considered on their merits.
- 294** Provide for one house only, built on the footprint of the existing barn and not exceeding the existing barn height.
- 295** Investigate a road connection (incorporating good quality pedestrian and cycle routes) over Ward River Valley, but not going through any established residential estate.
- 296** Require a minimum 10% of the proposed development site area be designated for use as

public open space. The Council has the discretion to allow provision of the remaining public open space requirement to be located outside of the development site area, or to accept a financial contribution in lieu, in order to provide or to upgrade small parks, local parks, urban parks, Swords Regional Park and/or recreational/amenity facilities, subject to the open space or facilities meeting the open space 'accessibility from homes' standards for each public open space type specified in Table OS1.

- 297** Preserve existing good quality views of the castle, church and round tower from within Swords and where feasible to open up new views.
- 298** Promote the redevelopment of backlands on the western side of Main Street adjoining the riverside walk to provide an attractive frontage and a high degree of informal supervision of the riverside walk.
- 299** Prepare a Landscape and Recreation Strategy for the Ward River Valley Park, to facilitate its planned extension westwards, to improve passive supervision, accessibility and permeability of the park and to develop additional passive and active recreational facilities and amenities within the Ward River Valley Park.
- 300** Prepare and implement a plan to develop the linear open space along the Ward River Valley, improve its accessibility and permeability and extend the park from Knocksedan Bridge westwards to Rivermeade.
- 301** 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.
- 302** Promote the redevelopment of this prominent key corner site at the south eastern corner of Main Street and the Malahide road in a manner which will enhance the urban character at this location.
- 303** Investigate a road connection incorporating good quality pedestrian and cycle routes over the Ward River Valley.
- 304** Promote the development of a Cultural Quarter in Swords.
- 305** Ensure pedestrian/cyclist connectivity between the Cultural Quarter and Ward River Valley Park, through the positioning of buildings and landscaping in such a way as to set up views and access into the Ward River Valley Park and views of St. Columba's Church and Round Tower.
- 306** Provide for the refurbishment and redevelopment of existing farmhouse and buildings to provide residential use.
- 307** Facilitate the provision of a Malahide/Donabate cycle/walkway.
- 308** Provide for one residential unit only.
- 309** Provide for one residential unit only.
- 310** Provide for ancillary office and commercial uses related to the existing heliport on site and provide for any necessary future expansion of the heliport and its ancillary activities.

- 311** Protect the rural setting of these lands.
- 312** Facilitate the development of a Metro Plaza at Swords Metro North Stop. The Metro Plaza will comprise a well designed architectural bridge over the R132, accommodating priority bus services and pedestrian cyclist movements connecting lands east and west of the R132 to each other and to the Swords Metro North Stop. The Metro Plaza will also comprise a vehicular road network under the R132/Metro North providing access to underground car parks east and west of the R132 and access via ramps directly from R132.
- 313** Promote the development of a multi-modal transport interchange, providing for strong vehicular and pedestrian links between the historic Town Centre, Pavilions development area and Barrysparks Local Area Plan area.
- 314** Support and encourage the regeneration of Rivervalley neighbourhood centre at a scale which responds to and respects the adjacent residential area.
- 315** Access to be provided to these lands off the R135.
- 316** Rationalise and provide car parking within the village core including provision for new car park facilities and carry out a thorough examination of the options available.
- 317** Promote an enhanced rail station, adjacent car park and improved rail services.
- 318** Encourage the retention of existing facades and mature garden setting.
- 319** Carry out a study for the long term use of these lands with particular regard to the setting of Brackenstown House and the identification of recreational/amenity lands and outcome of route selection of distributor road.
- 320** Provide for a walk from Malahide Marina to Donabate.
- 321** Ensure that the use of the existing Casino House, outbuildings and curtilage is consistent with the continued preservation and conservation of these protected structures preserved in their present form, and to prevent any development of the green space to the front.
- 322** Prepare a Local Area Plan accommodating high-density high-quality mixed-use development, which ensures connectivity between Major Town Centre lands east and west of the R132 and facilitates a multi-modal interchange at Swords Metro Stop, via Swords Metro Plaza (Metro Plaza comprises a well-designed architectural bridge over the R132, connecting lands east and west of R132 to each other and to Swords Metro North Stop; and a vehicular connection under the R132).
- 323** Require a minimum 10% of the proposed development site area be designated for use as public open space. The Council has the discretion to allow provision of the remaining public open space requirement to be located outside of the development site area, or to accept a financial contribution in lieu, in order to provide or to upgrade small parks, local parks, urban parks, Swords Regional Park and/or recreational/amenity facilities, subject to the open space or facilities meeting the open space 'accessibility from homes' standards for each public open space type specified in Table OS1.
- 324** Facilitate the development of 3 no. houses, not exceeding two storeys in height relative to existing ground level, on these lands.

- 325** Provide bus only link between Rathingle and Rivervalley.
- 326** Facilitate the provision of pedestrian linkages, Waterside and Kinsealy Downes.
- 327** Require a minimum 10% of the proposed development site area be designated for use as public open space. The Council has the discretion to allow provision of the remaining public open space requirement to be located outside of the development site area, or to accept a financial contribution in lieu, in order to provide or to upgrade small parks, local parks, urban parks, Swords Regional Park and/or recreational/amenity facilities, subject to the open space or facilities meeting the open space 'accessibility from homes' standards for each public open space type specified in Table OS1.
- 328** No development to take place until dressing rooms are provided to service the adjoining open space.
- 329** Prepare a Master Plan for the area with any residential component not to exceed 30% of the overall development.
- 330** Require a minimum 10% of the proposed development site area be designated for use as public open space. The Council has the discretion to allow provision of the remaining public open space requirement to be located outside of the development site area, or to accept a financial contribution in lieu, in order to provide or to upgrade small parks, local parks, urban parks, Swords Regional Park and/or recreational/amenity facilities, subject to the open space or facilities meeting the open space 'accessibility from homes' standards for each public open space type specified in Table OS1.
- 331** Provide and encourage the delivery of active play areas and additional outdoor recreational facilities.
- 332** Establish strong links between Barryspark and Holywell.
- 333** Facilitate the development of a local Park and Ride facility (300 spaces) by the RPA at Fosterstown stop.
- 334** Facilitate the provision of community uses.
- 335** Develop a detailed road design for Airside-Feltrim Link Road within the corridor and ensure the delivery of this road in tandem with/prior to development of adjoining RS and HT lands.
- 336** Provide a north/south green link from open space at Rathingle to the Ward River Valley.
- 337** Encourage the continuing development of Malahide Castle and Demesne as a resource of major tourist and amenity importance.
- 338** Permit six retreat units, sensitively designed with single storey aspect.
- 339** Encourage the enhancement of Feltrim Local Centre.
- 340** No access will be provided through the existing cul-de-sacs of Seapark or Biscayne estates.
- 341** Maximum ridge height residential development of 48m O.D.

