

STEPHENSTOWN (FP 4.A) AND FOLKSTOWN LITTLE (FP 4.B) FRAMEWORK PLAN

NOVEMBER 2025



Comhairle Contae Fhine Gall
Fingal County Council



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Stephenstown (FP 4.A) and Folkstown Little (FP 4.B)

Framework Plan

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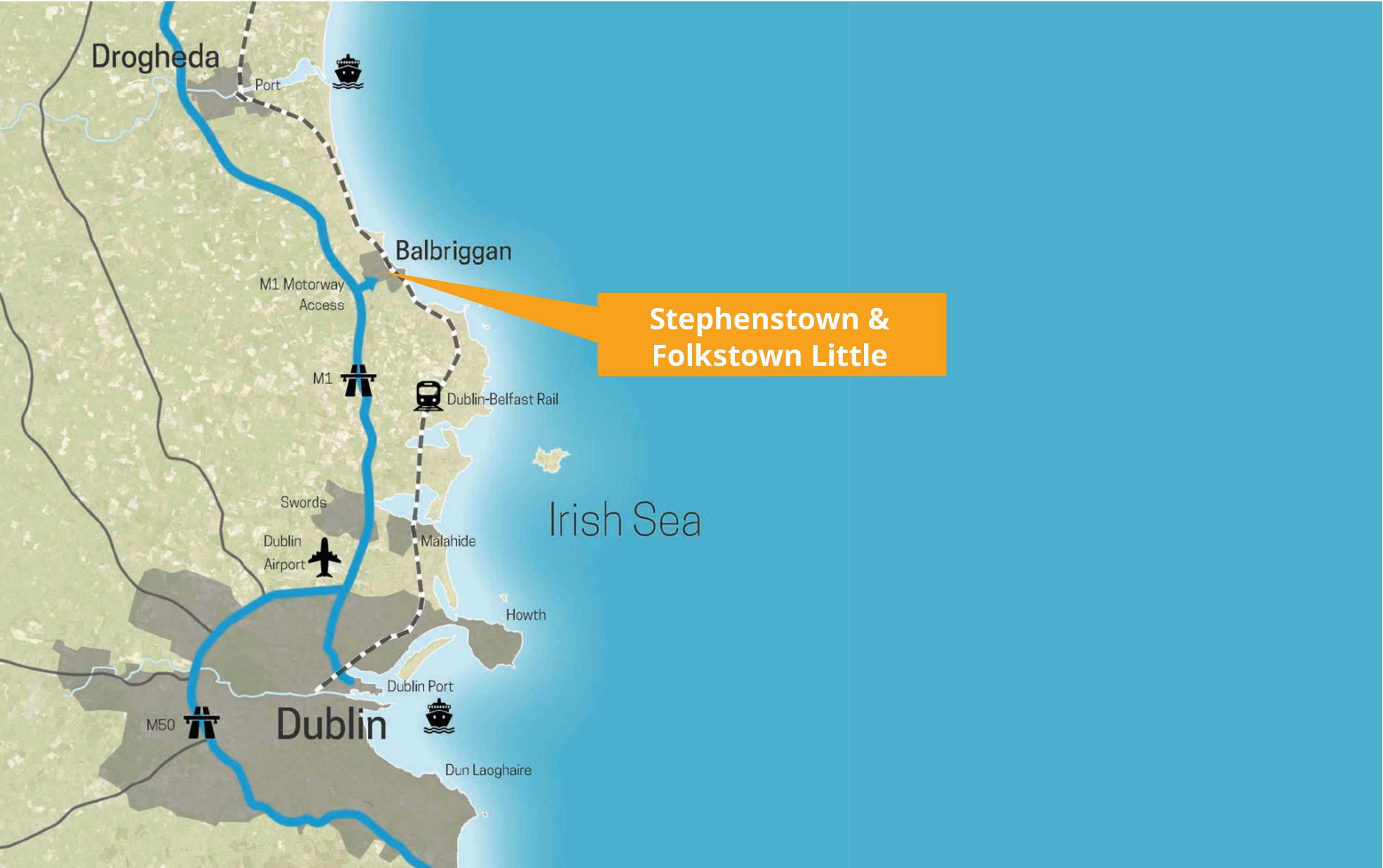


Figure 1.1 Stephenstown & Folkstown Little Location Map



1.1 A Framework Plan for Stephenstown and Folkstown Little

This Framework Plan was prepared in response to specific objectives from the Fingal Development Plan 2023-2029 (Development Plan) to prepare Framework Plans for Stephenstown (FP 4.A) and Folkstown Little (FP 4.B).

Framework Plans are non-statutory in nature and provide detailed design guidance to unlock the potential of relevant lands, setting out a long-term vision for the future allowing flexibility to respond and manage changing societal, economic, environmental and cultural circumstances.

Framework Plans also identify local distinctiveness and opportunities for future development, highlight constraints of the land and should be guided by policies and objectives set out in the governing Development Plan and National and Regional Planning Policy.

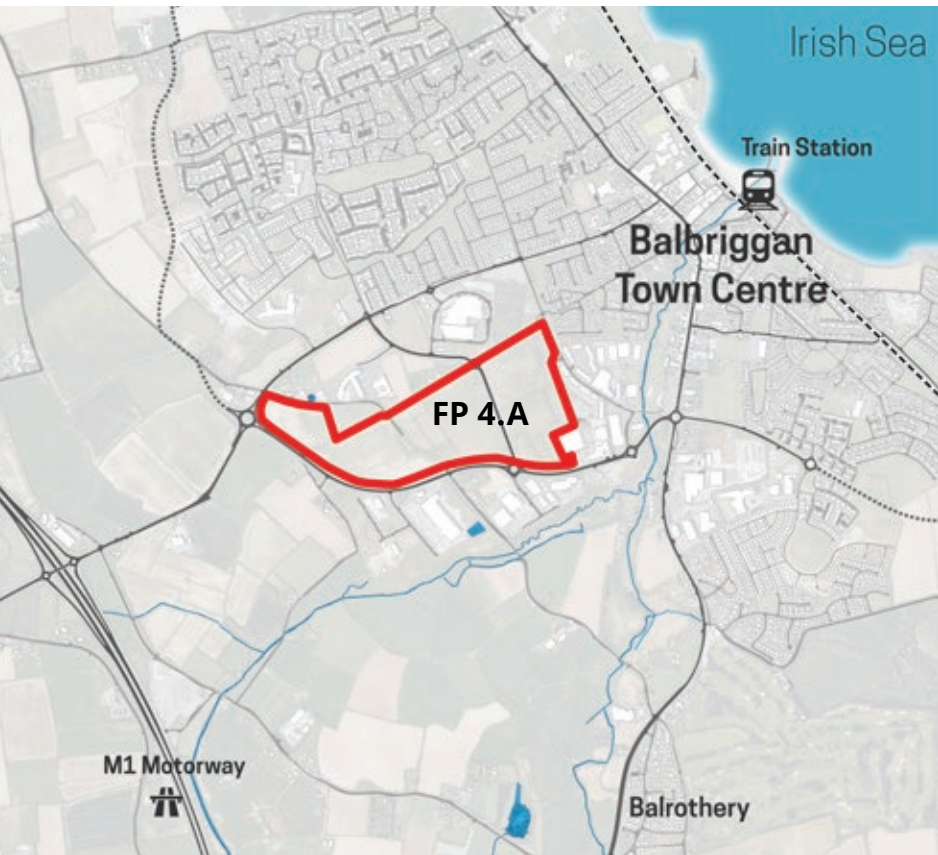


Figure 1.2 Stephenstown (FP 4.A) Lands

The Fingal Development Plan has identified two separate specific objectives and envisages two separate Framework Plans for Stephenstown (FP 4.A) and Folkstown Little (FP 4.B) area. Given the strategic location of the two land banks and their proximity to each other, this Framework Plan presents a combined Framework Plan for these two separate areas, and further, includes areas beyond the designated Framework Plan boundaries in order to support the functioning of the wider lands.

The combination of the Stephenstown and Folkstown Little Framework Plan areas and the extension of these boundaries to encompass additional lands, offers the opportunity to closely align the vision, objectives and opportunities for these areas and to develop a cohesive, integrated and sustainable development approach whilst addressing constraints of this landbank.

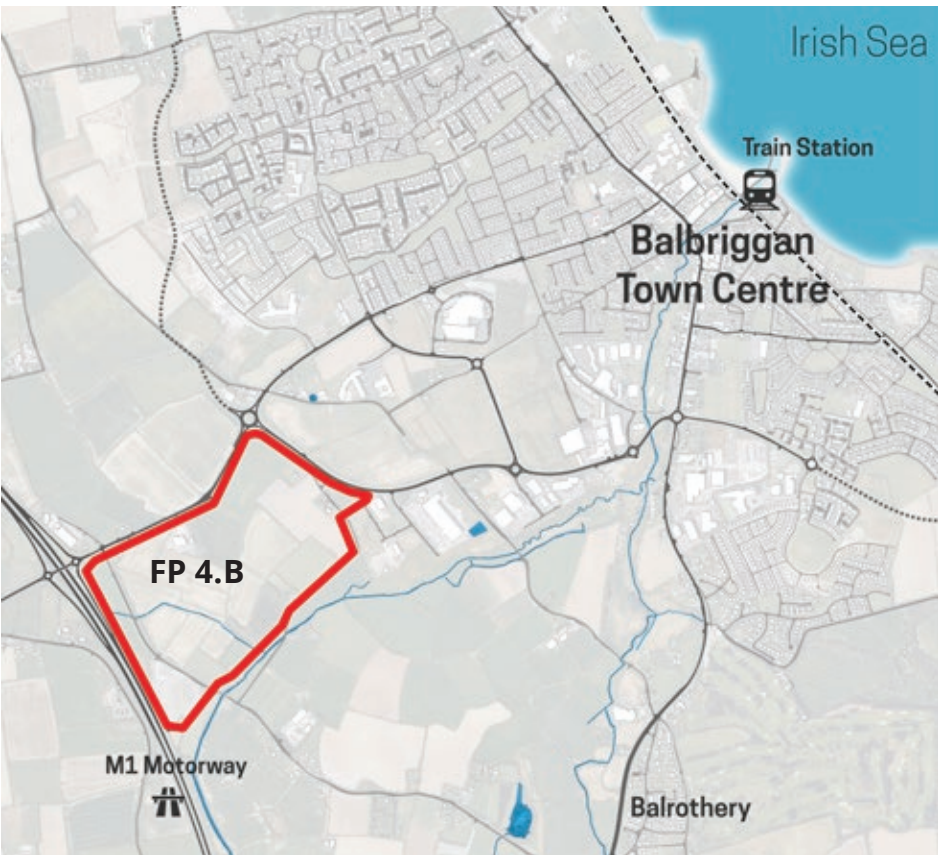


Figure 1.3 Folkstown Little (FP 4.B) Lands

The subject lands are zoned 'GE – General Employment', 'OS – Open Space' and 'HT – High Technology' and presents a significant opportunity for the economic development of Balbriggan and the County as a whole with the potential for significant economic investment attraction.

The lands at Stephenstown and Folkstown Little are located at the edge of Balbriggan which is one of the largest Self-Sustaining towns in Fingal. Located approximately 18km from Swords, with easy access off the M1 Motorway, it is also served by the main Dublin to Belfast rail line and commuter services to Dublin City.



Figure 1.4 Additional Lands



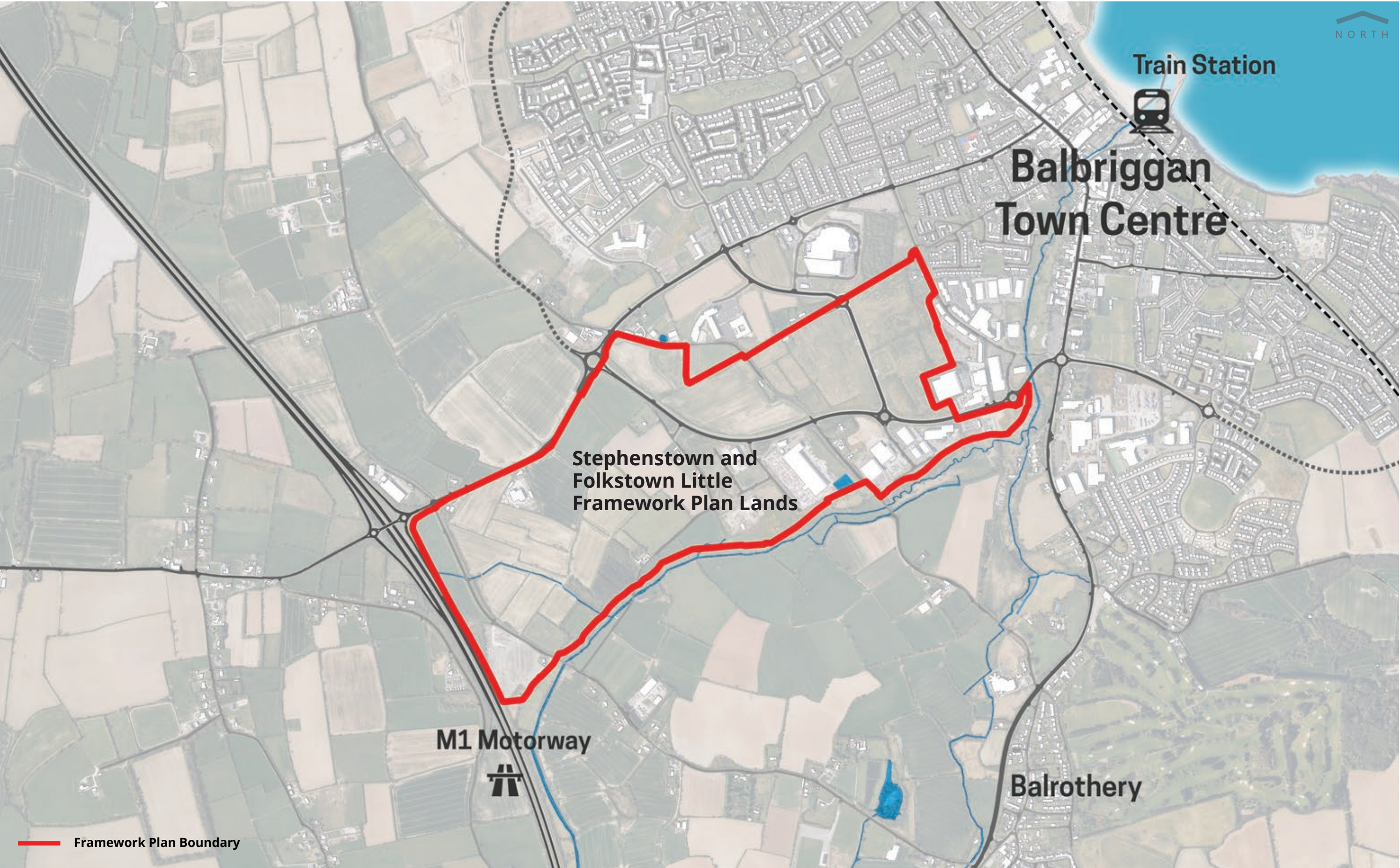


Figure 1.5 Stephenstown and Folkstown Little Framework Plan Boundary



Fingal County Council has prepared this Framework Plan to guide the development of lands at Stephenstown and Folkstown Little.

This Framework Plan highlights the following:

- The distinctive location and characteristics of the lands;
- Land features and constraints; and
- Overall Framework Plan principles and strategies.

2.1 Public Consultation

Throughout this plan making process, the following entities were consulted:

- Fingal County Council Departments/Sections including:
 - Active Travel Team
 - Biodiversity Officer
 - Cultural Heritage Department
 - Economic , Enterprise and Tourism Development
 - Planning Department
 - Transportation Department
 - Water Services Department
- National Transport Authority.
- Transport Infrastructure Ireland.

The Framework Plan has been subject to Strategic Environmental Assessment (SEA), screening for Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA).

SEA of plans and programmes is required by European Directive 2001/42/EC with the SEA Screening Report for the Stephenstown (FP 4.A) and Folkstown Little (FP 4.B) Framework Plan prepared by Minogue Environmental Consultants Ltd.

The requirement for AA is set out in Articles 6(3) and 6(4) of the Habitats Directive (92/43/EEC). The screening report for AA was prepared by Doherty Environmental Consultants Ltd.

An SFRA was undertaken for the Framework Plan lands in accordance with the requirements of 'The Planning System and Flood Risk Assessment - Guidelines for Planning Authorities' (2009) and Circular PL02/2014 (August 2014). The SFRA for the Stephenstown (FP 4.A) and Folkstown Little (FP 4.B) Framework Plan was prepared by Clifton Scannell Emerson Associates.

2.2 Our Balbriggan Rejuvenation Plan

Our Balbriggan Rejuvenation Plan aims to create a more attractive, connected place where people want to live and spend their time for work, shopping and recreational purposes. It focuses on community-driven renewal by strengthening relationships between society and the economy to create a more resilient, sustainable Balbriggan.

The Framework Plan supports the Our Balbriggan Rejuvenation Plan as per Objective CSO56 of the Development Plan ('Our Balbriggan') – *"Continue to implement, promote and support the 'Our Balbriggan' Rejuvenation Plan."*

2.3 Fingal Climate Action Plan 2024 -2029

Fingal County Council's Climate Action Plan 2024-2029 (CAP), sets out mitigation and adaptation measures, to create a low carbon and climate resilient County. The CAP is in line with the national climate objective and aims to achieve the overall vision of a climate resilient County through striving to become carbon neutral by 2050.

Across six themes, the CAP addresses Energy & Buildings, Transport, Flood Resilience, Nature Based Solutions, Circular Economy & Resource Management and Community Engagement. Actions throughout the Plan are based on Climate (Amendment) Act 2021 and the National Climate Action Plan.

This Framework Plan has been prepared within the context of contributing to the actions set out within the CAP as addressed further in Appendix A.