- 342** Facilitate provision of pedestrian linkages from east-west from The Hill to Robswall and north-south along part of the old Malahide to Portmarnock walkway route.
- 343** Facilitate provision of pedestrian linkages from east-west from The Hill to Robswall and north-south along part of the old Malahide to Portmarnock walkway route.
- 344** Preserve the tree lined approach to Malahide.
- 345** Maximum ridge height at eastern boundary of 53m O.D. There will be no vehicular access to this site through Knockdara.
- 346** No access will be provided through the existing cul de sacs of the estates except for the provision of a pedestrian and cycle route through the cul de sac at the Green, Melrose Park, Kinsealy.
- 347** Develop a pedestrian link from Nevinstown to Drinan.
- 348** Provide for one single dwelling, sensitively designed.
- 349** Provide for Local Support Facilities for the local working population within the Food Park to include: Cafeteria/Retail Shop (to cater for immediate needs)/First Aid Centre/Childcare Facilities.
- 350** Provision shall be made for the required reservation area for the provision of a dual carriageway along the North Parallel Road.
- 351** A suitably designed road junction arrangement shall be provided to facilitate access to the Food Park.
- 352** A Landscape Masterplan for the entire site, including site boundaries, shall be submitted to and agreed with the Planning Authority, before the submission of any planning application(s) for development within the Food Park. This will be subject to Irish Aviation Authority approval.
- 353** A Masterplan shall be prepared by a suitably qualified person(s) for the lands and shall be agreed with the Planning Authority prior to the submission of any planning application(s).
- 354** Provide for helicopter maintenance and heli-facilities, of a scale and intensity appropriate to the site's rural location and having regard to Irish Aviation Authority's operational and safety issues.
- 355** No new or widened vehicular entrances will be allowed onto the Dublin road between Streamstown Lane and the Swords junction.
- 356** Facilitate provision of pedestrian linkages from east-west from The Hill to Robswall and north-south along part of the old Malahide to Portmarnock walkway route.
- 357** Provide for a farmers market, market gardening (including poly tunnels), outdoor sports facilities and associated parking facilities to complement the existing hotel, lounge/bar/restaurant and function room facilities.
- 358** Provide for four residential units only, sensitively designed and located on the site.

- 359 No vehicular access will be provided from the Del Riada estate, Portmarnock, to the lands north, east and west of the estate.
- 360 Carry out a recreation and amenities study of potential land uses.
- 361 Facilitate the provision of a second major east-west runway.
- 362 Provide access to the residentially zoned lands to the west of Kinsealy Lane.
- 363 Provide for one house only with an internally linked subordinate family support living area for a disabled person, sensitively designed and located on this site.
- 364 Provide for a single family house appropriately designed and landscaped.
- 365 Consider, within the context of the LAP, the provision of a high quality mixed use gateway development including hotel, office development and logistics uses.
- 366 In tandem with the delivery and implementation of the Swords Western Ring Road, and/or the western access to the airport, a study will be carried out to examine the future use of lands in this area.
- 367 Prepare a Strategy for St Margarets Special Policy Area.
- 368 Ensure a high level of landscaping and tree-planting along the route of the N2/N3 link road at Killamonan/Cherryhound in order to soften the visual effect of the GE lands around it.
- 369 Upgrade and provide pedestrian paths.
- 370 Provide for a single dwelling, with stables and ancillary equestrian facilities, sensitively designed and located on this site.
- 371 Facilitate traffic calming and a pedestrian crossing on the Ratoath Road at Hollystown.
- 372 Facilitate the provision of a turning space for public buses.
- 373 Provide for the development of care facilities for the elderly including facilities for the care of Alzheimer sufferers.
- 374 Facilitate the development of a step-down nursing care facility with future access to development only permitted via existing local road network. An adequate setback on the western boundary of the site should be provided for potential future road upgrades.
- 375 Protect the mature trees and parkland at Abbeyville.
- 376 Provide for 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, preferably grouped in a courtyard type configuration, a majority of which shall be reserved for tourism use. The nature and extent of the facilities to be provided shall be determined primarily by the need to conserve the house and its surroundings, which are of major architectural importance, and the special landscape character and heritage features of the demesne.

- 377** Consider the long term use of these lands as part of the Killamonan/Cherryhound LAP process.
- 378** Consider within the context of the Masterplan, the nature and scale of appropriate HT uses and enterprise centre related to aviation and airport business, research and development associated with airports or aviation and Air Transport Infrastructure, having regard to the sites strategic location within the Dublin Airport Authority lands.
- 379** Undertake a Land Use and Transportation Study to determine the development capacity of the subject lands, and an appropriate phasing and quantum of development in advance of the operation of the Metro North line.
- 380** Ensure that the LAP for these employment-generating lands at Killamonan/Cherryhound provides for use of the south western portion of the lands as a high quality landscaped buffer area between the industrial/commercial buildings and the residential areas. Roadside hedges, and existing trees, which are located along the south western edge of the subject area and woods in the south western corner of the area, will be protected where practicable.
- 381** Provide for the extraction of aggregates at this location.
- 382** Consider the tourism related development of Dunsoghly Castle, in consultation with the appropriate government agencies, which has due consideration to the special significance of the site and where such development does not contain any residential element.
- 383** Encourage the provision of a local shop at Baskin Cottages.
- 384** Provide for the improvement of the junction between Carrickhill Road and Strand Road.
- 385** Upgrade and provide pedestrian paths.
- 386** The LAP will specify a programme for the phasing of construction of residential and commercial development in tandem with the delivery of appropriate augmentation of the road network and public transport provision, preparation of a public drainage and water supply infrastructure plan, as well as provision of recreational, community, and educational infrastructure.
- 387** Facilitate the provision of a craft centre and customer related facilities and services.
- 388** Provide for one house only, sensitively designed and sited at this location.
- 389** Having regard to the deficit in key community infrastructure, in particular schools and recreational amenities, preparation of the LAP shall be dependent on the advance delivery of the following: minimum 15.4 ha (38 acres) exclusive of any pylon corridor lands (to provide for the proposed public park), minimum 4.5 ha (11 acres) site for a Post Primary School, minimum 2.0 ha (5 acres) site for an additional Primary School.
- 390** Provide for a nursing home on this site at Baskin Lane.
- 391** That any development of this area will include the integration of the Protected Structure on site (Kinsaley House) within the first phase of development.
- 392** Provide for the reasonable extension and improvement of the existing uses on site and/or facilitate the relocation of the existing use within the site but outside the Inner Public Safety Zone.

- 393** Facilitate horticultural research and education.
- 394** Facilitate an access to the Airport from the west.
- 395** Require a high level of landscaping and tree-planting along the boundaries of these GE lands at Killamonan/Cherryhound in order to soften the visual effect of the industrial/commercial buildings.
- 396** Create a riverside walkway in Portmarnock from the estuary to the Sluice marsh area and extend westwards to Old Portmarnock and northwards to Portmarnock.
- 397** Provide for a density of 20 units per hectare (8 units per acre) at Hollywoodrath.
- 398** Provide a community and sports facility in tandem with educational and public open space provision.
- 399** Support the construction of an oil pipeline from Dublin Port to provide fuel service to Dublin Airport.
- 400** Facilitate existing houses on Station Road (Portmarnock), Drumnigh Road and Old Portmarnock to link into the main drainage system.
- 401** Facilitate provision of pedestrian linkages to the rail station and Old Portmarnock.
- 402** Promote an enhanced rail station and improved rail service, together with the provision of a local feeder bus service.
- 403** Provide for retail warehousing and motor showrooms subject to the following stipulations (i) No development shall be occupied until the planned road improvements in the area are in place, this shall include the N2-N3 link road; (ii) No single retail housing unit shall exceed 6000 sq m in gross floor area and the total retail warehousing facilities shall not exceed 20,000 sq m in gross floor area. The coalescence or linking together of stores to provide any unit exceeding 6,000 sq m in gross floor area shall be prohibited; (iii) The retail warehousing and motor sales development shall be confined to the northern end of the site; (iv) Any application for development shall be accompanied by a transport impact assessment and mobility management plan; (v) The site shall be accessed by two entrance/exit points, the location of which shall be determined in consultation with the Transportation Department of Fingal County Council; (vi) Notwithstanding any provisions of the Planning and Development Acts and Regulations with regard to exempted development, any change of use from retail warehousing and/or motor showroom activities shall be subject to planning permission.
- 404** Facilitate and provide community, family, and youth facilities within the Tyrrelstown Town Centre Complex.
- 405** Facilitate the development of infrastructure for waste management, including construction and demolition waste processing, biological treatment of organic waste, a sludge treatment facility and a waste transfer station.
- 406** The visual impact on the Green Belt of this new housing in Baldoyle will be minimised by its siting, design and by planting.

- 407** Density shall be in accordance with (draft) public safety zones recommended by the Government.
- 408** Density shall be in accordance with (draft) public safety zones recommended by the Government.
- 409** The quantum of development on these lands to be determined by the capacity of the road infrastructure.
- 410** Develop an estuary walkway and cycleways from Mayne Bridge, Baldoyle Road to Strand Road, Portmarnock together with an adequate system of public lighting for the entire route from Baldoyle to Portmarnock.
- 411** Upgrade and provide for a pedestrian path.
- 412** Development on these lands shall be in strict accordance with a Masterplan which will provide for the protection of the dwelling house, lands to front of dwelling and trees along the eastern boundary.
- 413** Provide for the further development of the existing nursing home to the north of the Village.
- 414** Prepare a Framework Plan for the Damastown Industrial Estate.
- 415** Seek to provide a public park for the people of Tyrrelstown at this location.
- 416** Permit a hotel/conference centre subject to compliance with the recommendations of the ERM Report on Public Safety Zones.
- 417** Allow hotel and/or leisure development at Tyrrelstown House which protects the woodland and setting of this Protected Structure and prepare a Tree Preservation Order and/or seek management agreement in relation to sensitive trees at Tyrrelstown.
- 418** Provide for additional units to accommodate homeless persons.
- 419** Facilitate the RPA's development of a well designed Depot to serve Metro West. The depot shall be sited, designed, landscaped, constructed, operated and maintained into the future to ensure that any potential noise, air and/or light pollution, as well as visual impacts of this development in the landscape, are minimised. The depot shall be screened on all sides.
- 420** Prepare a Local Area Plan for these lands and ensure that development is phased having regard to the capacity of the road network and the delivery of future road network improvements.
- 421** Facilitate within the Local Area Plan (Dardistown) appropriate uses to complement the high density employment generating activity with associated commercial development including hotels, professional services, medical, leisure, services ancillary to metro, appropriate retail at a level to serve the local population only, education – 3rd level, exhibition centre and conference centre.
- 422** Create a full pathway from Howth to Malahide through the construction of a pathway from the River Mayne Bridge to the Portmarnock Roundabout.

- 423 Provide for in the Masterplan, office based, research and development, and high technology type employment, and facilitate hotel with ancillary dancehall and public house uses, education, petrol station, and uses to support the significant local employment base such as restaurant, cafes and childcare uses.
- 424 Enhance the visual character of the area by promoting the planting of trees and other shrubbery alongside roadside boundaries.
- 425 Preserve views along Powerstown Road, and trees along the northern and eastern side of the GE zoned lands.
- 426 Maintain the open setting of the Pinkeen River and provide for a linear park along its entire length.
- 427 Place signage and information boards along this coastal pathway at pivotal locations.
- 428 The quantum of development on these lands to be determined by the capacity of the road infrastructure.
- 429 Only development relating to recreational activities to be permitted in the OS zoning between Portmarnock and Baldoyle.
- 430 Facilitate the provision of public transport to the lands north of the M50 Extension.
- 431 Provide for Local Support Facilities to serve local employee needs.
- 432 Prepare a masterplan for these lands and ensure that development is phased having regard to the capacity of the road network.
- 433 Facilitate the potential extension of Mulhuddart burial ground.
- 434 Prepare a study on the long term optimum use of lands and the provision of employment-creating sites along the Metro West route. In the interim, planning applications will be assessed based on their merits with regard to the zoning objective and vision and the timeframe for delivery of Metro West.
- 435 Facilitate extra housing on Station Road, Drimnigh Road and Old Portmarnock to link into the main drainage scheme.
- 436 Provide for an extension to Balgriffin Cemetery.
- 437 Extend existing graveyard.
- 438 Protect the woodland along Church Road in tandem with the retention of scenic views to County Meath.
- 439 A minimum of 30% of the RA zoned lands are to be developed for High Technology uses.
- 440 Provide for adequate screening and separation of new development from the residential housing adjoining to the south.
- 441 Prepare and implement landscape proposals.