2.4 Fingal Biodiversity Action Plan 2023-2030

The Fingal Biodiversity Action Plan 2023-2030 sets out an ambitious framework for biodiversity action aimed at protecting and enhancing a wide range of habitats, plants and animals and halting the loss of biodiversity in Fingal. Ecosystem Restoration and Bringing Nature back into our Lives are important themes in the Fingal Biodiversity plan.

Biodiversity is a key theme within the Framework Plan. Please refer to the Biodiversity Management Plan prepared by Doherty Environmental, and Minogue & Associates (included within the Appendices) for further details.

2. Scope and Remit of the Framework Plan





This Framework Plan will guide future development within the Stephenstown and Folkstown Little area at Balbriggan, to create a vibrant and sustainable employment zone which will support and encourage economic development and sustainable connections, and provide an attractive, high-quality environment for existing and future employment.

The Framework is intended to act as a general guidance document for the Planning Authority and potential applicants for planning permission in the area, in accordance with the Fingal Development Plan. It seeks to deliver a structured approach to the development of this important employment landbank, to integrate the lands with the Balbriggan urban centre and the surrounding residential areas, to ensure ease of access to future employment, and to safeguard a quality living and working environment, in line with the Strategic Vision for Fingal (Section 1.2 of the Fingal Development Plan):

“Fingal will embrace healthy placemaking and economic prosperity through building cohesive and sustainable communities, where our cultural, natural and built environment is protected”

The primary aims and objectives of the Framework Plan are:

- To ensure a coordinated approach to the economic and physical development of the Stephenstown and Folkstown Little area.
- To integrate the lands with Balbriggan urban centre and surrounding residential areas.
- To respond to and respect the existing built and environmental context while delivering key employment opportunities.
- Provide the framework for sustainable and active travel through these lands.



Aerial view of the Framework Plan Lands looking north from above M1 Motorway



4. Stephenstown and Folkstown Little Context

4.1 Framework Plan Lands

4.1.1 Lands at Stephenstown and Folkstown Little

The lands at Stephenstown and Folkstown Little are located at the edge of Balbriggan which is one of the largest Self-Sustaining towns in Fingal.

Framework Plan Lands are situated on elevated landscape to the southwest of Balbriggan town centre, approximately 18km from the north of Swords, with easy access off the M1 Motorway and served by the main Dublin to Belfast rail line and commuter services to Dublin City.

Lands are bounded by the M1 Motorway to the south-west, Bracken River to the south, Naul Rd and Clonard St to the north and Fingal Bay Business Park to the north-east.

There is an existing network of roads, including the Outer Relief Road, Stephenstown Link Road, and L1125 Inch Road, which intersect the area in both north/south and east/west directions.

Framework Plan Lands, which comprise a total of c. 132 ha are bounded along the north and northeast boundary by various land use zonings including Major Town Centre and Residential Area zonings, by a belt of lands zoned Open Space to the east/southeast and by the M1 motorway to the west.

Lands to the northwest are currently greenfield and zoned 'RU – Rural' under the Fingal Development Plan 2023 – 2029.

Framework Plan Lands are primary zoned 'GE – General Employment' with a small section of land to the northeast zoned 'HT – High Technology' and a strip of land zoned 'OS – Open Space' bisecting the lands and bordering the southern boundary.

The majority of the lands are primarily agricultural in nature, with some existing industrial uses already established in the southeastern part of the lands in Stephenstown Industrial Park, and a number of residential properties scattered throughout the area. There are also a number of vernacular buildings existing within the Framework Area.

There are no protected structures within the plan lands but there are number of protected structures in close vicinity to the southern boundary along Bracken River including: late 18th century single-arch masonry road bridge over Bracken river, remains (primarily foundations) of medieval tower house, surviving elements of dam constructed to create a mill pond to serve former watermill, Former Corn Mill and Former Mill Race. The Framework Plan Area is not within an Architectural Conservation Area (ACA).

The Framework Plan area has been identified as having high archaeological potential, following earlier excavations related to infrastructure works. These revealed around 20 sites, including evidence of medieval and Bronze Age settlements. The medieval findings suggest a hamlet near a chapel, with surrounding enclosures, while Bronze Age discoveries hint at a small village. Since many of these remains were not visible on the surface and were discovered through surveys, there is potential for more archaeological features in the area, especially near known sites.

The land cover within the Framework Plan Lands is dominated by intensively managed cultivated arable land and improved agricultural grassland.

The habitats that are representative of semi-natural habitats occurring within the lands are hedgerows, areas of broad-leaved woodland, scrub, wet willow-alder-ash woodland and wet grassland.

Many of the hedgerows occurring within the lands are historic in origin and are depicted on the 6-inch historic maps from the early 1800's. Some of these historic hedgerows are also representative of townland boundaries.

The Bracken River corridor along and to the south of the Framework Plan Lands, classified as an ecological corridor in the Fingal Development Plan 2023 – 2029, as well as a historic drainage ditch flowing broadly northwest to southeast towards the west of the lands are representative of semi-natural watercourses. These watercourse corridors have been identified as features of linear open space in the Fingal Development Plan 2023 – 2029.

A range of commonly occurring passerine bird species were noted within the lands during the bird surveys conducted between November 2023 and March 2024.

No evidence indicating the presence of otters or their breeding or resting places were found.

Full details of the habitats and species present, as well as potential impacts on these features that could arise as a result of development, are comprehensively addressed in the Biodiversity Management Plan that accompanies this Framework Plan.

The Framework Plan Area is served by High Voltage Network with the Stephenstown 110kV Substation being located on the L1390 in the southeast of the Framework Area.

There is foul sewerage and water supply infrastructure and pipe network in place serving the existing development and a significant portion of the lands located to the north of the L1390.

The existing Gas Distribution Network extends to the Stephenstown Link Road.

A high-pressure transmission gas main exists on the alignment of the Inch Road to the west of the Framework Plan Lands.



Aerial view of the Framework Plan Lands looking west from above Fingal Bay Business Park

4. Stephenstown and Folkstown Little Context



4.1.2 Land Use Zoning & Adjoining Lands

Framework Plan Lands (indicative lands outlined in red) are primarily zoned 'GE – General Employment' with a small section of land to the northeast zoned 'HT – High Technology' and a strip of land zoned 'OS – Open Space' bisecting the lands and bordering the southern boundary.

Zoning Objective 'GE – General Employment':

Objective: Provide opportunities for general enterprise and employment.

Vision: Facilitate opportunities for compatible industry and general employment uses including appropriate sustainable employment and enterprise uses, logistics and warehousing activity in a good quality physical environment. General Employment areas should be highly accessible, well designed, permeable and legible.

Zoning Objective 'HT – High Technology':

Objective: Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.

Vision: Facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high end, high-quality, value added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity.

Zoning Objective 'OS – Open Space':

Objective: Preserve and provide for open space and recreational amenities.

Vision: Provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority.

Uses permitted in principle under each zoning designation are set out in Appendix B.

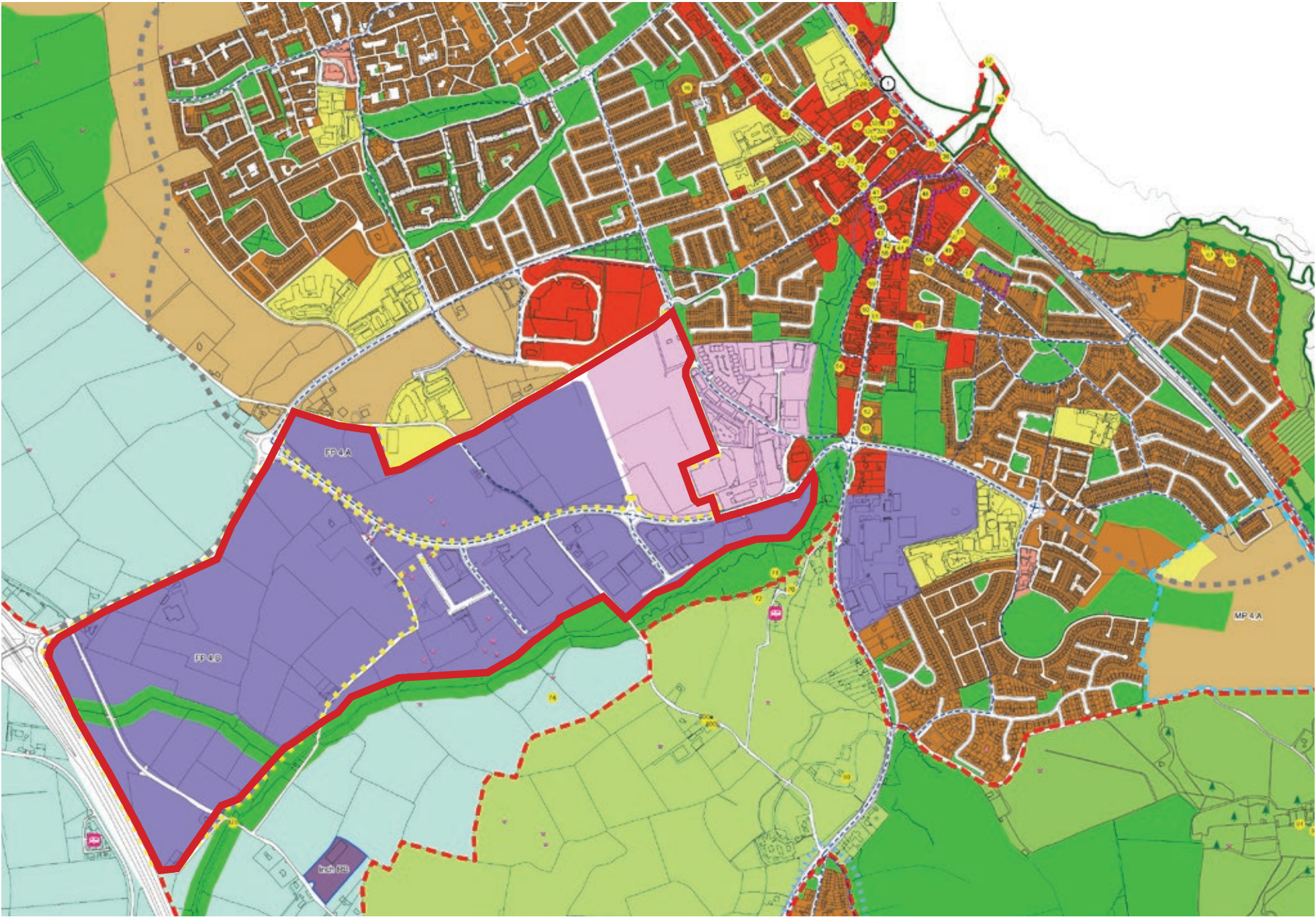
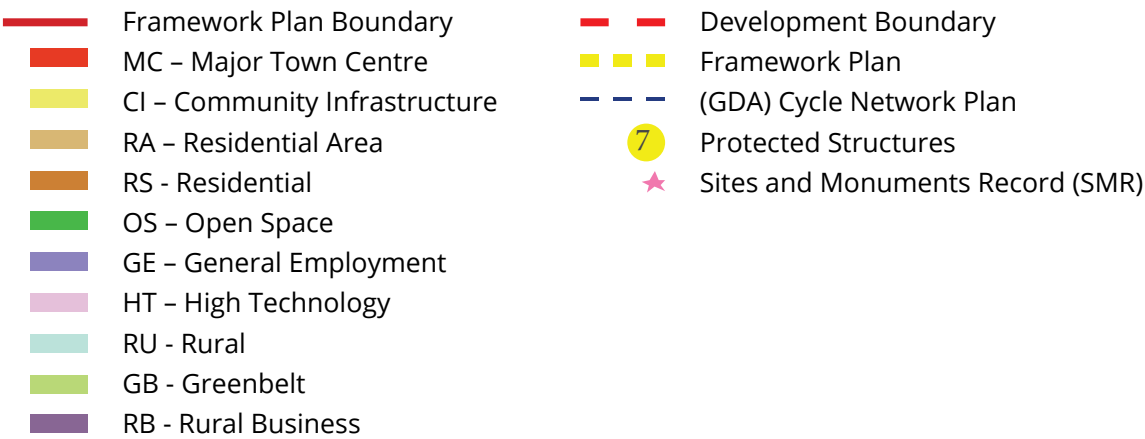


Figure 4.1 Fingal Development Plan 2023 - 2029, Sheet No. 4, Balbriggan (extract)



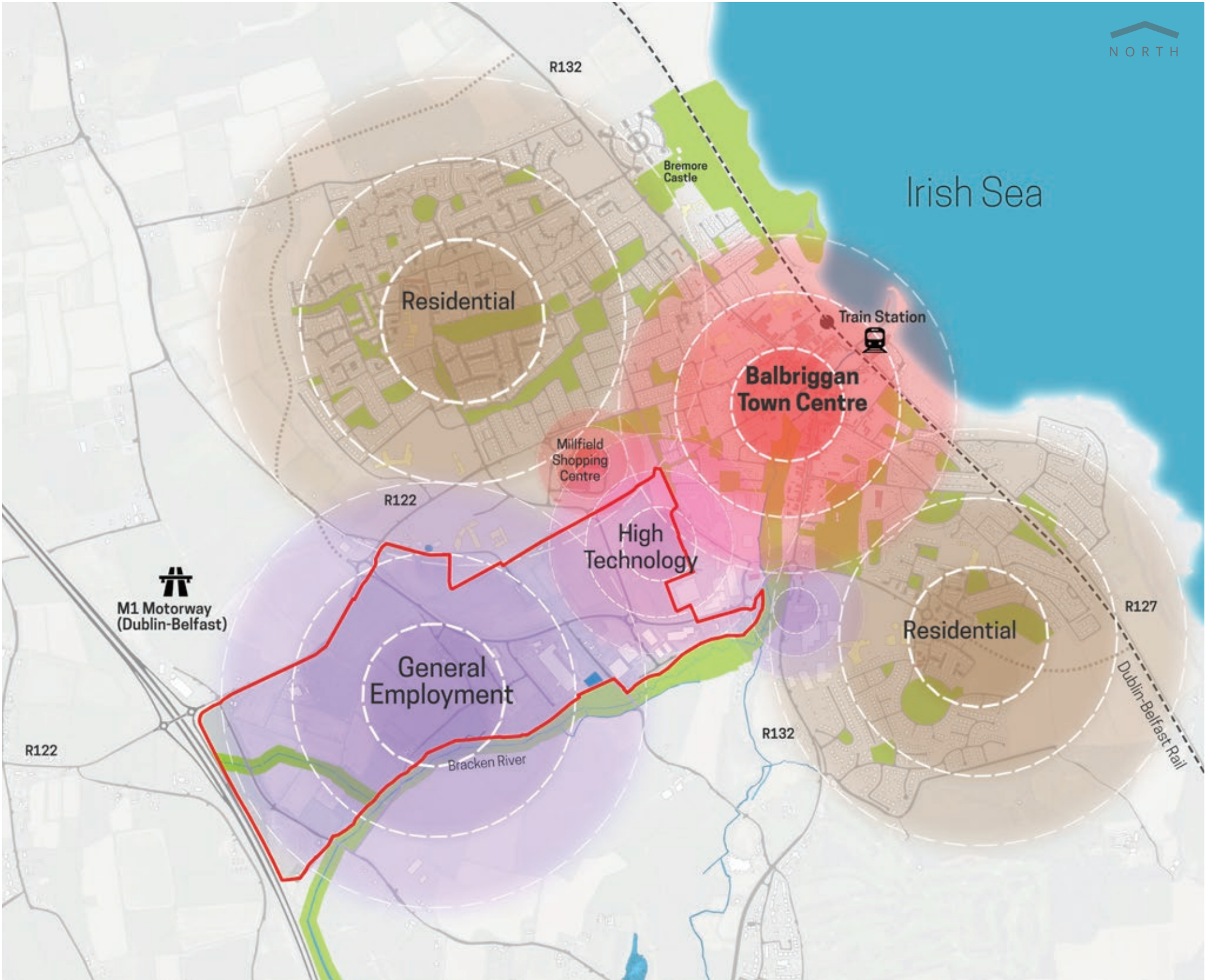


Figure 4.2 Balbriggan Town Context

- Framework Plan Boundary
- Major Town Centre (MC)
- Predominantly Residential (RA,RS)
- Open Space (OS)
- General Employment (GE)
- High Technology (HT)

4.2 Balbriggan Spatial Context

Balbriggan Town

Balbriggan is the largest of the Self-Sustaining Towns in Fingal. Located c.18 kms north of Swords, with easy access off the M1 Motorway, it is also served by the main Dublin to Belfast rail line and commuter services to Dublin City. It has developed as a major residential town with a young and expanding population of 20,000 which has more than doubled over the past 20 years. Major infrastructural projects involving upgrades to the water supply, foul drainage and roads infrastructure have been carried out throughout the town and its environs. Balbriggan is eFibre broadband enabled with superfast fibre delivering speeds of up to 100Mb.

Fingal County Council has prepared and is implementing Our Balbriggan 2019–23 Rejuvenation Plan, which will transform Balbriggan Main Street and Harbour and will provide significant investment in the public realm and town centre improvements to provide a more vibrant and vital centre to the town. This will be achieved in continued collaboration with stakeholders, by increasing employment, promoting industrial lands and by showcasing Balbriggan as an attractive location for investment.

The availability of Framework Plan Lands which are zoned for high technology and general employment development, together with the significant infrastructural and environmental improvements with easy access to major transport corridors, ports, rail and air networks, offer considerable potential for the town. Fingal County Council is committed to working with representative stakeholders such as the IDA, Enterprise Ireland and the local Chamber of Commerce, to attract and facilitate new employment generators into the town.

Key Features:

- Well defined Town Centre with train station to the north-east of the town with an access to the Irish Sea.
- Residential areas encompassing the town centre to the north, west and south.
- A high-technology hub is located to the south-west of the town centre.
- General employment zone extends towards the M1 motorway to the west / south-west, following the Bracken River ecological corridor to the south and R122 to the north.

4. Stephenstown and Folkstown Little Context



4.3 Existing Lands Features and Constraints

4.3.1 Existing Structures & Heritage

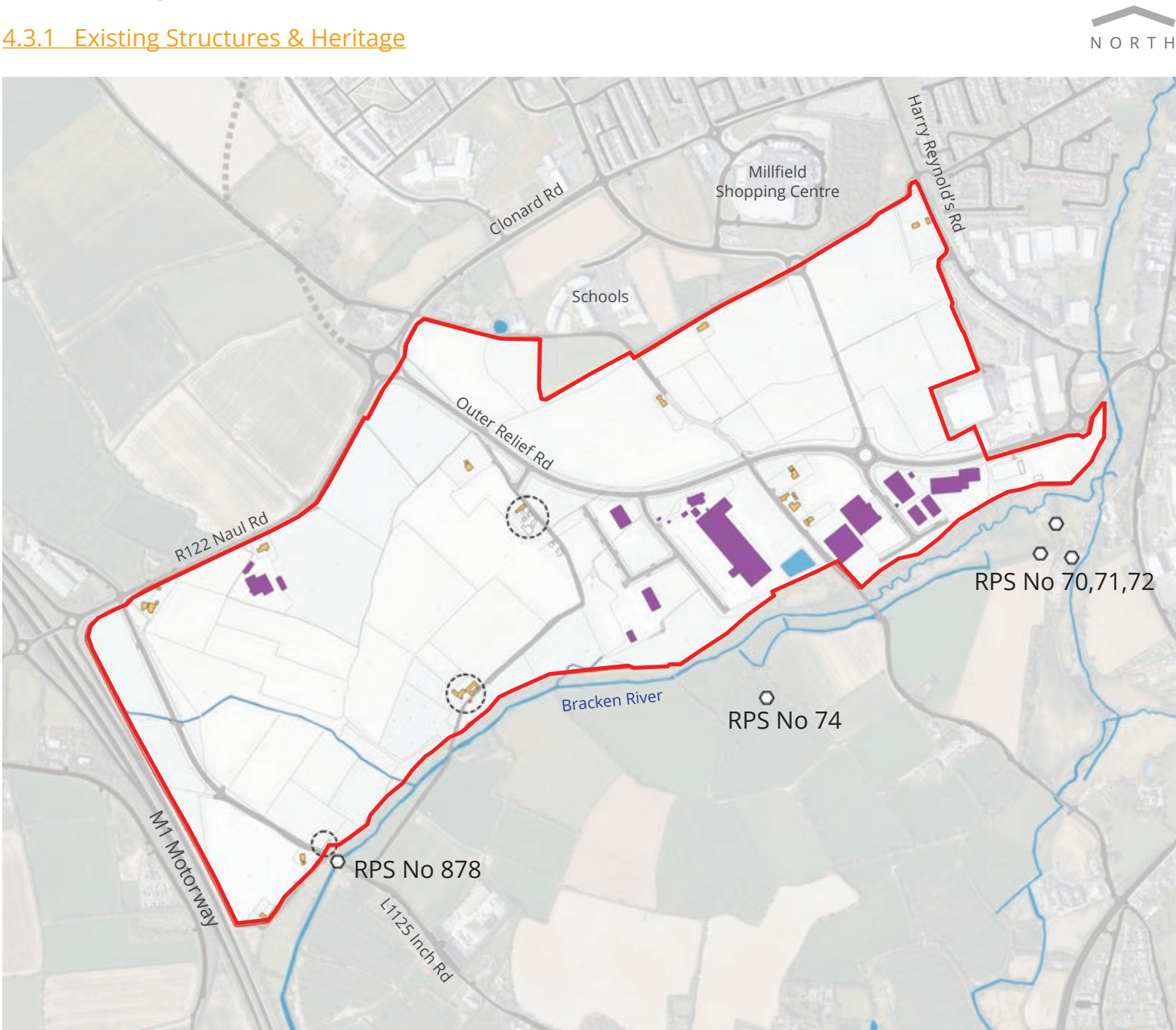


Figure 4.3 Existing Structures & Heritage

- Framework Plan Boundary
- Existing buildings (General Employment typologies)
- Existing residential buildings
- Other structures (agricultural, derelict, substations)
- Existing Vernacular Buildings
- Protected Structures (RPS)



Stephenstown Industrial Park



Existing Vernacular Buildings



RPS No 878 Matt Bridge



4.3.2 Archaeology

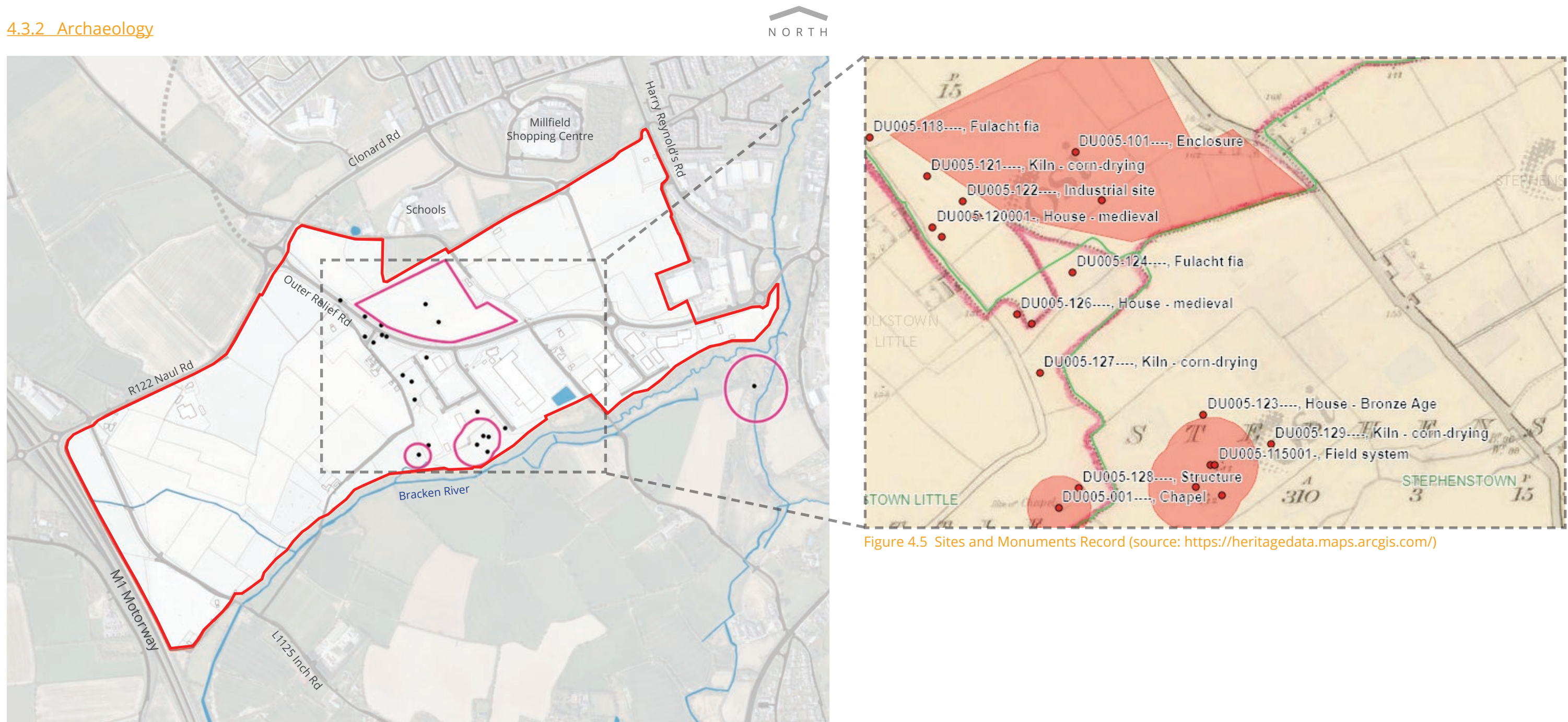


Figure 4.5 Sites and Monuments Record (source: <https://heritagedata.maps.arcgis.com/>)

Figure 4.4 Archaeology

- Framework Plan Boundary
- SMR Zones
- Known Archaeological Site



4.3.3 Existing Natural Features

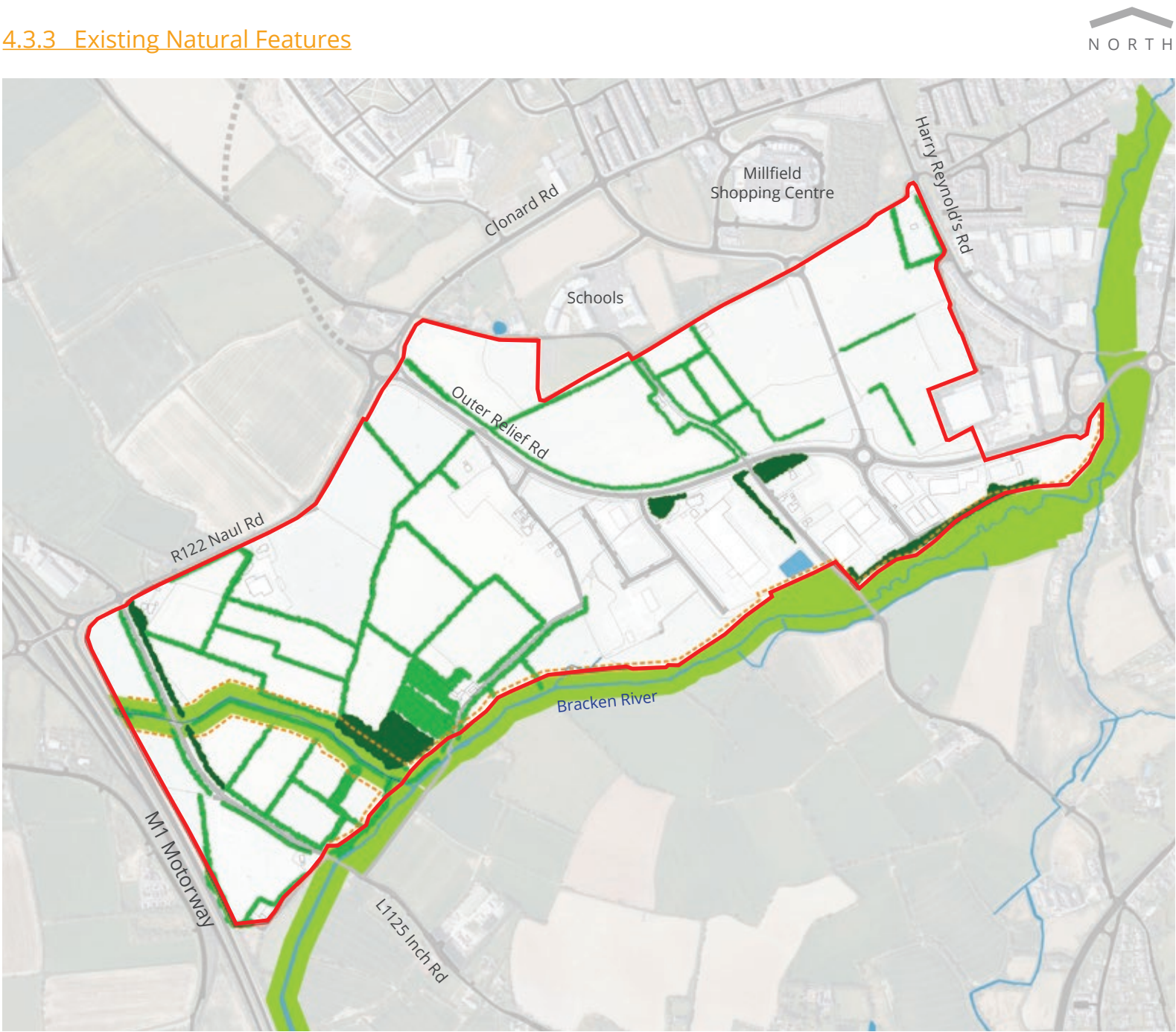


Figure 4.6 Existing Natural Features

- Framework Plan Boundary
- Existing water features
- Bracken River and historic drain riparian corridors (Zoned Open Space Area)
- Existing mature woodland habitat
- Existing historic field and townland boundaries hedgerows and immature tree planting/conifer plantation
- Sensitive boundaries to high landscape amenity areas



Aerial view of Framework Plan Lands looking north from above M1 Motorway highlighting network of historic hedgerows, mature woodland and Bracken River Corridor



Bracken River Ecological Corridor



4.3.4 Existing Utilities

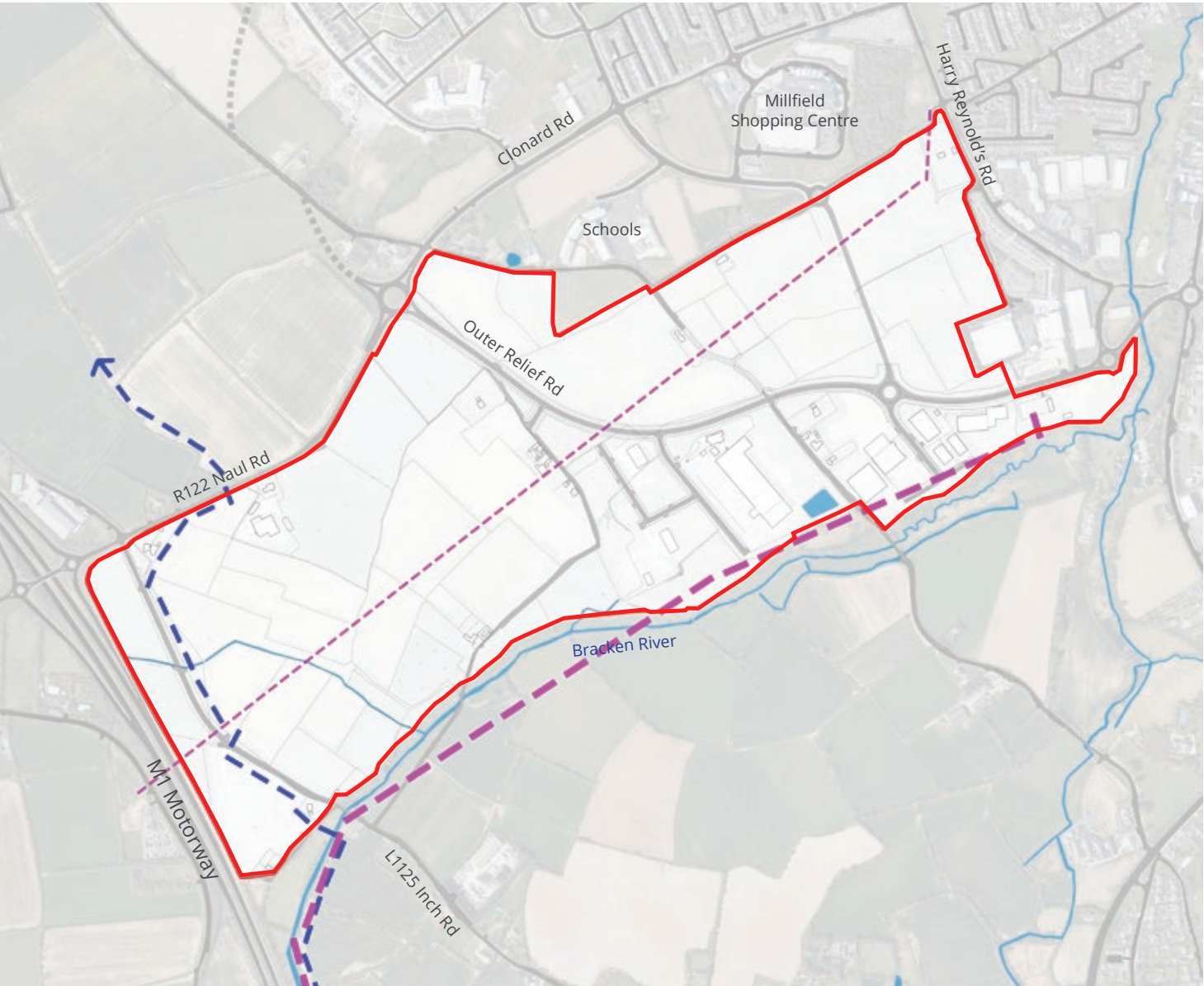


Figure 4.7 Existing Utilities

- Framework Plan Boundary
- - - Overhead ESB 110kV
- - - Underground HP Gas main
- - - Overhead ESB ≥ 38kV