- 442** Any development within the flood plain of the Mayne River to be restricted in accordance with the recommendation of the Greater Dublin Strategic Drainage Study and the flood study of the Mayne River carried out as part of the GSDSDS.
- 443** Provide for local shops and community facilities.
- 444** Enhance the visual character of the area by promoting the planting of trees and other shrubbery along public roads leading into Ballycoolin Industrial Estate.
- 445** Development on these lands, if any, shall be restricted by the extent of flooding on the lands, and will be further informed by the outcome of the options appraisal process which forms part of the C-FRAMS Study.
- 446** Develop a riverside walkway to Balgriffin Cottages.
- 447** Prepare a study on the long term optimum use of lands and the provision of employment-creating sites along the Metro West route. In the interim, planning applications will be assessed based on their merits with regard to the zoning objective and vision and the timeframe for delivery of Metro West.
- 448** Support provision of retail for local needs only.
- 449** Provide pedestrian and cyclist facilities on the eastern side of Church Road.
- 450** The quantum of development on these lands to be determined by the capacity of the road infrastructure.
- 451** Provide for the improvement of the riverside walk along the Santry River from the Old Ballymun entrance into Santry Demense Park, with particular focus on improvements to lighting, surface treatment and maintenance of vegetation.
- 452** Facilitate provision of an underpass to include provision for a car, bus, cycle, and pedestrian link to link lands east and west of R108 to enhance connectivity.
- 453** Ensure the provision of development with a high standard of design and finish along this important road frontage.
- 454** Provide for the upgrading of the Littlepace/N3 Interchange.
- 455** Ensure, where feasible, development overlooks the Santry River Walk.
- 456** Facilitate provision of a direct access route from Old Ballymun road through Northwood Development enhancing connectivity to Northwood Metro Stop.
- 457** Allow the re-location of existing units to facilitate connectivity to Northwood Metro Stop.
- 458** Facilitate the provision of noise abatement and safety barriers along the N3 adjacent to Littlepace housing estates.
- 459** Ensure that the visual impact of any development on the green belt will be minimised by its siting, design and planting.

- 460** In co-operation with relevant national agencies, to draw up a plan for improving the water quality of Baldoyle Estuary in conjunction with the Eastern River Basin Management System.
- 461** Provide for the development of a linear park along the Tolka River Valley.
- 462** Development on this site shall provide an appropriate high quality visual entrance to Mulhuddart Village environs.
- 463** Provide for Local Support Facilities to serve local employee needs.
- 464** The quantum of development on these lands to be determined by the capacity of the road infrastructure.
- 465** Provide a landscaped pedestrian route along the Pinkeen River connecting Church Road with Ladys Well Road.
- 466** Support provision of retail for local needs only.
- 467** Develop the Racecourse Park.
- 468** Development within the flood plain of the Tolka River Plain will be restricted in accordance with the Tolka Flood Strategy.
- 469** Provide for a public park and sensitively designed retirement village subject to screening for assessment under the Habitats Directive.
- 470** Facilitate and promote synergies between Blanchardstown Institute of Technology and industry.
- 471** Within the 102/109 hectares (250/270 acres) of open space to provide for (a) a Millennium Park of at least 40.72 hectares (100 acres) with 8.96 hectares (22 acres) of playing pitches, natural areas to ensure conservation, cycle/walkways towards Portmarnock, landscape walkways suitable for wheelchairs with benches called after jumps/fences of the old racecourse and dry land for pitches, the public park to be provided in phase 1 of the development (b) a golf course (c) parkland in tandem with housing development in the area.
- 472** Ensure the continued protection of existing trees on site.
- 473** Ensure the continued protection of existing trees on site.
- 474** Facilitate the expansion of the existing waste operation on this site where it can be demonstrated to the satisfaction of the Planning Authority that such expansion will not be incompatible with surrounding land uses.
- 475** Provide for an appropriately sized child-care facility as part of future development proposals on site.
- 476** Examine the feasibility of developing the redundant spur road(s) associated with the old Mulhuddart bridge to provide for its integration into the public realm and amenity associated with the village.

- 477** A master plan will be prepared that will provide for the protection of trees along the southern and eastern boundaries, limited frontage development for staff/student accommodation, sports facilities, academic and administrative facilities, with not less than 75% of the lands kept in an open character.
- 478** Improve pedestrian and cyclist facilities in Mulhuddart village.
- 479** Enhance pedestrian links within and to Santry Demesne.
- 480** Provide a signalized traffic junction.
- 481** Encourage the redevelopment of this site and provide a positive visual contribution to the streetscape.
- 482** Prepare a study on the optimum use of lands and the provision of employment-creating sites along the Metro West route.
- 483** Facilitate the development of an extended mixed-use commercial area for the village which augments local service, office, employment and community facilities.
- 484** Prepare a study on the long term optimum use of lands and the provision of employment-creating sites along the Metro West route. In the interim, planning applications will be assessed based on their merits with regard to the zoning objective and vision and the timeframe for delivery of Metro West.
- 485** Provide for a tree lined road with cycle way and widened footpath on Santry Avenue.
- 486** Encourage and facilitate the redevelopment of the Racecourse Shopping centre including a building of high architectural quality, to improve local amenity and environmental quality.
- 487** Provide for the development of a linear park along the Tolka River Valley.
- 488** Facilitate the development of a mixed-use commercial centre which augments local service, office, employment and community facilities.
- 489** Carry out a study of the park to improve visual amenity and wildlife value in tandem with the provision of alternative active facilities in the area.
- 490** Provide sport and recreational facilities for community use including minority sport and leisure activities. Local clubs, voluntary organizations and Fingal County Council shall have an input into the future allocation of space or facilities and facilities shall be affordable and accessible to the local population.
- 491** Integrate new development with established pedestrian, cycle and public open space networks in the area.
- 492** Formulate proposals and to implement a scheme, to create a promenade along the Strand Road and provide additional amenities in the area.
- 493** Provide for local health and community services.