4.3.5 Existing Topography

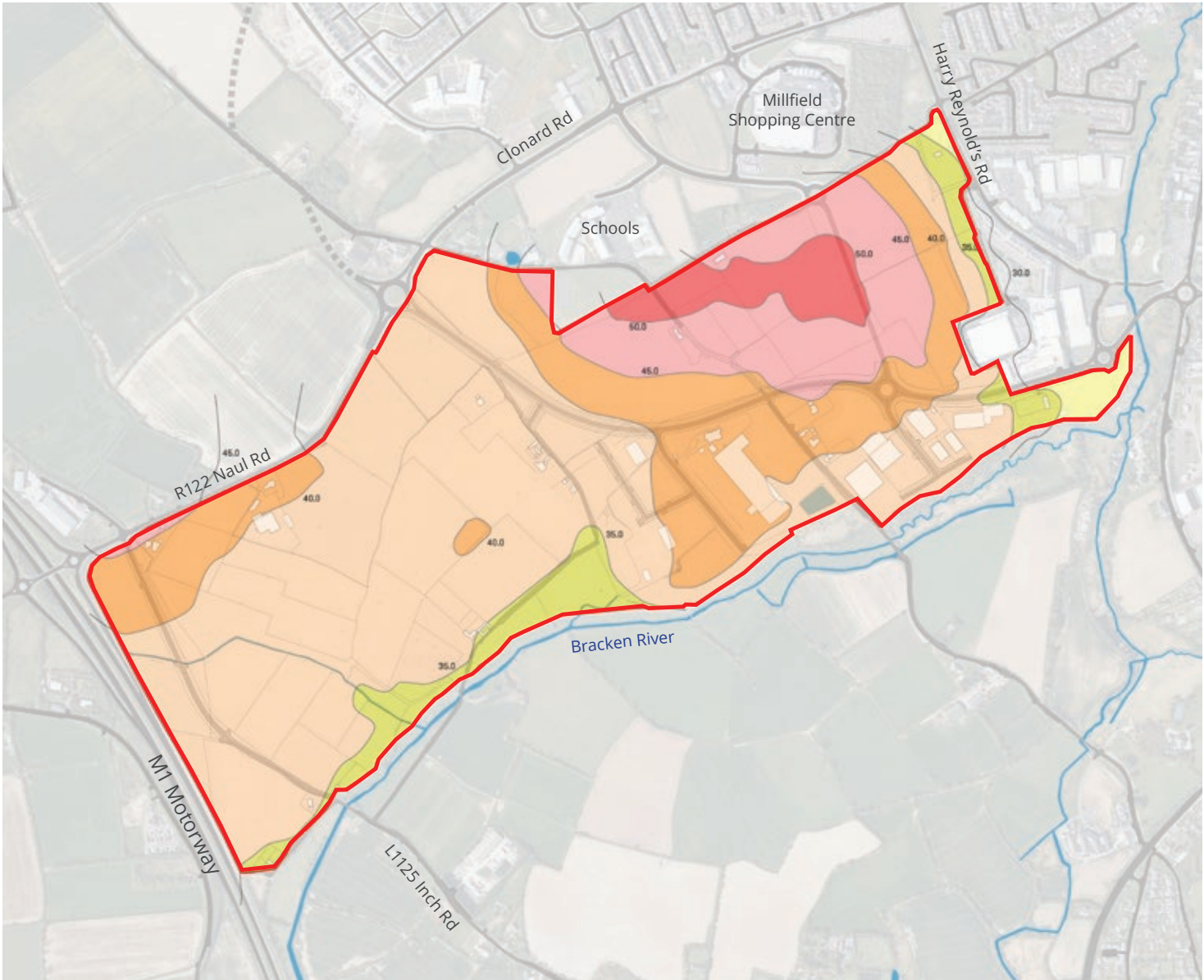


Figure 4.8 Existing Lands Topography

- Framework Plan Boundary
- 50.0m - 55.0m
- 45.0m - 50.0m
- 40.0m - 45.0m
- 35.0m - 40.0m
- 30.0m - 35.0m
- 25.0m - 30.0m

4. Stephenstown and Folkstown Little Context



4.3.6 Existing Access & Vehicular Network

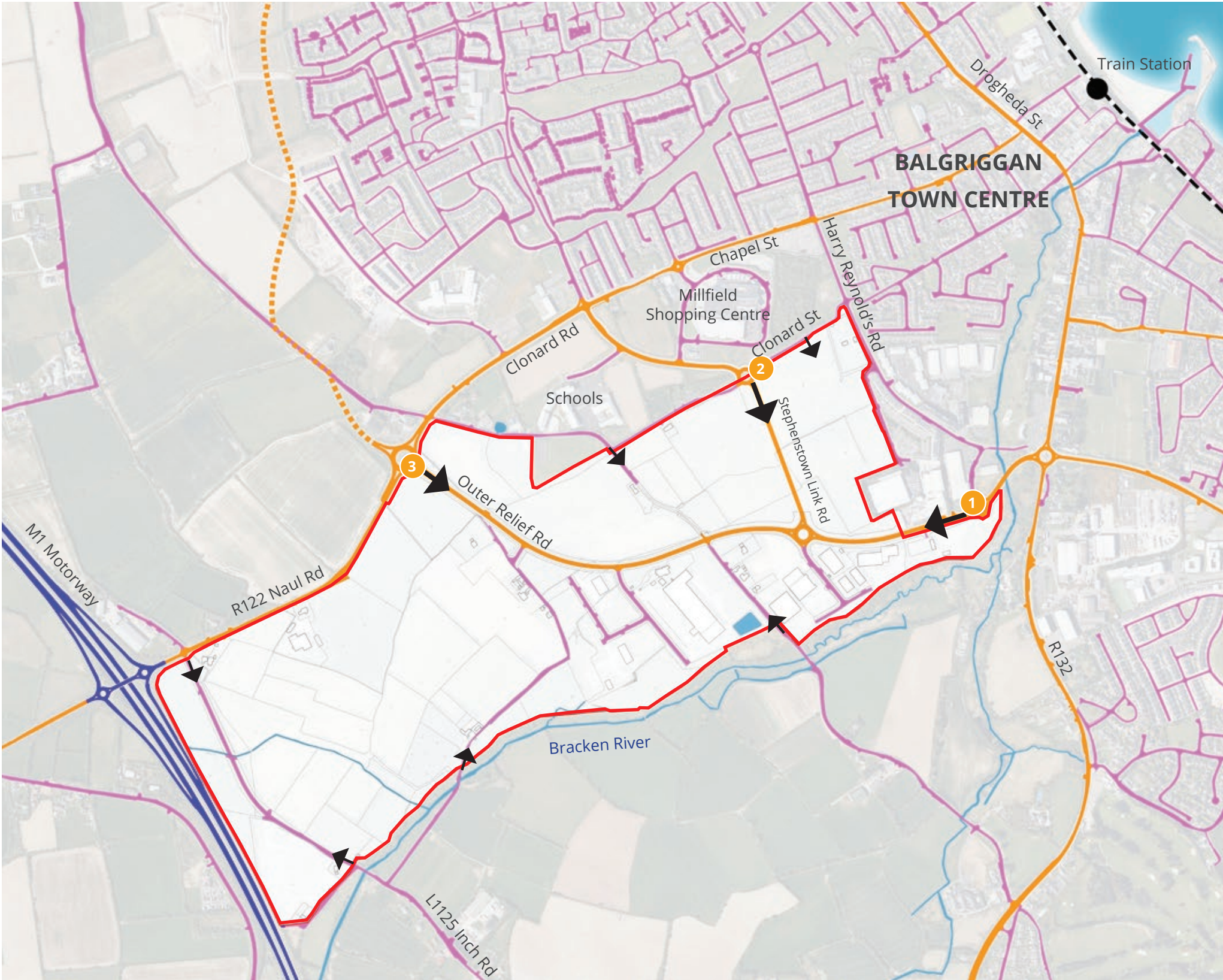


Figure 4.9 Existing Access & Vehicular Network

Key Existing Access Points



Outer Relief Rd



Clonard Street



R122 Naul Rd

- Framework Plan Boundary
- Motorway
- Regional and Major Roads
- Local Roads
- Future/Planned Roads
- Main Access
- Minor Access



4.3.7 Existing Cycle Network & Local Public Transport

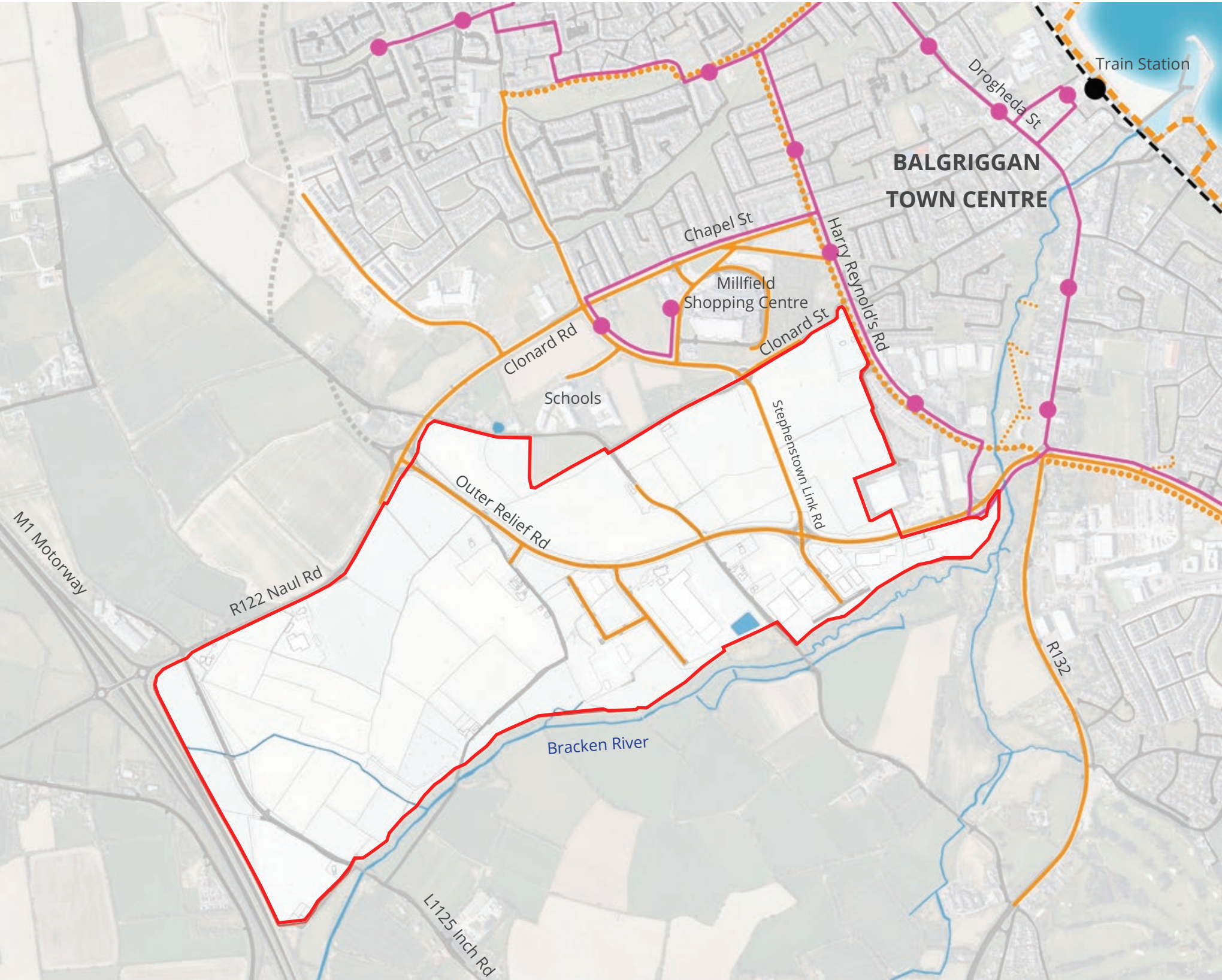


Figure 4.10 Existing Cycle Network & Local Public Transport

Existing Cycling Infrastructure



Stephenstown Link Rd



Outer Relief Rd

- Framework Plan Boundary
- Existing cycle routes
- Under construction cycle routes (Harry Reynolds Road scheme)
- - - Planned Fingal Coastal Way (emerging preferred route)
- Local bus route (B1)
- Railway line



The Framework Plan ensures that Stephenstown and Folkstown Little zoned lands are developed in a coordinated and sustainable manner, balancing economic growth with environmental protection and community well-being, ensuring that development aligns with national, local and regional planning policies.

The Framework Plan responds to existing conditions with proposals which provide a coherent, cohesive, and integrated approach to the development of these lands in order to optimise lands utilisation for future uses. It proposes character areas and gateways, and a landscape and movement strategy, which assist in structuring the future development potential, in addition to a services and utilities strategy.

The Plan seeks to:

- Ensure a long term, sustainable and connected employment area to the town by the delivery of appropriate land uses adjacent to Balbriggan town centre.
- Provide seamless integration of Framework Plan Lands with Balbriggan town.
- Promote sustainable connectivity through a clear access and movement hierarchy.
- Protect and enhance important natural landscape features and biodiversity.
- Optimise linkages and green corridors to Balbriggan town centre and residential areas through a landscape-led strategy for development.
- Deliver a quality environment for employment activities.
- Support the implementation of national objectives on climate change and objectives in the Council's Climate Action Plan 2024 - 2029.



5.1.1 Key Guiding Themes

Integration with Balbriggan Urban Environment

- The Framework Plan seeks to integrate the evolving employment area of Stephenstown and Folkstown Little into the heart of Balbriggan and its residential neighbourhoods, to deliver an employment extension to the town which responds to its urban and natural environment context.

Linkages and Connectivity

- The Framework Plan structures access to the lands through a clear access and movement hierarchy of roads and streets connecting to existing and future land uses, integrating with existing and enhanced green and blue networks, promoting pedestrian connectivity, accessibility and ease of movement.
- A focus on 'Active Travel' (which includes walking, wheeling, and cycling), including existing and new routes, complements the proposed landscape focused strategy, ensuring the delivery of an attractive network of routes and linkages.
- This includes the development of segregated cycle lanes and widened footpaths, new walking and cycling connections, and new pedestrian crossings. It also includes public transport improvements including potential extension of bus routes through to labour intensive employment locations.

Quality Employment Environment

- The Fingal Development Plan zones lands for employment within the Framework Plan Area which complement the existing urban pattern of Balbriggan, locating high technology zoned lands adjacent to the built up area of Balbriggan town centre, and general employment lands between that and the M1 motorway. Existing and future employment generators will benefit from a focus on an enhanced environment and improved landscape, which responds to the existing natural assets of the lands, including the Bracken River.

Protect and Enhance the Natural Environment

- Integrating existing green and blue networks, and enhancing these networks through a landscape strategy, which can facilitate employment delivery while protecting natural assets, is at the heart of the Framework Plan. Environmental sustainability is promoted, through an open spaces and green corridors network, integrating sustainable drainage systems in accordance with Fingal Development Plan policy.



5.1.2 Urban Design Principles

Integrated with Balbriggan

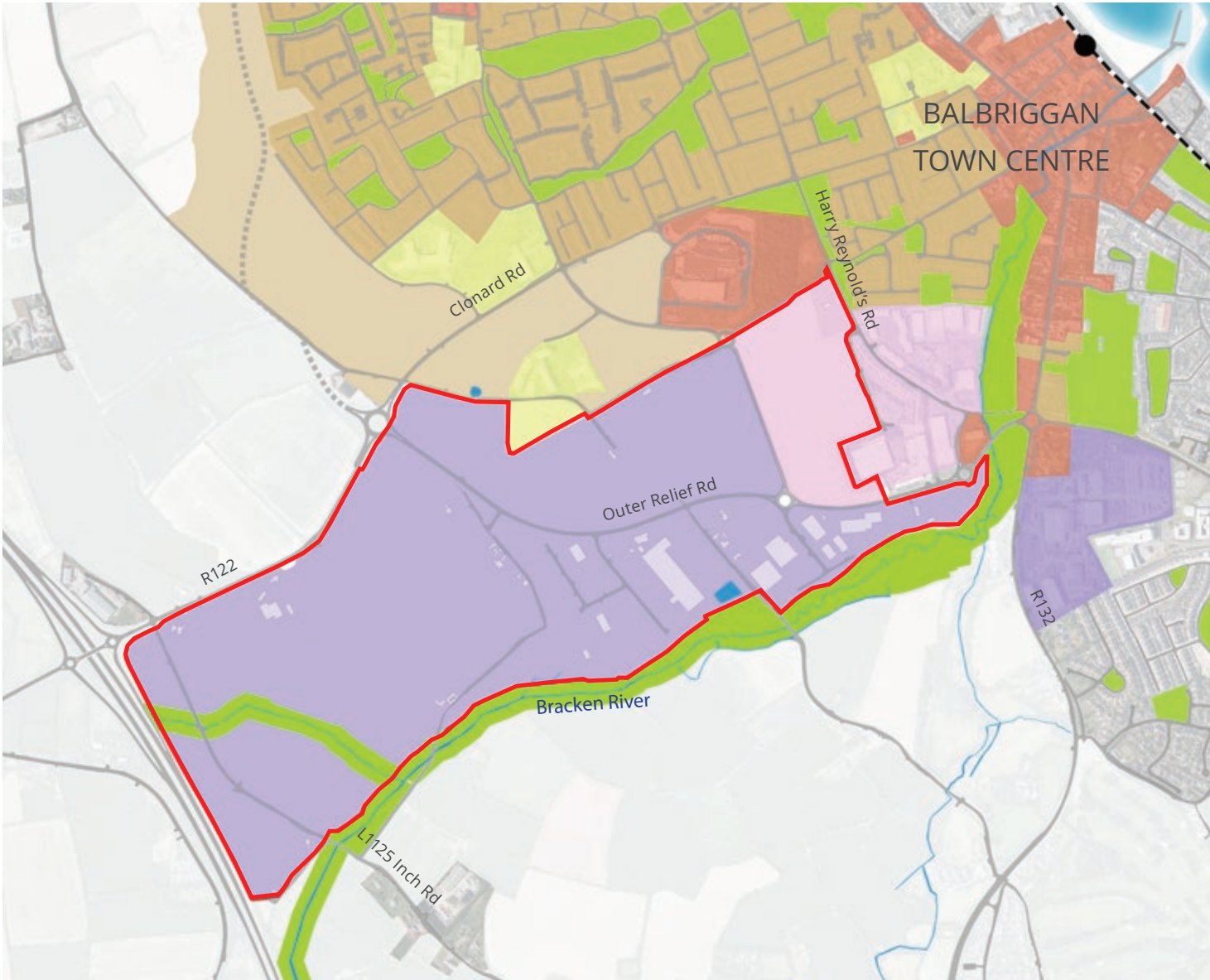


Figure 5.1 Land Use Zoning

- | | |
|---------------------------|----------------------------|
| — Framework Plan Boundary | — Major Town Centre |
| — Open Space | — Community Infrastructure |
| — General Employment | — Residential |
| — High Technology | — Residential Area |

Clear Access & Movement Hierarchy

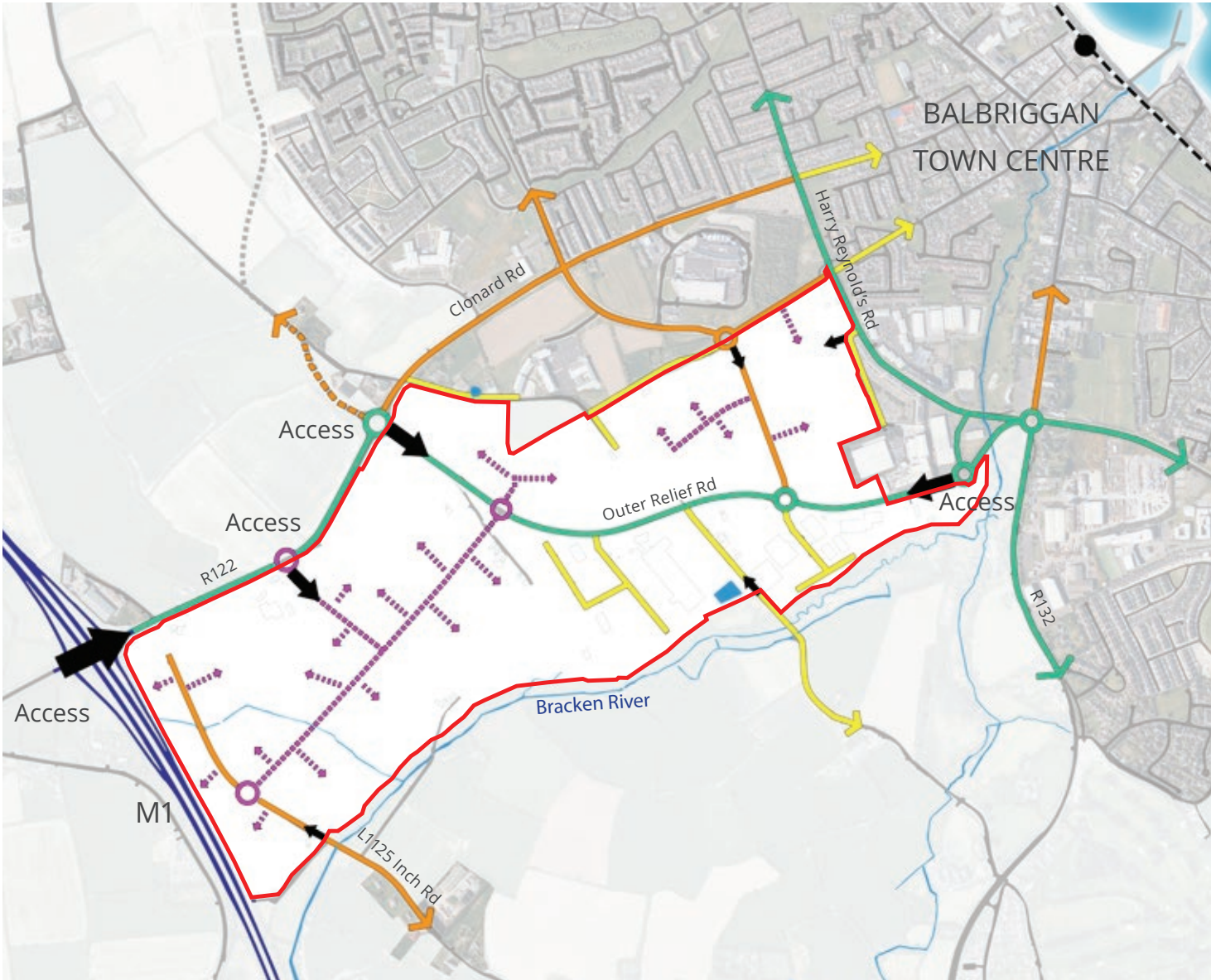


Figure 5.2 Access & Movement Hierarchy

- | | |
|---------------------------|--|
| — Framework Plan Boundary | — Proposed local streets |
| — Motorway | — Proposed junction |
| — Arterial streets | — Indicative development plots access points |
| — Link streets | |
| — Local streets | |
| ➔ Vehicular access points | |

Protected & Enhanced Green Networks

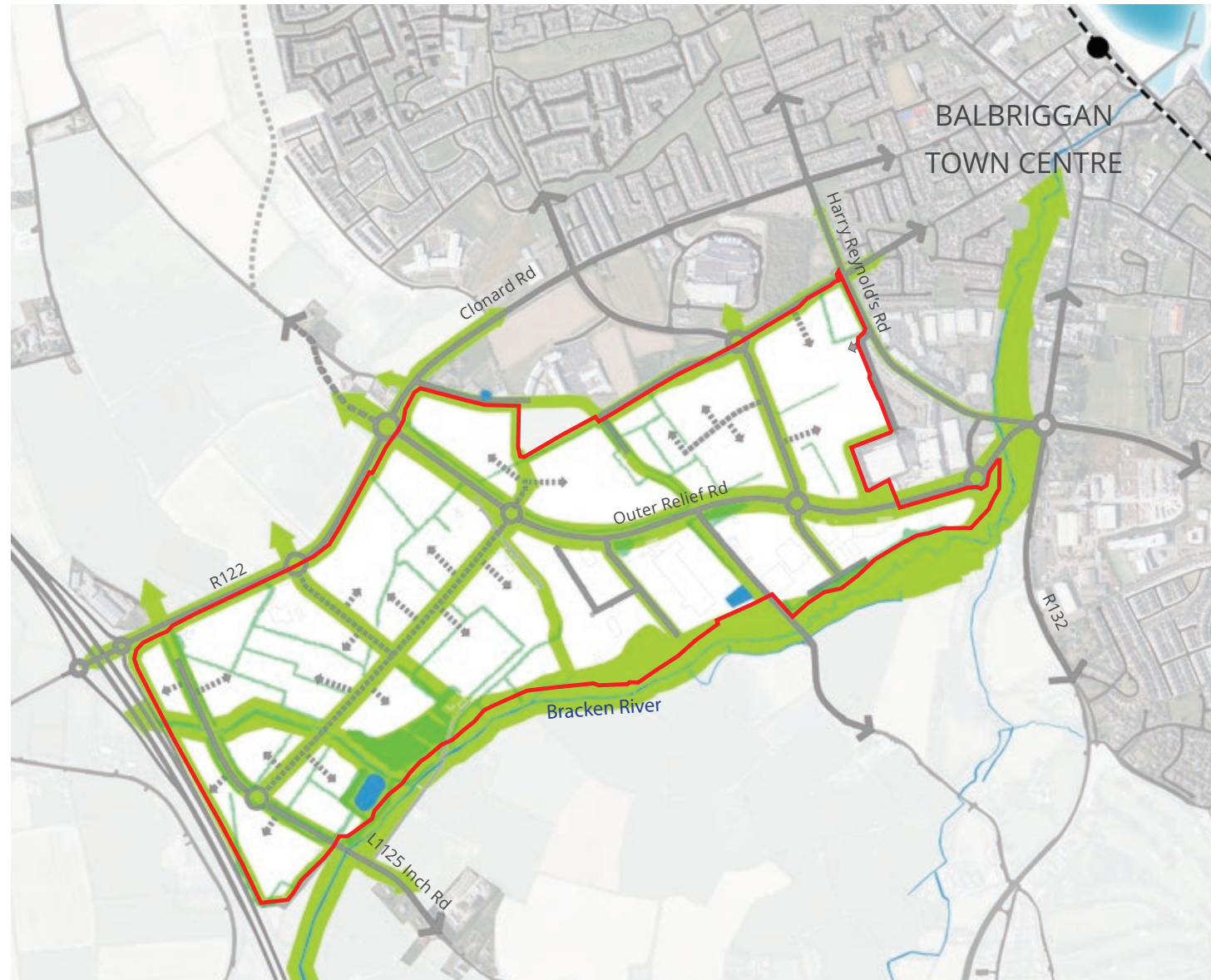


Figure 5.3 Green & Blue Networks

- Framework Plan Boundary
- Major existing/enhanced green/blue corridors
- Enhanced green corridors along streets and active travel routes (existing and proposed)
- Water streams and attenuation areas (existing and proposed)
- Existing historic field and townland boundaries hedgerows and tree planting

Connected Employment Quarter

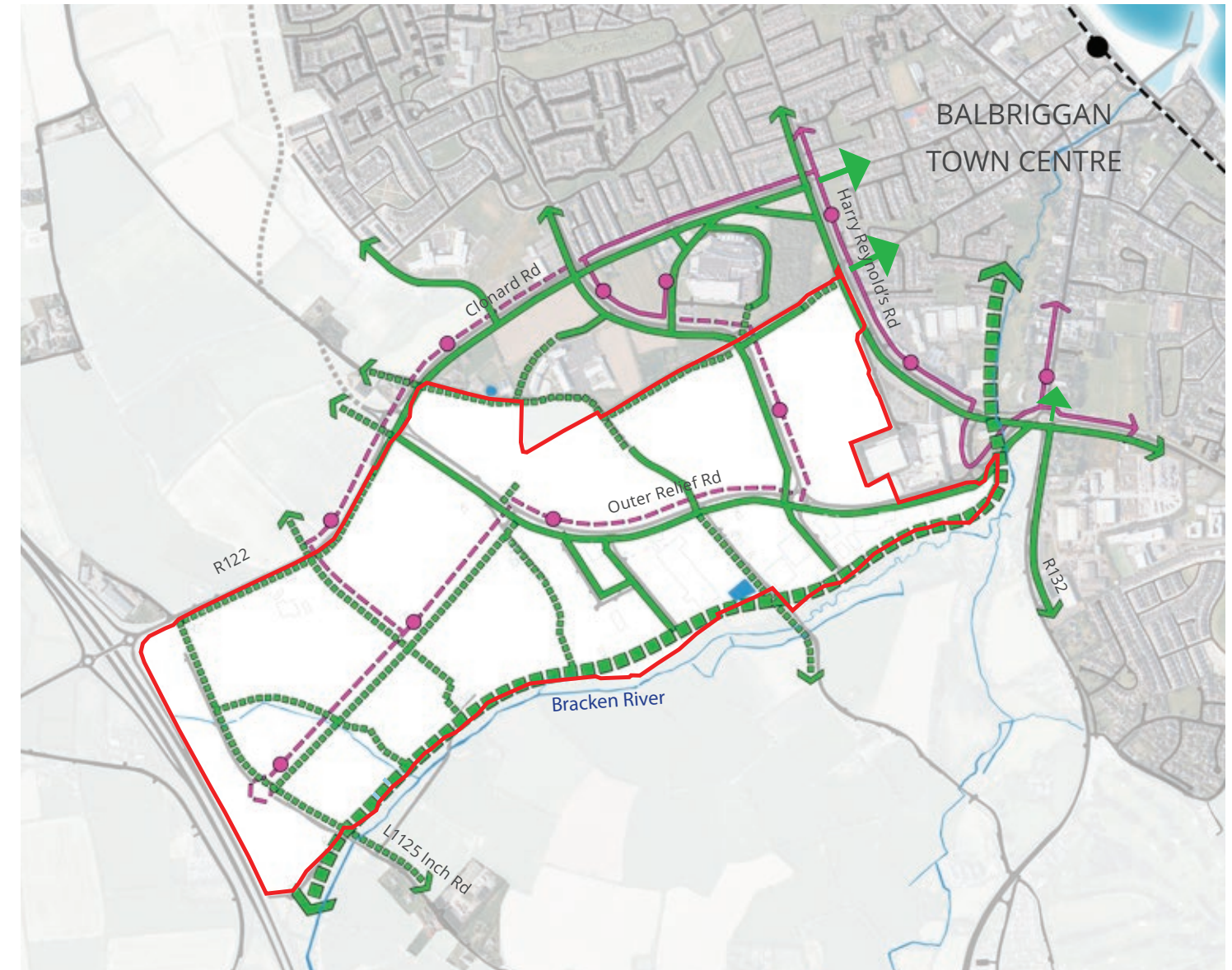


Figure 5.4 Active Travel & Public Transport Network

- Framework Plan Boundary
- Existing active travel routes
- Potential active travel routes and connections
- Existing B1 bus route
- Potential indicative extension of bus route / new bus route
- Existing / potential indicative bus stop locations

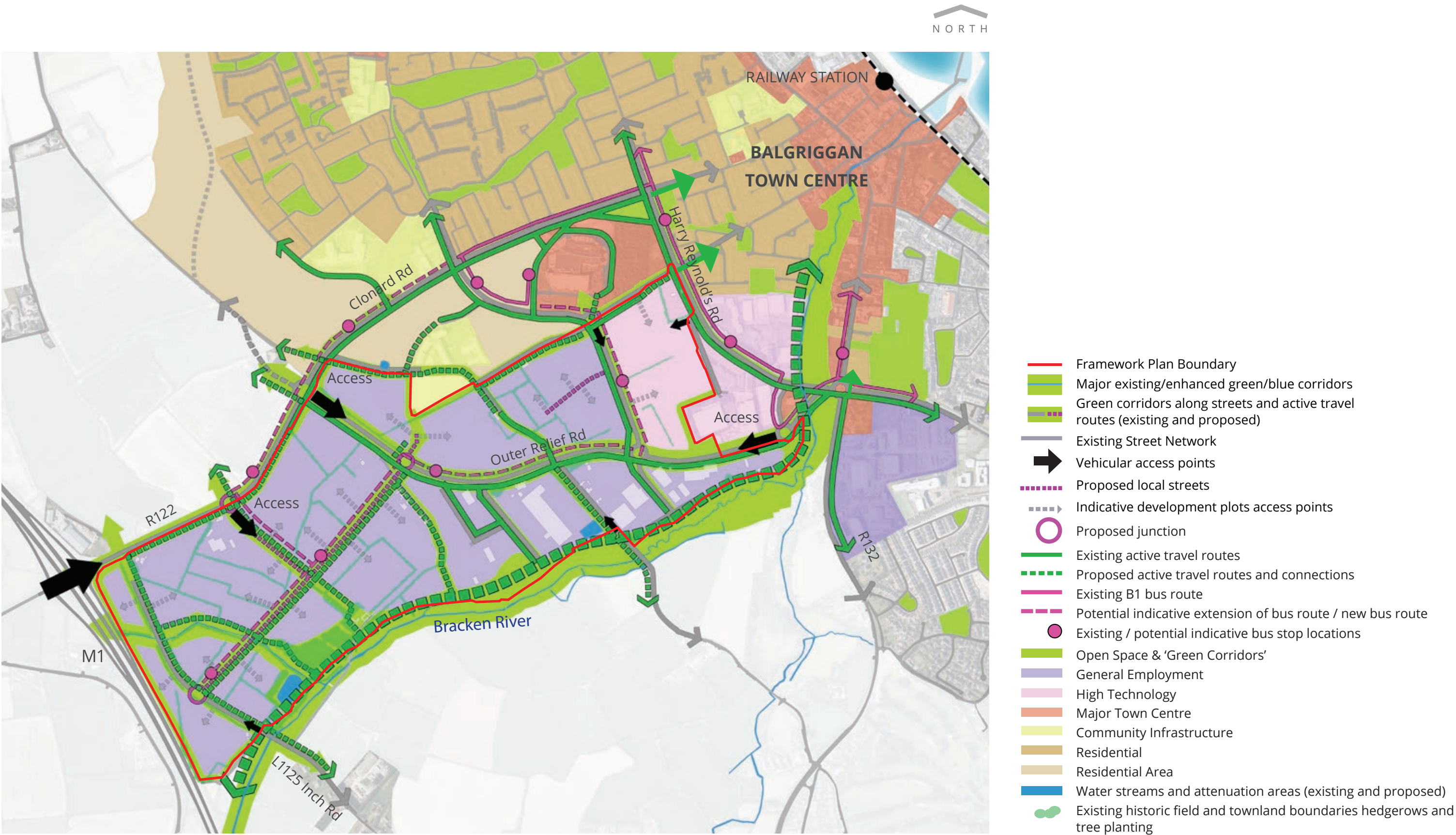


Figure 5.5 Framework Plan



6.1 Framework Plan

6.1.1 Framework Strategy

The Fingal Development Plan sets out for Balbriggan at Section 2.7 that *“The availability of zoned lands for high technology and general industrial development, together with the significant infrastructural and environmental improvements with easy access to major transport corridors, ports, rail and air networks, offer considerable potential for the town.”* This Framework Plan seeks to realise the potential of these zoned lands at Stephenstown and Folkstown Little.

The Framework Plan strategy should be considered in tandem with the requirements of the Fingal Development Plan 2023-2029, particularly in relation to Section 14.15.1 Business Parks and Industrial Areas, which states *“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 principal aims 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.”*

The Framework Plan strategy seeks to harness this vision for the subject lands at Balbriggan through the following strategies:

Character Areas & Gateways

- The Framework Plan Lands are structured by character areas responding to key defining features, including location, natural assets and features, profile of the lands and adjacencies, and key infrastructural parameters.
- In addition, defining Gateways at key locations will assist in establishing the area as a quality employment hub for Fingal at Balbriggan.

Landscape Strategy Approach

- The overall landscape strategy approach proposes to incorporate existing key assets and features. It seeks to preserve and protect existing key natural features such as the Bracken River, historic drains, and mature woodland areas and key hedgerows where possible, within the Framework Plan Lands to maintain ecological diversity and enhance the overall landscape character of the area. It will incorporate and enhance greening along existing and proposed movement corridors in the form of tree planting, low level shrubs or grass to create a quality landscaped environment.
- The Framework Plan seeks to implement sustainable design practices such as stormwater management systems and permeable paving to minimize environmental impact and enhance the overall ecological integrity of the Framework Plan Lands, in line with the requirements of the Fingal Development Plan 2023-2029.
- By incorporating these elements and strategies, the Framework Plan Lands can cultivate a distinct landscaped character that promotes sustainability, biodiversity, and human well-being while supporting the economic activities of the employment zoned lands.