- 494** Provide a buffer zone of trees separating the industrial estate and the residential area of Abbey Park.
- 495** Ensure that new development/activity does not have an adverse impact on surrounding residential amenities, particularly from air, noise, dust and light pollution.
- 496** Provide bus gate, providing linkage between Cappagh Road and Finglas Road.
- 497** Ensure that development of the Abbotstown sports campus and site is accompanied by frequent public transport links as a priority, to allow access for the mostly young users of the sports and recreational facilities.
- 498** Maintain and protect the public amenity of the beach and improve public access to the beach, provided such increased public access is shown through Appropriate Assessment Screenings to be compatible with the conservation objectives of Baldoyle Bay Special Protection Area (SPA) and any other Natura 2000 sites which may be directly or indirectly impacted upon.
- 499** Further reclamation of land west of the West Pier and at Balscadden Bay shall not be permitted.
- 500** Continue to encourage the development of the harbour area for fishing and marine related industry and tourism.
- 501** Provide a buffer zone of trees separating the industrial estate and the residential area of Abbey Park.
- 502** Facilitate the provision of sporting facilities and associated infrastructure related to Sports Campus Ireland incorporating appropriate office, administration, accommodation and other associated development.
- 503** Explore the provision of a pedestrian access from this area to the public park areas of the Sports Campus Ireland complex.
- 504** Provide for a nursing home or hospice or place of worship.
- 505** Encourage the development of a high quality landmark building at Howth junction Railway Station industrial area.
- 506** Provide for a vibrant mixed-use village centre at Ongar.
- 507** Provide for marine related industry, West Pier, Howth.
- 508** Upgrade road surfacing and public lighting along the Hansfield Road to create a high quality pedestrian and cyclist route only.
- 509** Any development in this area shall be consistent with existing and immediately surrounding development and amenity areas.
- 510** Only development ancillary to the direct functioning and operations of the working harbour shall be permitted on the centre pier.
- 511** Close the Hansfield Road, north of the Ongar Road to the roundabout west of Phibblestown House, to vehicular traffic.

- 512** Development shall be between three and five storeys. The three storey aspect of the development shall be on the western side of the site and a maximum of 30% of the overall development shall be five storeys.
- 513** Promote the development of a mixed use scheme on the Techcrete Site.
- 514** Promote the improvement of access to Howth Junction Rail Station.
- 515** No vehicular access will be provided through the existing cul-de-sacs of the Binn Eadair Estate, Sutton.
- 516** Implement the Blanchardstown Town Centre Masterplan.
- 517** Examine the feasibility of this area to accommodate 'town centre' and/or 'residential' development such as would compliment the development of the lands opposite to provide a 'gateway' setting at the entrance into Howth Village, while maintaining the visual amenity and character of this area.
- 518** Provide covered and secure cycle parking facilities within Ongar Village.
- 519** Facilitate the consolidation and densification of the core retail area of the Town Centre.
- 520** Maintain surface car parking with appropriate landscaping.
- 521** Implement the Bayside Square Urban Design Framework. Ensure development integrates with the existing residential character and scale of the area and not include underground car parking for shops, services and church, and maintain surface car parking with appropriate landscaping south of the church.
- 522** Prior to any future development on these lands a detailed environmental report will be prepared including mitigation measures to address the impact on the site of the adjacent former landfill at Dunsink.
- 523** Encourage the redevelopment of this underutilized local centre for mixed use development which provides a positive visual contribution to the streetscape.
- 524** Preserve the public view from Howth Terrace to Howth Harbour.
- 525** Ensure no development in excess of three storeys.
- 526** Strengthen the pedestrian linkages between the core shopping centre and the adjacent retail park sites.
- 527** Allow for a development of up to 3 storeys, the design and mix of uses therein shall be appropriate to this visually sensitive edge of town centre location.
- 528** Ensure the layout, scale, height and design respects the high amenity status of the surrounding area, the Martello Tower and the village character.
- 529** Develop and implement the creation of a Civic Public Open Space at the cinema/library side of the Blanchardstown Shopping Centre.

- 530 Ensure greater public access to these publicly owned lands and establish walking trails linking Blanchardstown Village, the Tolka Valley and Abbotstown Lands.
- 531 Provide improved pedestrian facilities to connect Ongar Village with the development lands at Hansfield SDZ.
- 532 Provide for a high quality visual entrance to Blanchardstown Village in the redevelopment of sites in the vicinity of the Snugborough Road junction with Main Street which is sensitive and complementary to the residential nature of the area.
- 533 Facilitate the provision of tourist, leisure, craft, artisan and restaurant uses at Howth Castle whilst ensuring the setting and character of the protected structures are maintained.
- 534 Ensure that development is in keeping with the layout, scale, design and character of existing development.
- 535 Provide a public car park and viewing point at the summit of the former tiphead at Dunsink.
- 536 Provide upgraded pedestrian and cycle access to the N3 underpass with enhanced levels of public lighting and supervision.
- 537 Prior to any future development on these lands a detailed environmental report will be prepared including mitigation measures to address the impact on the site of the adjacent former landfill at Dunsink.
- 538 Encourage the redevelopment of this underutilized local centre and provide for a building design that makes a positive visual contribution to the streetscape.
- 539 Facilitate and promote synergies between Connolly Hospital and related industries.
- 540 Facilitate the provision of public access to this open parkland and the necessary footpath network, landscaping and related development.
- 541 Formulate and implement an integrated plan for amenity lands in council ownership at Redrock, Kilrock and New Carrickbrack Road. Provide for the signposting and maintenance of the rights of way and, inter alia, for parking, landscape interception and other environmental information.
- 542 Provide for a hospice.
- 543 Retain the village character rear of the church.
- 544 Protect the flood plain of the River Tolka.
- 545 No access from Springlawn or Summerfield residential areas to Blanchardstown town centre.
- 546 Protect public rights of way linking Howth Village to the East Mountain and the Ben of Howth.
- 547 Facilitate the development of an extended mixed-use commercial area for the village which is consistent with the Blanchardstown Village Urban Design Framework Plan.
- 548 No provision for pedestrian access from the Snugborough Road to Summerfield Estate.

- 549** Facilitate the appropriate re-development, consolidation and intensification of this underutilised site for Coolmine Community College and Sports Centre.
- 550** Protect and preserve the distinct village character of Blanchardstown Village and complement its one and two storey nature by limiting future development to three storeys.
- 551** Implement the Blanchardstown Village Urban Design Framework Plan.
- 552** Provide for sheltered accommodation for older people and people with a disability within a future urban centre strategy or masterplan.
- 553** Undertake a study of lands at Dunsink, bounded by the M50, the N3, the Dublin City boundary and the Cappagh Road as delineated on the Development Plan maps, in order to determine the most appropriate uses for the lands while keeping in mind the need to preserve views northwards across the Tolka Valley area. The study will include an extensive public participation exercise involving both the general public and the various stakeholders in the area.
- 554** Ensure the provision of pedestrian access between Barberstown/Barnhill and the Hansfield SDZ by means of a new pedestrian overbridge integrated with adjoining development including the proposed Hansfield rail station.
- 555** Preserve existing woodland and green space.
- 556** Ensure that prior to the commencement of construction on this site of any residential, retail or commercial development the walled garden of Shackletons Gardens, Beech Park, Clonsilla are restored and landscaped to the satisfaction of the Council, open to the public and dedicated to Fingal County Council for use as a public amenity (as per Planning Register ref.F06A/1367).
- 557** Adoption of the Local Area Plan shall be dependent on the rail station at Hansfield being open, accessible and serviced by train.
- 558** Limit development on this site to no more than two storeys.
- 559** Housing built on this site will be of a height and density appropriate to a village setting and in keeping with existing housing in the core Clonsilla Village area and to a maximum of three storeys.
- 560** Construction of houses on these lands will be dependent on the delivery of the proposed new road and bridge over the railway.
- 561** Formulate a programme of environmental improvements for Coolmine Industrial Estate and ensure new development provides a high quality visual appearance.
- 562** Preserve existing woodland and green space.
- 563** Encourage the upgrading and consolidation of the shopping centre of no more than three storeys in height to allow for a wider range of local facilities and services.
- 564** Facilitate the redevelopment of the HSE site and its integration with the adjacent shopping centre and community facilities with development of no more than three storeys in height.

- 565** Prepare a coordinated design brief for all Royal Canal crossings and development adjacent to the canal in cooperation with relevant stakeholders. The design brief will include pedestrian/cycle links.
- 566** Preserve existing woodland and green space.
- 567** Facilitate the provision of covered and secure cycle parking facilities within Roselawn Shopping Centre.
- 568** Formulate and implement traffic management and car parking measures along Hansfield Road which provide priority to pedestrians and cyclists.
- 569** Improve safety and access to Clonsilla Railway Station at the junction of Clonsilla Road and Hansfield including access to the Royal Canal.
- 570** Protect trees and hedgerows along Clonsilla Road.
- 571** Facilitate the provision of shared car parking and traffic management facilities.
- 572** Prepare a coordinated design brief for all Royal Canal crossings and development adjacent to the canal in cooperation with relevant stakeholders. The design brief will include pedestrian/cycle links.
- 573** Prepare a coordinated design brief for all Royal Canal crossings and development adjacent to the canal in cooperation with relevant stakeholders. The design brief will include pedestrian/cycle links.
- 574** Provide for mixed use employment and residential development.
- 575** Prepare a coordinated design brief for all Royal Canal crossings and development adjacent to the canal in cooperation with relevant stakeholders. The design brief will include pedestrian/cycle links.
- 576** Facilitate a comprehensive re-development of this backland area which provides new pedestrian and cyclist route connections to adjoining sites.
- 577** Facilitate the expansion of existing facilities and the development of new facilities for education and scientific research. The format of future development to be sympathetic to its location in a designated sensitive landscape adjacent to the Tolka River Valley and the Royal Canal.
- 578** Provide for a pedestrian/cyclist link between the Tolka River and the Royal Canal.
- 579** Prepare a study on the location of the road bridge crossing of the Royal Canal and Dublin-Maynooth railway connecting north to the Ongar Road. This location shall be determined in advance of the adoption of the LAP for lands at Kellystown.
- 580** Provide for a residential institution (nursing home) where such development does not have a negative impact on the surrounding environment, landscape or local amenities.
- 581** Development to provide for pedestrian and cycle access to the Royal Canal as a central design element.

- 582** The proposed bridging points over the canal and railway, whether pedestrian/cyclist or for motor traffic, shall be as unobtrusive as possible.
- 583** Provide for traffic safety measures at this dangerous corner/junction.
- 584** Develop a linear pedestrian/cyclist link between Clonsilla and Porterstown Stations via open space lands.
- 585** Facilitate current maritime activities whilst ensuring that the visual and environmental amenity of the area is protected and to encourage use of the beach, including better signage, with no loss of public access to the beach.
- 586** Provide for a development not more than five, one and a half storey dwellings with one access, sensitively designed and located in order to maintain views across the site from the public road.
- 587** Seek to bring more of the lands at Beechpark Estate, Clonsilla into public ownership.
- 588** Provide for the development of a linear park along the Tolka River Valley.
- 589** Provide a footbridge over the N3 at an appropriate location between the Auburn Avenue junction with the N3 and the Phoenix Park interchange.
- 590** Provide for a pedestrian/cyclist bridge connection to enable access to the local facilities in Clonsilla village.
- 591** Provide for secure public pedestrian/cyclist access between Dr. Troy bridge and Porterstown Road through this site.
- 592** Provide for integration with the Royal Canal and with the Public Open Space lands to the north as a central design feature of these lands.
- 593** Preserve the old School House, a Protected Structure, and facilitate its rehabilitation into a suitable long-term use that is integrated with the backlands adjacent to the Royal Canal and which provides public access, and links to the new village centre and the Royal Canal as a central design feature.
- 594** Acquire lands from the National Food Centre as part of the Tolka Valley Park.
- 595** **(a)** Prior to the occupation of any development within the Kellystown lands, the following essential infrastructure shall be completed and operational:
- (i) The new district distributor road and bridge crossing of the Royal Canal and railway.
 - (ii) Land within the LAP boundary area required for the construction of new East West Distributor Road to be approved shall be ceded at nominal cost to the Council.
- (b)** Prior to the construction of any residential development within the Kellystown lands, the following essential infrastructure shall be completed and operational:
- (i) Development of public open space (minimum 6 hectares) at Beech Park.
 - (ii) Development of a 32 classroom primary school, 1000 pupil post primary school and integrated community recreational facilities at Porterstown Road.
- 596** Facilitate pedestrian access from Coolmine Rugby Club grounds over the Canal adjacent to the Phoenix Park Railway Station.