Movement & Connectivity Strategy

- The Framework Plan promotes active travel, pedestrian connectivity, accessibility and ease of movement, to, from and through the Plan lands, coupled with a clear hierarchy of routes facilitating employment generating industry operations, in a safe and secure manner.
- The Plan promotes upgrade of existing roads, junctions, and connections, to align with sustainable movement principles, while setting out how active travel measures can be integrated with the existing infrastructure where feasible, meeting national, regional and local policy objectives.
- As set out in Section 2.7.1 of the Fingal Development Plan 2023-29, *“improving connectivity between and around settlements by the expansion and roll out of active travel and public transport options is imperative to, and will underpin sustainable growth”*. This Framework Plan seeks to deliver on this policy objective.
- The development of movement and transport Infrastructure shall be informed by the Framework Transport Plan for Stephenstown and Folkstown Little.

Services and Utilities Strategy

- Provision of services and utilities is essential to facilitate the development of the Framework Plan Lands.
- Surface water management, water services, energy & telecommunications, and flood management, are all considered within the delivery of these lands for employment.



The vision for Stephenstown and Folkstown Little Framework Plan is to create a vibrant and sustainable employment zone which will support and encourage economic development and sustainable connections, and provide an attractive, high-quality environment for existing and future employment.



Considerations include quality landscaping, architecture, materials, in addition to green energy use and sustainable drainage.



6.2 Character Areas & Gateways



Figure 6.1 Character Areas & Gateways

Key Principles:

The proposed character areas are defined by their context, adjacency to existing development and their future potential:

- High Technology: area located to the west of existing Fingal Bay Business Park.
- Stephenstown: area bounded by Outer Relief Rd from south and Clonard St from north.
- Folkstown Little: defined by R122 and Outer Relief Rd along north edge and Bracken River from the south.
- Stephenstown South: defined by Outer Relief Road to the north and Bracken River to the south.

Existing principal gateways to the Framework Plan Lands are located on both ends of Outer Relief Road and a new proposed gateway along the R122 as a first major entrance coming from M1 direction.



6.2.1 High Technology



Figure 6.2 High Technology

- Framework Plan Boundary
- High Technology Character Area
- ← Vehicular Access
- - - Sensitive Boundary (subject to potential landscape screening)

Characteristics:

- Undeveloped greenfield area with immature scrub planting.
- Half of the area is on a steep slope falling in the direction of Fingal Bay Business Park.
- Proposed vehicular access directly from Fingal Business Park internal road, Clonard Street and from Stephenstown Link Road.
- Sensitivity to existing built environment ie. adjacent residential property at the junction of Clonard St and Harry Reynold’s Rd.
- Area suitable for high end, high-quality, value added businesses and corporate headquarters within a landscaped campus style setting, due to proximity to town centre and adjacent existing uses.

Zoning Objective ‘HT’ High Technology

Objective: *Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.*

Uses Permitted in Principle:

Enterprise Centre, High Technology Manufacturing, Hospital, Industry – Light, Office Ancillary to Permitted Use, Office ≤ 100 sqm, Office > 100 sqm and < 1,000 sqm Office ≥ 1,000 sqm, Open Space, Research and Development, Restaurant/Café⁵, Retail – Local < 150 sqm nfa⁵, Sustainable Energy Installation³⁵, Telecommunications Structures, Training Centre, Utility Installations.

⁵To serve the local working population only, ³⁵ Ancillary to main use and of an appropriate scale



6.2.2 Stephenstown



Figure 6.3 Stephenstown

- Framework Plan Boundary
- Stephenstown Character Area
- ← Vehicular Access
- Sensitive Boundary (subject to potential landscape screening)

Characteristics:

- This undeveloped greenfield area comprises immature scrub planting in the eastern part of the area and is under agricultural management in the western part.
- This area is slightly elevated along Clonard St, sloping down towards Outer Relief Road.
- There are two known archaeological sites (SMR) recorded within the area and one SMR zone between Playing Fields to the north and Outer relief Road to the south (see Figure 4.5 pg. 17 and chapter 6.5 pg. 40 for further details).
- Proposed access from Outer Relief Road and Stephenstown Link Road.
- Sensitive boundaries are located around two existing residential properties and existing residential properties located on Clonard Street, outside but immediately adjacent to the Framework Plan Lands.
- The area is suitable for general employment uses within a well-maintained landscaped setting.

Zoning Objective 'GE' General Employment

Objective: *Provide opportunities for general enterprise and employment..*

Uses Permitted in Principle:

Builders Provider/Yard, Civic Waste Facility, Enterprise Centre Food, Drink and Flower Preparation/ Processing, Fuel Depot/Fuel Storage, High Technology Manufacturing, Industry - General, Industry - Light, Logistics, Office Ancillary to Permitted Use, Open Space, Petrol Station, Research and Development, Restaurant/Café⁵, Retail - Local < 150 sqm nfa⁵, Road Transport Depot, Sustainable Energy Installation³⁵, Telecommunications Structures, Training Centre, Utility Installations, Vehicle Sales Outlet - Small Vehicles, Vehicle Sales Outlet - Large Vehicles, Vehicle Servicing/ Maintenance Garage, Warehousing, Waste Disposal and Recovery Facility (Excluding High Impact), Wholesale.

⁵To serve the local working population only, ³⁵ Ancillary to main use and of an appropriate scale



6.2.3 Folkstown Little



Figure 6.4 Folkstown Little

- Framework Plan Boundary
- Folkstown Little Character Area
- Vehicular Access
- Sensitive Boundary (subject to potential landscape screening)

Characteristics:

- Combination of undeveloped greenfield areas and parcels of land currently under agricultural use.
- There is a small number of existing general employment and residential properties within the area with the large hardstanding area at the south west corner used for Balbriggan Market.
- The lands feature a network of hedgerows, varying in quality, and limited mature woodland in the south-eastern part.
- Area is relatively flat with highest point along R122, sloping down towards Bracken River.
- Existing vehicular access point located at the junction of R122 and L1125.
- Proposed access from Outer Relief Road and from R122 Naul Road.
- Sensitive boundaries are located along Bracken River corridor, along historic drain and around existing residential properties.

Zoning Objective ‘GE’ General Employment

Objective: *Provide opportunities for general enterprise and employment.*

Uses Permitted in Principle:

Builders Provider/Yard, Civic Waste Facility, Enterprise Centre Food, Drink and Flower Preparation/ Processing, Fuel Depot/Fuel Storage, High Technology Manufacturing, Industry – General, Industry – Light, Logistics, Office Ancillary to Permitted Use, Open Space, Petrol Station, Research and Development, Restaurant/Café⁵, Retail – Local < 150 sqm nfa⁵, Road Transport Depot, Sustainable Energy Installation³⁵, Telecommunications Structures, Training Centre, Utility Installations, Vehicle Sales Outlet – Small Vehicles, Vehicle Sales Outlet – Large Vehicles, Vehicle Servicing/ Maintenance Garage, Warehousing, Waste Disposal and Recovery Facility (Excluding High Impact), Wholesale.

⁵To serve the local working population only, ³⁵ Ancillary to main use and of an appropriate scale

Zoning Objective ‘OS’ Open Space

Objective: *Preserve and provide open space and recreational amenities.*

Uses Permitted in Principle:

Community Facility, Golf Course, Open Space, Recreation/Sport Facility.



6.2.4 Stephenstown South



Figure 6.5 Stephenstown South

- Framework Plan Boundary
- Stephenstown South Character Area
- ← Vehicular Access
- Sensitive Boundary (subject to potential landscape screening)

Characteristics:

- Area predominantly developed with general employment uses which vary in scale.
- Existing businesses include Civil Engineering Contractors, Concrete Manufacturer, Pharmaceutical Suppliers, Hardware Builders Providers and Homewares Outlet, Waste Management, Ground Investigation and Geotechnical Consultancy, Kitchens Furniture Manufacturer, Specialist Engineering Products Distributors / Suppliers, and Agricultural Machinery Sales and Service.
- There are small amount of sites available for development.
- Area is relatively flat sloping down towards Bracken River.
- There are number of known archaeological sites (SMR) and SMR zone recorded within the area, located at the west part of the lands (see Figure 4.5 pg. 17 and chapter 6.5 pg. 40 for further details).
- Existing access points are located along Outer Relief Road.
- The southern boundary is sensitive due to the adjacent Bracken River corridor.
- The area is suitable for general employment uses within a well-maintained landscaped setting.

Zoning Objective 'GE' General Employment

Objective: *Provide opportunities for general enterprise and employment..*

Uses Permitted in Principle:

Builders Provider/Yard, Civic Waste Facility, Enterprise Centre Food, Drink and Flower Preparation/ Processing, Fuel Depot/Fuel Storage, High Technology Manufacturing, Industry - General, Industry - Light, Logistics, Office Ancillary to Permitted Use, Open Space, Petrol Station, Research and Development, Restaurant/Café⁵, Retail - Local < 150 sqm nfa⁵, Road Transport Depot, Sustainable Energy Installation³⁵, Telecommunications Structures, Training Centre, Utility Installations, Vehicle Sales Outlet - Small Vehicles, Vehicle Sales Outlet - Large Vehicles, Vehicle Servicing/ Maintenance Garage, Warehousing, Waste Disposal and Recovery Facility (Excluding High Impact), Wholesale.

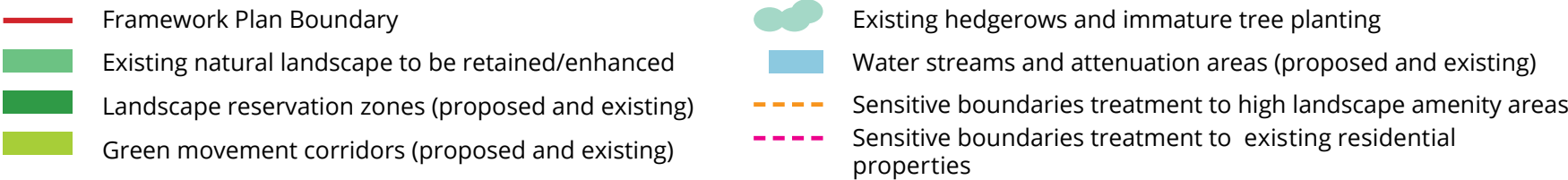
⁵To serve the local working population only, ³⁵ Ancillary to main use and of an appropriate scale



6.3 Landscape Strategy Approach



Figure 6.6 Landscape Strategy



Key principles:

- Utilise the River Bracken valley and historic drainage ditch, key natural assets, as linear parks that support active travel, recreation, and amenity, while ensuring the protection and enhancement of riparian zones according to Objective DMSO154 – Ecological Corridors (Fingal Development Plan 2023-2029).
- Establish overall consistent high quality landscape character throughout the Framework Plan Lands.
- Integrate movement routes that will provide enhanced green corridors with cycle ways and pedestrian facilities complemented by street trees and potential SUDS features and low maintenance low level planting.
- Provide landscape reservation zones along key movement corridors and along sensitive boundaries to enhance proposed overall parkland character and to mitigate the visual impact of development.
- Retain existing hedgerows and townland boundaries as required by the Fingal Development Plan 2023-2029.
- Where hedgerows must be removed provide replacement of existing hedgerows with new linear habitats within the development footprint may be necessary. This approach will ensure connectivity is maintained across the lands from north to south and east to west.
- Provide sustainable drainage (SuDS), integrated constructed wetlands, biodiversity roofs, rain gardens and on-site water attenuation features in compliance with Appendix 11 “Green/Blue Infrastructure for Development Guidance Note” of the Fingal Development Plan 2023 – 2029.
- Provide buffer zones to water courses e.g. the River Bracken, as set down in Fingal Development Plan 2023-2029.
- Provide screening to existing residential properties on the boundary of development. The use of planted mounding will assist in elevating planting and mitigating potential noise issues.
- Provide measures to enhance and support biodiversity in line with the requirements of the Biodiversity Management Plan for the Framework Plan Area e.g. Bat boxes and Bird nest boxes.
- Landscape maintenance and monitoring shall be undertaken in line with the requirements of the Biodiversity Management Plan for the Framework Plan Area.



Key Cross Sections (indicative)

Green movement corridor along R122 & landscape reservation zone A-A

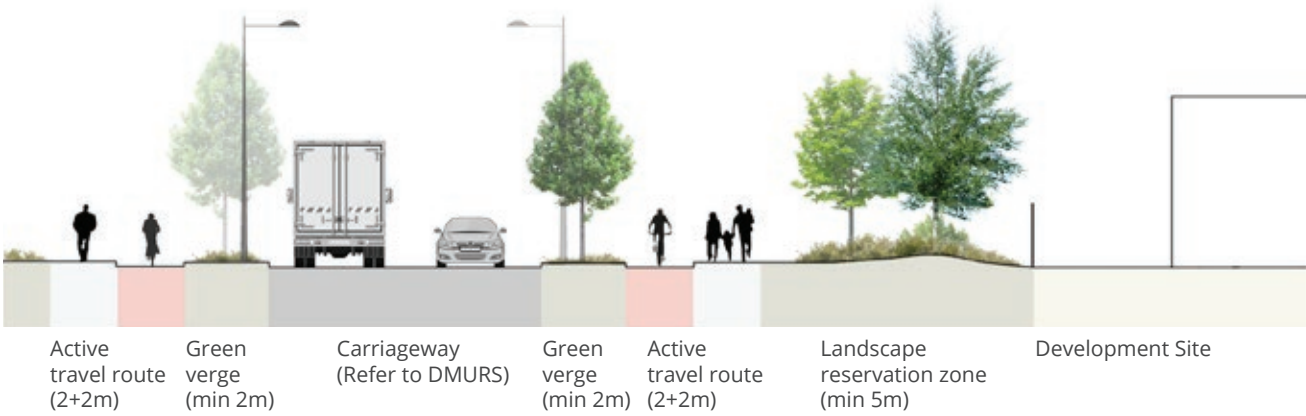


Figure 6.7 Section A-A

Sensitive boundary to existing natural area B-B

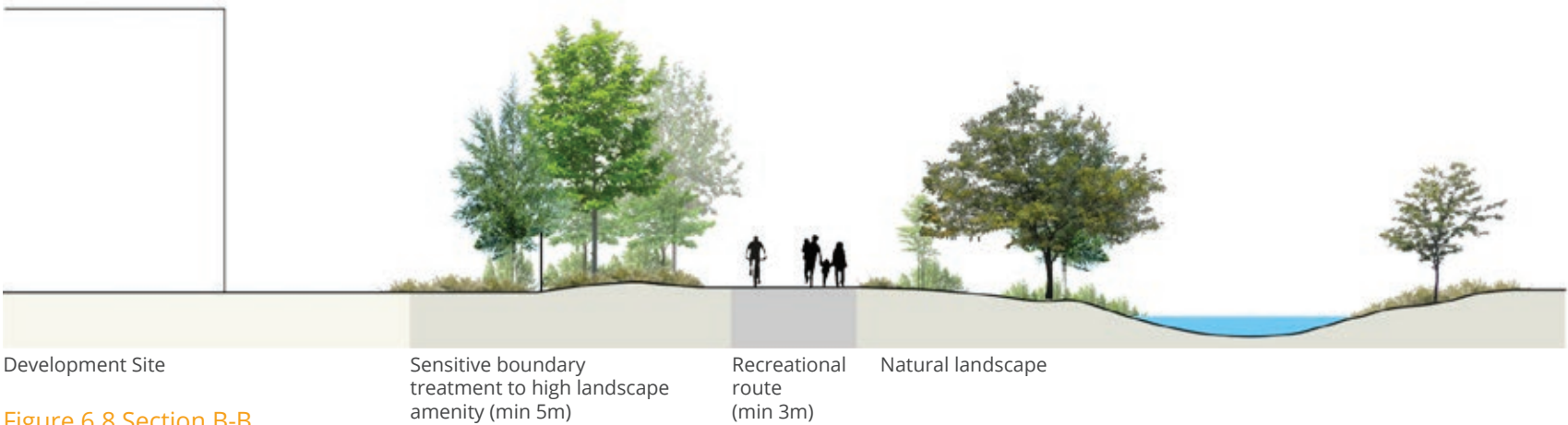


Figure 6.8 Section B-B

Green movement corridor & landscape reservation zone C-C

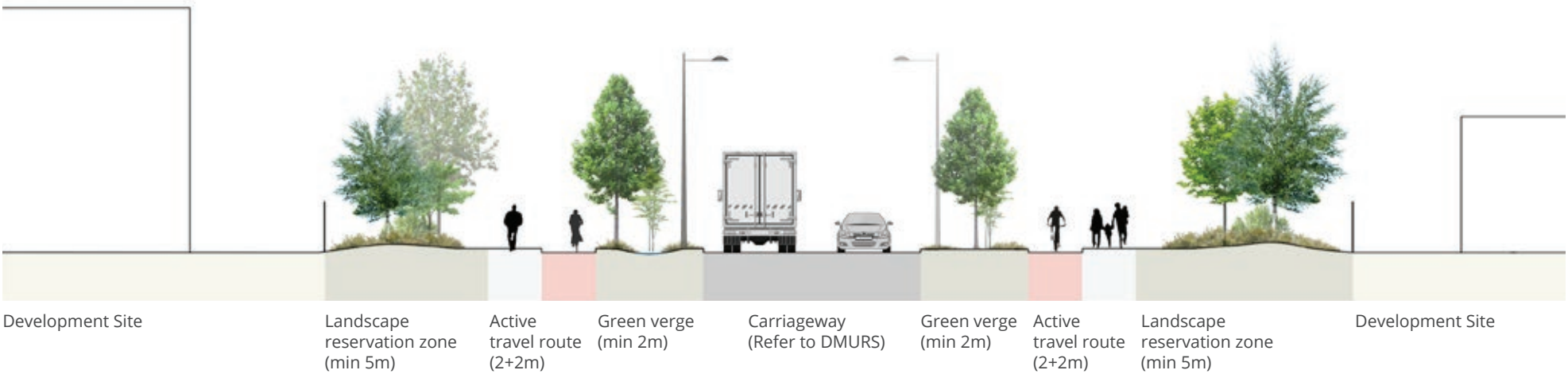


Figure 6.9 Section C-C



Figure 6.10 Cross Sections Location Map

Sensitive Boundary Treatment

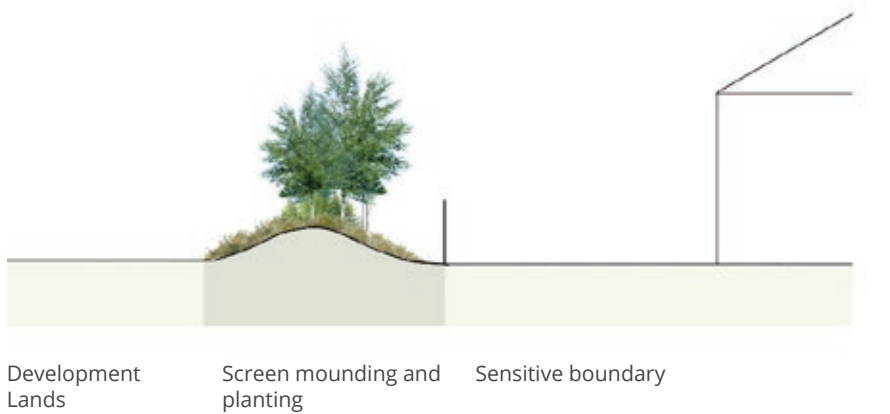


Figure 6.11 Typical Sensitive Boundary Treatment



Landscape Strategy Precedent Images



Establish strong landscaped character (Precedent: Herøya Industrial Park Norway)