- 597** Prepare a coordinated design brief for all Royal Canal crossings and development adjacent to the canal in cooperation with relevant stakeholders. The design brief will include pedestrian/cycle links.
- 598** The LAP shall include a study of the trees, hedgerows and other features of biodiversity value suitable for retention and a programme agreed with the Council's Biodiversity Officer as to how these features can be protected or improved and the biodiversity value of the Canal maintained or improved.
- 599** Provide traffic calming and management measures at the junction of Luttrellstown Road and Westmanstown Road at Beech Park.
- 600** (i) Protect the existing and proposed Regional Drainage Infrastructure traversing the lands north of the N3 in any future development; (ii) Provide for a comprehensive surface water attenuation and SuDS scheme for the entirety of the LAP lands. This shall fully integrate with the drainage arrangements for the former Phoenix Park racecourse development opposite; (iii) Provide for on-site surface water attenuation ponds which shall be developed as high quality landscaped features of the site; (iv) Ensure that new development is of high design quality reflecting the landmark and visually sensitive status of this location. Views northwards to Dunsink environs shall be provided by means of visual breaks and adequate separation of the new buildings; (v) Provide for a detailed phasing of construction of development in the LAP in tandem with the delivery of transport and drainage infrastructure.
- 601** Provide a pedestrian/cyclist connection from the 'Windmill' residential development to Dr. Troy Bridge and the future Metro West stop.
- 602** Ensure the inclusion within the LAP of a programme for the phasing of construction of residential and commercial development in tandem with the delivery of transport, recreational, community and educational infrastructure.
- 603** Facilitate the development of a new railway station on the existing Dublin-Maynooth line at Porterstown.
- 604** Prepare a coordinated design brief for all Royal Canal crossings and development adjacent to the canal in cooperation with relevant stakeholders. The design brief will include pedestrian/cycle links.
- 605** Provide for pedestrian and cycle facilities on the Westmanstown Road which link to Pakenham Bridge and the Royal Canal.
- 606** Implement projects agreed by the Howth SAAO management committee having regard to the funding available under the Howth SAAO levy scheme.
- 607** Facilitate the provision of community-based independent living for older people.
- 608** Create district level services and employment generating uses (shopping, commercial and office) centered on a high quality public transport interchange.
- 609** Prepare a coordinated design brief for all Royal Canal crossings and development adjacent to the canal in cooperation with relevant stakeholders. The design brief will include pedestrian/cycle links.

- 610** Facilitate re-location of St Mochtas FC grounds to a new site north of the Luttrellstown Road. This new site will be in addition to proposed 10 hectare public park.
- 611** The Local Area Plan will indicate pedestrian and cyclist access routes to the subject area from the Riverwood/Carpenterstown area.
- 612** Provide a car park for the train station with no more than two levels of parking.
- 613** Protect the rural character and setting of the Luttrellstown Road and enhance its use for pedestrians and cyclists.
- 614** Create a new neighbourhood public park of minimum 10 hectares in size. This park shall be linked to Porterstown Park, Luttrellstown Road and Beech Park by dedicated pedestrian and cyclist facilities.
- 615** Reduce the number of masts on the West Mountain to the minimum necessary through co-location and removal.
- 616** Prepare a coordinated design brief for all Royal Canal crossings and development adjacent to the Canal in cooperation with relevant stakeholders. The design brief will include pedestrian/cycle links.
- 617** Provide for a burial ground within the Kellystown area. This site is to be identified in the future Kellystown Local Area Plan.
- 618** Provide integrated school and community/recreational facilities which may be developed in advance of the LAP.
- 619** Provide for mixed uses in any redevelopment on this site which integrates with adjoining backland areas to the north east.
- 620** Improve facilities for pedestrians and cyclists in the village.
- 621** Seek to bring lands at Luttrellstown Estate in to public ownership.
- 622** Protect the vista along Castleknock Road as a tree-lined boulevard of large established houses.
- 623** Develop a pedestrian access route from the Luttrellstown Road via Porterstown Park to Anna Liffey Mills and the Lower Road.
- 624** Provide for a public car park.
- 625** Prepare a coordinated design brief for all Royal Canal crossings and development adjacent to the Canal in cooperation with relevant stakeholders. The design brief will include pedestrian/cycle links.
- 626** Explore the possibility of making the area to the north of the current Liffey Valley Special Area Amenity Order (SAAO) which is within the 'shoulder' of the Liffey Valley area the subject of a Special Area Amenity Order.
- 627** Protect the vistas and settings of the Phoenix Park Gates and ensure that development proposals in the vicinity of the Phoenix Park do not affect the Park's integrity and setting.

- 628 Facilitate the re-use of Dowley House to alternative uses complementary to the college which has full regard to the setting and character of the adjacent Protected Structures.
- 629 Protect and enhance important tree groups in any new development on these lands.
- 630 Provide a children's playground, multi-use games area and playing pitch at Diswellstown.
- 631 Retain the established character of this low density housing area at Homeleigh.
- 632 Provide for the expansion of the existing school and associated community facilities.
- 633 Housing density will be limited to 37 units per hectare (15 units per acre) with a maximum of three storeys.
- 634 Acquire and develop a suitable car parking site in the vicinity of Anna Liffey (Shackletons) Mills and upgrade the existing pedestrian/cycle path along the river bank westwards to connect with Lucan Village taking appropriate measures to ensure that the integrity of the Liffey Valley is fully taken account of in the layout, design and location of the car park and the upgrading of the pedestrian/cycle path.
- 635 Implement the recommendations of the Conservation Plan prepared for Anna Liffey (Shackletons) Mills.
- 636 Promote and agree an Active Management Plan with South Dublin County Council with regard to important woodland blocks with a view to protecting, enriching and developing the existing woodland in the Liffey Valley.
- 637 Seek to provide within the area a suitable parcel of land for use as allotments.
- 638 Provide a pedestrian route linking the Royal Canal and the River Liffey.
- 639 Protect the vistas and settings of the Phoenix Park Gates.
- 640 Provide a strategic pedestrian/cycle link from Castleknock GAA car park via the M50 reservation lands down the Lower Road and the existing metal bridge to Waterstown Park in a manner which is sensitive to the landscape and biodiversity of the area.
- 641 Undertake the necessary works to the Glen as a pedestrian route into the Liffey Valley.
- 642 Reduce the impact of the concrete works and builders suppliers.
- 643 Carry out a study of these lands, where currently in industrial use, to identify the mix and scale of uses and access arrangements appropriate to this visually sensitive area and the Council's objectives for the Liffey Valley SAAO and environs and to provide for the long term relocation of existing non-conforming industrial uses in this area.
- 644 Provide for a modest sensitively designed extension maximum 25 sq m to facilitate the existing industrial use on site.
- 645 Maintain and enhance the Woodland Walk and other pedestrian paths.

- 646** Provide for existing industrial uses on site, allowing for their reasonable extension and improvement having regard to normal planning considerations.
- 647** Demonstrate, to the satisfaction of the Planning Authority, that any proposed development has a low visual impact.
- 648** Prepare a study with South Dublin County Council with regard to the possibility of extending the Special Amenity Order along both sides of the River Liffey to the Kildare Border, including the lands at St. Edmundsbury.
- 649** Prepare a traffic management plan for the Lower Road from Glenmaroon to Lucan, including Somerton Lane, Rugged Lane and the Luttrellstown Road. This plan shall provide for safe pedestrian and cycle access across a network of routes.
- 650** Optimise the benefits of Metro West to take account of existing commuter traffic, enterprise and employment while ensuring that any crossing over the River Liffey Valley SAAO is designed in such a way as would not compromise the amenity, tourism and economic potential of the Valley.
- 651** Restore the Metal Bridge on the Lower Road and utilise it as a strategic pedestrian/cycle link from Farmleigh public car park to Waterstown Park via Coates lands in co-operation with South Dublin County Council.
- 652** Provide for a nursing/retirement home which shall ensure the sympathetic and appropriate reuse, rehabilitation and retention of Glenwood House and its conservation to a high standard, ensuring also that the special interest, character and setting of the building is preserved.
- 653** Develop a pedestrian Viewing Point over the Liffey Valley.
- 654** Provide for a strategic pedestrian/cycle link connecting Lucan Bridge with St. Catherine's Park via the lands at Bleach Green (north bank of Liffey) without creating significant negative impact on the landscape and the sensitive biodiversity considerations of the valley.
- 655** Provide for a strategic pedestrian/cycle link across the River Liffey from lands at Holy Angels at the bottom of Knockmaroon Hill via a new bridge to Stewart's Hospital, Coates land and Waterstown Park.
- GIM1** Provide new Active Recreation Hubs in Bremore Regional Park, St. Catherine's Park (Rush), Lusk, Donabate, Moorestown/Oldtown (Swords), Drinan, Baldoyle Racecourse Park and The Phoenix Park Racecourse.
- GIM2** Protect the natural and built heritage of the following (which include important historic sites, landscapes and gardens, while providing significant public amenities): Bremore Castle and Park, Ardgillan Castle and Demesne, Newbridge House and Demesne, Malahide Castle and Demesne, Swords Castle and Park, Santry Demesne and Beechpark (Clonsilla).
- GIM3** Upgrade and enhance Bremore Regional Park, Ward Valley Park, Tolka Valley Park and Millenium Park, Blanchardstown.
- GIM4** Encourage appropriate maintenance and conservation of Howth, Balbriggan and Skerries Martello Towers which are in the Council's ownership.

- GIM5** Maintain and develop the Seamus Ennis Cultural Centre as a significant traditional arts venue.
- GIM6** Upgrade existing Active Recreation Hubs in Skerries, Ridgewood (Swords), Broomfield (Malahide), Hartstown, Porterstown and St. Catherine's Park (Liffey Valley).
- GIM7** Undertake Historic Landscape Characterisation (HLC) for the Rush, Lusk, Loughshinny and Skerries area to include all lands east of the M1 motorway between the areas covered by the HLC studies in Balbriggan and Donabate/Portrane.
- GIM8** Provide new Regional Parks at the following locations: Baleally Lane, Mooretown/Oldtown (Swords), Baldoyle, and Dunsink subject to Appropriate Assessment screening.
- GIM9** Establish a coastal monitoring programme on an ongoing basis to provide information on coastal erosion.
- GIM10** Seek the development of the Royal Canal as a significant public amenity while protecting its natural and built heritage.
- GIM11** Undertake Historic Landscape Characterisation for the Liffey Valley to include all Highly Sensitive Landscape areas north of the River Liffey.
- GIM12** Develop Anna Liffey Mills as a significant public amenity within the Liffey Valley while protecting its architectural and industrial heritage values.
- GIM13** Investigate the feasibility of extending the Liffey Valley Special Amenity Area to include lands from the Dublin City Council boundary to the boundary with County Kildare.
- GIM14** Implement the Management Plans for the Howth and Liffey Valley Special Amenity Areas and review them as necessary in consultation with all relevant stakeholders.
- GIM15** Seek the expansion of existing woodlands at Hampton, Ardgillan and Milverton demesnes.
- GIM16** Seek the establishment of a wetland corridor between the Bog of the Ring and the Delvin River.
- GIM17** Prepare and implement a management plan for the Bog of the Ring proposed Natural Heritage Area (NHA) and the surrounding area.
- GIM18** Implement the Masterplan for Rogerstown Inner Estuary and develop and implement a Masterplan for Rogerstown Outer Estuary.
- GIM19** Prepare ecological management plan for Corballis and Elm Green golf clubs.
- GIM20** Prepare and implement a Masterplan for Malahide Estuary.
- GIM21** Develop a boardwalk at Cave's Marsh, Malahide, subject to full Appropriate Assessment, as part of the Fingal Coastal Way.
- GIM22** Prepare and implement a Masterplan for the Tolka Valley Park and the Ward River Valley Park.
- GIM23** Maintain the verge along the coast road between Portmarnock & Malahide as a wildflower meadow.

- GIM24** Seek the establishment of a wetland corridor between the Tolka and Ward rivers via the Pinkeen stream.
- GIM25** Develop and implement a Nature Conservation Plan for Howth Head Special Amenity Area.
- GIM26** Seek the establishment of an amenity and wildlife corridor between the River Liffey and the Royal Canal.
- GIM27** Protect and enhance calcareous grassland habitat in the Liffey Valley.
- GIM28** Develop a demonstration project on floodplain habitat development and management at St. Catherine's Park, Liffey Valley.
- GIM29** Seek to expand and connect existing woodlands in the Liffey Valley.



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