Utilise Bracken River Valley (Precedent: River Tolka Valley Park Active Travel Route)



Provide landscape reservation zones (Precedent: Grange Castle Business Park)



Integrate movement routes to landscape corridors (Precedent: Grange Castle Business Park)



6.4 Movement & Connectivity Strategy

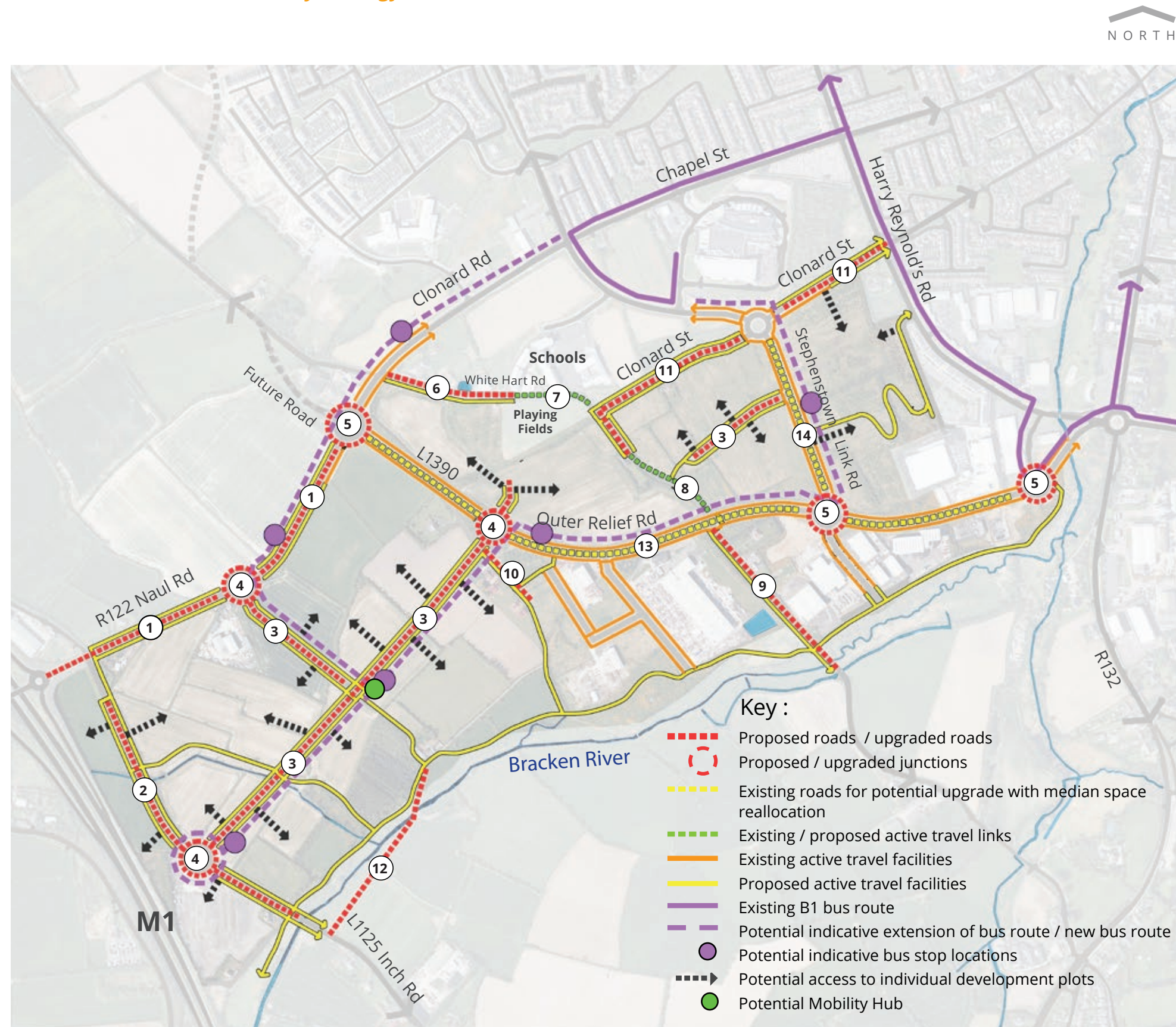


Figure 6.12 Movement and Connectivity

Key Principles:

- Promote sustainable transport modes including active travel and public transport in particular.
- Upgrade critical existing roads and junctions in line with DMURS and Cycle Design Manual to support future development and ensure entire network has capacity for additional traffic which Framework Plan Lands will generate.
- Provide new well connected streets and access points, which are all set within a defined landscape structure.
- Connect proposed streets and links to existing vehicular, pedestrian and cycling routes.
- To ensure that proposed development does not compromise the capacity, efficiency and safety of the M1 and associated Junction 6.

Recommendations:

Essential

- R122 Upgrade including junction improvements and active travel provision (see Figure 6.7 pg. 35 for typical section)
- L1125 Inch Road upgrade including active travel provision
- Proposed key internal roads including active travel provision (see Figure 6.9 pg. 35 for typical section)
- Proposed vehicular lands access junctions with active travel provision
- Existing roundabouts to be upgraded with active travel provision

Desirable

- White Hart Rd cul de sac'd for vehicular traffic at schools service entrance and upgraded including active travel provision
- Section of existing road converted to active travel link
- Existing active travel link to be upgraded
- Existing local access road to be upgraded with pedestrian/cyclist provision on one side of the road
- Existing local access road cul de sac'd for vehicular traffic in short term, converted to active travel link in longterm
- Clonard St upgrade including active travel provision
- Existing local access road cul de sac'd for vehicular traffic
- Outer Relief Road potential upgrade with median space reallocation
- Stephenstown Link Road potential upgrade with median space reallocation



The vision for the Framework Plan is to create a sustainable employment hub that attracts new economic development opportunities to the area while enhancing the climate resilience of the existing environment and providing a healthy and attractive place to work for a growing local population.

From a transport perspective, the Framework Plan Lands will be developed ensuring that future infrastructure is planned and designed in a manner that facilitates and prioritises sustainable travel modes, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use.

The proposed Framework Plan movement and connectivity strategy is informed by the Framework Transport Plan for Stephenstown and Folkstown Little and integrates with the existing travel infrastructure in Balbriggan town. It takes account of recent assessments undertaken by Fingal County Council associated with the Our Balbriggan Rejuvenation Plan and data produced in the development of the proposed Balbriggan Active Travel Strategy 2024-2034.

6.4.1 Road Network

The Public Road Network shall be enhanced and upgraded to meet the development needs of the Framework Area and to provide good quality connectivity with the National Road Network (M1), Regional Road Network (R132 and R122) and the Local Road Network (L1390 Outer Relief Road and L1125 Inch Road). Preliminary traffic analysis has been undertaken to identify existing roads and junctions within the Framework Plan Area which will require upgrades to meet future demand. The junction types to be used shall comply with the requirements of the Design Manual for Urban Roads and Streets and the Cycle Design Manual to ensure that active travel modes are provided for.

An upgrade of the R122 Naul Road between the M1 Junction 6 and the L1390 is an objective of the Fingal Development Plan 2023-2029. In addition, new road infrastructure shall be required to provide access to the undeveloped lands in the Folkstown Little Area and locally to the Stephenstown Area and the High Technology Area lands which front the Stephenstown Link Road and the L1390.

Where new road infrastructure provides access to zoned lands and there are no other access requirements, the historical roads may be considered for re-purposing as active travel links. Examples of sections of road for consideration are sections of Folkstown Lane and White Hart Road. Where access is required alternate routes will be made available prior to closure i.e. at the junction of the Inch Road L1125 and Naul Road R122.

The layout of the existing and proposed road network with indicative access points to the Framework Plan Area are shown in Figure 6.12.

6.4.2 Protection of the M1 Corridor

Development undertaken in the Folkstown Little Character Area must be designed to ensure protection of the M1 Motorway and associated infrastructure. Considerations include the positioning and direction of lighting and signage, the development of internal site development road network or circulation areas and the construction of utilities or excavation adjacent to the Motorway boundary.

6.4.3 Active Travel & Mobility Management

The development of the Framework Plan Area shall build on and enhance existing active travel links (footways and cycleways) to ensure that the Framework Plan Area is linked to an integrated Network to provide active travel connectivity between the Framework Plan Area, local residential and commercial areas, and key public Transport Infrastructure such as the Train Station and Bus Stops.

Permeability should be facilitated within the Framework Plan Area to create direct active travel routes thus making active travel efficient and attractive. Ongoing consultation with stakeholders will inform the development of active travel infrastructure including cycling infrastructure, new Bus Services locally and regionally and the development of the existing services.

The development of Active Travel Measures in the Framework Plan Area shall align with the Council's Active Travel Strategy and the proposed Balbriggan Active Travel & Transportation Strategy and have regard to the following documents.

- National Sustainable Mobility Policy 2022 (as amended)
- Smarter Travel Policy 2009 - 2020 (as amended)
- National Cycle Policy Framework to 2009 - 2020 (as amended)
- Government Road Safety Strategy 2021 - 2030

It is envisaged that in time, a Mobility Hub with the aim of encouraging multiple and sustainable travel options could be developed at the Balbriggan Train Station / Quay St Car Park Area. This would be in line with the Fingal Development Plan Policy CMP22 for supporting the development of mobility hubs at key public transport locations.

This hub would incorporate bicycle parking, bike share, car share, EV charging, shuttle bus to the Framework Plan Area, and augmented existing bus routes, all of which would link to the expanded DART+ and Northern Rail services. The appropriate locations for smaller hubs could be identified within the Stephenstown and Folkstown Little developments once the sites develop.

6.4.4 Mode Share Targets

In line with the Transport Infrastructure Ireland's (TII's) Spatial Planning and National Roads Guidelines the Framework Plan envisages the delivery of high quality active travel infrastructure to provide for locally generated journeys and the use of public transport for journeys of greater distance with a view to minimizing travel by private car.

High quality and well-connected facilities will be provided to encourage the use of active modes and public transport, ensuring that the mode share for the Framework Plan Lands is aligned with the targets set out in Fingal Active Travel Strategy (May 2023) and the NTA Greater Dublin Transport Strategy 2022-2042 which define a projected modal split for different travel modes.



The proposed mode share targets the Framework Plan are presented in the table 6.1 below together with the NTA GDTs 2022- 2042 mode share targets.

Mode	GDA Existing Mode Share (%)	GDA 2042 Target Mode Share (%)	Framework Plan Mode Share Target (%)
Walk	23.9%	22.4%	17.5%
Cycle	3.7%	11.5%	12.5%
Public Transport	14.6%	17.5%	25%
Car	57.7%	48.6%	45%

Table 6.1 Mode Share Targets

It is acknowledged that the 45% mode share target for private car travel is ambitious when compared to the current NTA GDTs 2022- 2042 mode share targets. However, considering the proximity of the Framework Plan Area to Balbriggan Rail Station, the introduction of Shuttle Bus services in the initial phases of development, enhancements to local and regional bus routes, and the overarching design strategy emphasising mobility, permeability, and accessibility for active modes, this target is deemed both reasonable and attainable.

In this regard, the 45% mode share target for private car travel shall be viewed as a maximum target for all developments within the Framework Plan Area. All planning applications for development within the Framework Plan Area shall contain a Mobility Management Plan/Travel Plan detailing the actions and strategies on how the mode share targets will aim to be achieved and regularly monitored.

6.4.5 Walking and Cycling

The pedestrian and cyclists’ infrastructure within Framework Plan Area should be designed in a manner to better utilise existing road space and encourage a transition towards more sustainable modes of transport.

New footways and cycle tracks shall be provided to all new road infrastructure developed within the Framework Plan Area. Provision shall be in accordance with guidance set down in DMUR’s and in the Cycle Design Manual, ensuring that the principles of Universal design are adopted to cater for people of all abilities. This includes the development of cycle friendly junctions and the provision of links with a high QoS on the R122, Naul Road, the internal roadways within the Framework Plan Area and the provision of facilities for cyclists and pedestrians along the Inch Road for the extent of the Framework Plan Area.

In addition to new infrastructure existing infrastructure will be audited to determine improvements which can be made to enhance the existing provision to meet the needs of the cyclist and accordingly provide for increased modal share. This will be particularly important at junctions particularly on the L1390.

Figure 6.12 shows the proposed active travel facilities for the Framework Plan Area. The infrastructure for active modes includes 2m wide cycle tracks and 2m wide footpaths provided on both sides of the road segregated from traffic lanes by landscaped areas.

6.4.6 Public Transport

The development of Public Transport Links to the Framework Plan Area is a key objective. The connectivity of this Employment Centre with Local and regional population centres by public transport will reduce reliance on private car use and thus create a more sustainable transport model.

The Framework Plan Area will benefit from the increased capacity and service provision on the Northern Rail line with the planned DART+ Coastal project and the integration of Active Travel and Bus Services to optimise journeys to the Framework Plan Area.

In addition to the existing services, the Greater Dublin Area Transport Strategy 2022- 2042 identifies the M1, via Dublin Port Tunnel as forming a part of the Core Bus Network to serve long distance bus routes from Belfast, Dundalk, Derry, Monaghan and Drogheda and regional bus routes from Balbriggan, Skerries and East Meath.

The Council will engage with the NTA/Bus Service Providers to promote the amendment or augmentation of the existing B1 Bus Service to provide an increased level of service throughout the day and extending into the Framework Plan Area as it develops. The Council will further engage with the NTA seeking to provide new Bus Stops along all the major road network at Strategic points including along the L1390 to service the existing employment development.

Bus stops will be provided along the spine road within the Framework Plan Area to cater for public transport users. The council will engage with the NTA to examine the provision of the most sustainable Bus Shelters i.e. Green Bus Shelters.

The potential extended bus routes and bus stop are presented in Figure 6.12. The development of the final route is expected to evolve as the lands within the Framework Plan Area develop.

The Council will actively engage with businesses and Bus Service providers to deliver a dedicated shuttle service from train station to service the Framework Plan Area at peak times, this will include consultation with the National Transport Authority. A potential route along the R122 to the Inch Road and loop through the proposed Folkstown Little Road network via the L1390 and Stephenstown Link Road would allow connectivity to all the lands.

The provision of a Shuttle link to key local public transport destinations will enhance the initial connectivity between the Framework Plan Lands and the surrounding public rail transport and will be highly beneficial for the mobility strategy of the scheme which is particularly focused on providing alternatives to the use of private cars.



6.4.7 Bicycle Hubs/ Sharing Scheme

The Council will deliver Bicycle Sharing Hubs within the Framework Plan Area in strategic locations near Framework Plan Lands entrances and along the road network. These Bike Sharing Hubs providing bike Parking and Bicycles for hire/share will facilitate access by cycling for those who do not own a bike or do not wish to use their personal bikes for commuting purposes. to the Council will seek to build upon existing Bike Sharing/Rental Schemes operational within the Balbriggan Area and will enhance the hybrid connectivity between cycling and train services.

6.4.8 Parking Strategy

Car Parking

It is acknowledged that the level of car parking spaces provided within the Framework Plan Area will be a key consideration to achieve the mode share target of 45% for private cars. The overprovision of car parking spaces could undermine the Framework Plan Transport Strategy by facilitating car use and reducing the likelihood of travel by sustainable modes.

The “Zone 2” Car Parking Standards as defined in Table 14.19 of the Fingal Development Plan will apply to the Framework Plan Area. However reduced parking provision will be encouraged in support of private car demand management and use of sustainable transport modes.

EV Charging

The Fingal Development Plan 2023-2029 outlines EV parking standards for new commercial developments, requiring a minimum of 10% of total parking spaces to have EV charging, with higher ratios in urban areas. Remaining parking spaces should be future proofed for charging points.

Within the Framework Plan Area, 20% of all parking spaces should be provided with functioning EV charging points and all other spaces shall incorporate appropriate infrastructure (ducting) to allow for future fit out of a charging point at all spaces.

Cycle Parking

Cycle parking provision for each development within the Framework Plan Area shall be in accordance with the standards set out within the Fingal Development Plan. Bicycle parking / storage rates are divided into two main categories:

Long Term: These are to be designed for use by employees. Such spaces should be in a secure area that is not freely accessible to the public.

Short Stay: These are to be designed for ease of use by the public. Such spaces should be in highly visible areas that are easy to access and allow for cargo bikes.

Buildings within the Framework Plan Area should provide facilities for cyclists, such as showers, changing rooms and storage lockers to provide for cyclists needs.

6.4.9 Shared Mobility Hub

The integration of active travel and public transport will assist in providing the optimum travel solution for people wishing to commute to/from the Framework Plan Area in a sustainable manner. This will be achieved through the integration of Public Transport Stops with Cycle Parking / Shared Bike facilities. In addition, the council will investigate the provision of facilities for car sharing in proximity to this infrastructure to maximise the integration of options whilst minimising the perceived need for private car use.

6.4.10 Street Lighting

Street Lighting shall be required for safety and personal security on movement routes. Reference shall be made to the Biodiversity Management Plan for guidance on lighting design in areas where ecology may be sensitive to artificial light impact.

6.5 Archaeology

An archaeological assessment of the Framework Plan Area undertaken by Archer Heritage Planning concluded that there are areas of high Archaeological Potential located within the Framework Plan Area. This conclusion was reached further to previous finds in the area during archaeological excavations within the Framework Plan Area. Up to 20 Record of Monuments and Places (RMP) sites were excavated during these previous works. Clusters of medieval features suggest a small medieval hamlet or village located near a chapel site in the southeast of the Folkstown Little lands and in the western part of the Stephenstown south lands, with surrounding historical field systems and enclosures.

Similarly, a cluster of Bronze Age features appear to also suggest a small Bronze Age village. The vast majority of these RMPs had no surface expression and were unknown prior to the Geophysical survey and excavations. Thus, it is considered that there is a possibility that similar remains may be located within the Framework Plan Area, particularly surrounding the known RMPs.

Prior to statutory planning applications, further archaeological testing shall be undertaken to include geophysical survey and archaeological test excavation of all lands not previously tested. These investigations shall be carried out under license by the National Monument Service (NMS). This will allow for appropriate archaeological mitigation, if appropriate, to be undertaken in advance of site development.

6.6 Services and Utilities Strategy

Provision of services and utilities is essential to facilitate the development of the Framework Plan Area lands and to attract businesses. In general, but not exclusively utilities and services shall be extended into the Framework Area aligned with roads Infrastructure. There are a network of services and utilities currently to Stephenstown, Stephenstown South and the High Technology Character areas. These services may need to be extended and augmented to cater for development. There may be a need for localised service upgrades to meet the needs of development. The Folkstown Little character area is largely unserved currently and provision of new services will be required in advance of development of these lands. Some localised upgrades of infrastructure within and beyond the Framework Plan Area may be required to facilitate development depending on service demand.



6.6.1 Surface Water

Surface Water Drainage Infrastructure within the Framework Plan Area shall comply with Appendix 11 of the Fingal Development Plan 2023 – 2029, the FCC SuDS guidance document – Green / Blue Infrastructure for Development. Appropriate SuDS methodologies shall be utilised subject to the development type, existing Framework Plan Lands characteristics and in compliance with the Greater Dublin Strategic Drainage Study (GSDS). Development of drainage Infrastructure shall also take cognisance of the Strategic Drainage Strategies prepared on behalf of Fingal County Council for Lands at Stephenstown and Lands at Folkstown Little.

A catchment attenuation pond with an Integrated Constructed Wetland (ICW) area shall be developed in the southern portion of the Folkstown Little character area to attenuate and treat runoff from the lands located within that character area. This facility shall be integrated with the Green / Blue Corridors identified in this Framework Plan. The rates of surface water runoff from the Framework Plan Lands shall be attenuated individually to greenfield runoff rates and be discharged from individual sites through carrier drains along the existing/ proposed road infrastructure into the ICW downstream and ultimately discharge into the Bracken River.

The lands to the north of the L1390 within the Framework Plan Area are required to attenuate surface water runoff on-site and provide appropriate SuDS based on site treatment in compliance with the “Green/Blue Infrastructure for Development Guidance Note. Discharges from individual sites will be to the existing underground carrier drainage network which will be locally upgraded as necessary.

Drainage outfalls from the M1 Motorway are routed through the Folkstown Little Lands. The drainage for development within the Folkstown Little Lands shall be independent of the M1 Motorway drainage and shall not compromise the capacity of this system.

The following SuDS (Sustainable Drainage Systems) elements should be incorporated into all new developments where possible: swales, tree pits, permeable pavements, filter drains, infiltration/storage systems, soakaways, and green roofs.

All SuDS features are to be designed in accordance with current Health & Safety Legislation. A Maintenance Plan shall be submitted for every proposal outlining the extent of work required and the frequency of maintenance required for all SuDS systems.

Architecture and Planning should be implemented during the design stage of SuDS and the surface water management for future development, to integrate engineering intervention and future development sites into an attractive and useful landscape setting.

6.6.2 Foul Sewerage & Water Supply

There is foul sewerage and water supply infrastructure and pipe network in place serving the Stephenstown South and High Technology lands and a significant portion of the Stephenstown lands located to the north of the L1390 are also currently serviced. The lands within the Folkstown Little character area may require wastewater to be pumped to the existing gravity network due to the local topography.

Local infrastructural upgrades and the extension of the pipe networks into the Framework Plan Area will be required to facilitate individual developments. The extent of network and upgrades shall be determined in consultation with Uisce Éireann.

6.6.3 Strategic Flood Risk Assessment

A Strategic Flood Risk Assessment (SFRA) has been prepared for the proposed Framework Plan Area based on the current zoning objectives. There is no evidence to suggest that the proposed Framework Plan Area has flooded in the past.

Catchment Flood Risk and Management (CFRAM) maps and the SFRA from the Fingal Development Plan 2023 to 2029 places the proposed Framework Plan footprint outside of Flood Zone A (i.e. an area likely to suffer flooding in a 1 in 100-year fluvial event) but it determined a small section of the lands were within the Flood Zone B (i.e. an area likely to suffer flooding in a 1 in 1,000 year fluvial event). The vulnerability classification for the proposed Framework Plan Area is the ‘Less Vulnerable Developments’ Zone B category. Site-Specific Flood Risk Assessments will be required for individual sites at the planning stage.

6.6.4 Power Supply

The Framework Plan Area is served by High Voltage power supply network with the Stephenstown 110kV Substation being located to the east of the Stephenstown south character area. There are also a number of Medium Voltage substations located within the developed lands in Stephenstown South. The development of the power supply network will be in response to development need and will be assessed by ESB Networks and Eirgrid. To ensure orderly development all new road infrastructure will be developed with ducted networks to carry underground power cables.

6.6.5 Telecommunications

The development of telecommunications infrastructure will be in response to development need and likely serviced by multiple service providers. To ensure orderly development all new road infrastructure will be developed with ducted networks to carry underground telecommunication cables for multiple providers.

6.6.6 Gas Supply

The existing Gas Distribution Network extends into the Framework Plan Area along the Stephenstown Link Road. It currently terminates at the roundabout junction with the L1390. Extension of the gas supply network should be provided in new road infrastructure to facilitate development of the Framework Plan Area.

6.6.7 Renewable Energy

Development within the Framework Plan Area shall be encouraged to consider the use of renewable energy technology in support of the implementation of actions relating to renewable energy in the Council’s Climate Action Plan 2024 - 2029, the Future Fingal: Economic Development Strategy and the Fingal Local Economic & Community Plan (LECP) 2023 – 2028.



6.7 Phasing & Implementation

Stephenstown (FP. 4A) and Folkstown Little (FP 4.B) Framework Plan Lands are currently at various stages of development. The following section details an outline of the proposed phasing and infrastructure delivery requirements to make these lands available for development and occupation.

6.7.1 Existing Status

Development of individual sites will follow the statutory planning process and sequencing as set down in 6.7.2.

The Stephenstown South Lands are largely developed with vacant sites being fully serviced and road access available including provision of a level of active travel infrastructure (existing footway and cycleway) albeit there is scope to improve these facilities.

The High Technology and Stephenstown Lands are largely serviced on the periphery with services existing services in the public road network available to facilitate connections by extending services.

The Folkstown Little Lands are the most remote from Balbriggan Town and are beyond the extent of existing service provision. These lands require the construction of a road network to facilitate the subdivision of the lands to development plots. Services will be required to be brought with these roads, or if necessary, on wayleaves service corridors to connect these lands.

This assessment is summarised in the table below:

	High Technology	Stephenstown	Folkstown Little	Stephenstown South
Transportation				
Road Network	Peripheral	Peripheral	Peripheral	Serviced
Active Travel	Peripheral	Peripheral	Unserviced	Serviced
Public Transport	Unserviced	Unserviced	Unserviced	Unserviced
Utility Provision				
Surface Water Drainage	Serviced	Serviced	Unserviced	Serviced
Foul Sewerage	Serviced	Serviced	Unserviced	Serviced
Water Supply	Serviced	Serviced	Unserviced	Serviced
Power Supply Infrastructure	Serviced	Serviced	Unserviced	Serviced
Gas Supply Infrastructure	Serviced	Unserviced	Unserviced	Unserviced

Table 6.2 Existing Status

Note while some lands are serviced upgrades may be required to increase service provision in response to a large service user/users locating within the plan area.



Figure 6.13 Character Areas Location Map

- High Technology Lands
- Stephenstown Lands
- Folkstown Little Lands
- Stephenstown South Lands



6.7.2 Infrastructure Requirements and Delivery Sequence

Note that the provision of new road infrastructure includes the provision of active travel facilities (Footways and Cycleways).

The Council may therefore utilise the provisions of Section 48 of the Planning and Development Act, 2000, as amended, (or amending legislation) to generate financial contributions towards the capital costs of providing local and strategic infrastructure, including, transport infrastructure, and upgrading of pedestrian and cycle infrastructure.

Where appropriate to progress the development of sites in a coherent fashion, Developers may be conditioned to deliver relevant infrastructure through the development management process.

Stephenstown South Lands

Development of land within the Stephenstown South area does not require any critical infrastructure to facilitate development of the lands within this area. The lands will benefit from the delivery of improvements to the active travel infrastructure including junction upgrades on the L1390 and from the provision of public transport links. The Council will engage with the NTA to ensure that public transport services are delivered for the lands and to deliver the provision of Bus Shelters at appropriate locations.

The local environment will benefit from the enhancement of landscaping for improved biodiversity. It is noted that there is no natural gas infrastructure serving this land, provision will be driven by business need within these lands.

High Technology Lands

Development of the lands as a single user site can be facilitated without the provision of additional Infrastructure unless there is a need to increase service levels to meet that of a large service user. Road infrastructure, including active travel facilities, exist with an access formed linking to the Stephenstown Link Road and Clonard St.

Development of the lands in multiple plots may be undertaken with the delivery of a local access road and utilities connecting to the Stephenstown Link Road. The underground diversion of the existing 38kV overhead power line will likely be required and undertaken as part of development of the lands.

The Council will engage with the NTA to ensure that public transport services are delivered to service the lands prior to occupation and to deliver the provision of Bus Shelters along the Stephenstown Link Road.

Stephenstown Lands

East of White Hart Road

Development of the lands as a single user site can be facilitated without the provision of additional Infrastructure unless there is a need to increase service levels to meet that of a large service user. Road infrastructure including active travel facilities exist, with an access formed linking to the Stephenstown Link Road.

Development of the lands in multiple plots may be undertaken with the delivery of an access road (with active travel provision) connected to the Stephenstown Link Road. An access travel link will be developed between this road and the White Hart Road (where vehicular traffic is already prohibited). The underground diversion of the existing 38kV overhead power will likely be required and undertaken as part of development of the lands.

The Council will engage with the NTA to ensure that public transport services are delivered to service the lands prior to occupation and to deliver the provision of Bus Shelters along the Stephenstown Link Road.

West of White Hart Road

Development of the lands as a single user site will require the delivery of a new junction on the L1390 aligned to connect with the road network for the Folkstown Little Lands.

Development of the lands in multiple plots may be undertaken with the delivery of an access road network linking to a proposed junction with the L1390. The underground diversion of the existing 38kV overhead power will likely be required and undertaken as part of development of the lands.

The northwestern portion of the lands may require on site pumping to allow connection to the foul sewerage network due to the topography. No gas supply exists in this area and an extension of the main from the Stephenstown Link Road would be necessary. Provision for all other utilities exist in the L1390.

The Council will engage with the NTA to ensure that public transport services are delivered to service the lands prior to occupation and to deliver the provision of Bus Shelters along the L1390.

Folkstown Little Lands

Development of the lands located between the L1390 and the L1225 as a single user site can be facilitated without the need for the development of an internal road network. However, the upgrade of the R122 Naul Road will be required prior to the occupation of these lands. The provision of a sewage pumping station to service the lands will be required in advance of occupation and the likely upgrade of a localised section of foul sewer on the L1390 to receive pumped flow.

Development of the lands for multiple plots will similarly require the upgrade of the R122 Naul Road with a new junction to facilitate access from the north. The construction of a new junction on the L1390 to facilitate access from the east and on the L1225 to connect to the west. The provision of active travel infrastructure on the L1225 (Inch Road) will be required prior to the occupation of the lands located between the L1225 and the M1 Motorway.

The development of the land for multiple users will also require the construction of access road network with all services provided to connect to individual sites. The provision of a sewage pumping station to service the lands is required in advance of occupation and the likely upgrade of a section of foul sewer on the L1390 to receive pumped flow.

The delivery of the catchment attenuation pond with Integrated Constructed Wetland must be completed in advance of the routing of surface water from the Folkstown Little lands to the Bracken River.

The underground diversion of the existing 38kV overhead power will likely be required provision shall be made for ducting to facilitate this within the internal access road network or on a service wayleave.

The Council will engage with transport service providers to ensure that public transport services are delivered to service the lands prior to occupation and to deliver the provision of Bus Shelter/ and transport cycling hubs.



6.7.3 Infrastructure Stakeholder Engagement

During the statutory planning permission phase of development whether undertaken by Fingal County Council or by private developers’ engagement with all utility providers shall be undertaken to ensure that the appropriate levels of service provision are made within the road infrastructure and service corridors. Typically, this will involve, Fingal County Council Water and Drainage Department, Uisce Eireann, Eirgrid/ESB Networks, Gas Networks Ireland and Telecommunications companies (Eir, Siro, Vodaphone etc).

6.7.4 Infrastructure Delivery Timescale

The provision of infrastructure within the Framework Plan Area is expected to start within the High Technology and Stephenstown areas. The delivery of access road infrastructure with associated active travel provision is envisaged within a 1 to 3 year period (2025-2028) within these areas.

The delivery of infrastructure within the Folkstown Little Area is anticipated to be over a longer time period of up to 10 years (2025-2035).



National Policy

National Planning Framework 2040

The National Planning Framework (NPF) was published in February 2018 and is the Government's high-level strategic plan for shaping the future growth and development of our country out to the year 2040. It is a framework to guide public and private investment, to create and promote opportunities and to protect and enhance the environment.

The NPF contains national objectives and key principles from which Regional Spatial and Economic Strategies will follow. It introduces more strategic and coordinated planning of our cities and large towns across local authority boundaries, including statutorily backed Metropolitan Area Strategic Plans (MASPs) in the five cities of Dublin, Cork, Limerick, Galway and Waterford.

Of particular relevance to the subject employment lands at Balbriggan, the NPF notes the following:

- The National Planning Framework 2040 (NPF) focuses on planning for Urban Employment Growth (Section 4.4) noting that 'sustainable enterprise thrives in supportive business environments that enhance competitiveness and productivity with good supporting infrastructure' and intends to continue providing an attractive range of enterprise development opportunities.
- In order to accommodate strategic employment growth at regional, metropolitan and local level, the following should be considered:
 - o Current employment location, density of workers, land-take and resource/infrastructure dependency, including town centres, business parks, industrial estates and significant single enterprises;
 - o Locations for expansion of existing enterprises;
 - o Locations for new enterprises, based on the extent to which they are people intensive (i.e. employees/customers), space extensive (i.e. land), tied to resources, dependent on the availability of different types of infrastructure (e.g. telecoms, power, water, roads, airport, port etc.) or dependent on skills availability;

- o Locations for potential relocation of enterprises that may be better suited to alternative locations and where such a move, if facilitated, would release urban land for more efficient purposes that would be of benefit to the regeneration and development of the urban area as a whole, particularly in metropolitan areas and large towns.

National Development Plan 2021 – 2030

Accompanying the NPF is the National Development Plan (NDP). This sets out the investment priorities that will underpin the implementation of the NPF and will guide national, regional and local planning and investment decisions in Ireland.

Of particular relevance to the subject employment lands at Balbriggan, the NDP sets out the following within Chapter 10 - A Strong Economy, supported by Enterprise, Innovation and Skills (NSO 5).

Sectoral Strategies – Enterprise, Trade and Employment (page 92)

- The Economic Recovery Plan published in June 2021 sets out our ambition to build a sustainable and resilient economic recovery, underpinned by the National Recovery and Resilience Plan (NRRP). New programmes, designed to enhance the resilience and productivity of our enterprise base as it addresses the challenges and opportunities of our transition to a low carbon economy and pervasive digitalisation, will be delivered through Enterprise Ireland (EI) and Industrial Development Authority (IDA) Ireland.
- Enterprise and innovation will be aligned with the NPF with a particular focus on regional economic and employment growth to secure competitive and innovative regional enterprises and will be achieved under the NDP by:
 - o Assisting entrepreneurialism and building competitive clusters in strategic sectors and activities;

- o Collaborative actions at regional and local level, driven by the Regional Enterprise Plans, aided through the Regional Enterprise Development Fund, the Regional Enterprise Transition Scheme, leveraging European Regional Development Funding and other strategic investments.

Sectoral Investment Priorities – Enterprise Trade and Employment (page 93 – 95)

A comprehensive and integrated programme of measures will be initiated to strengthen growth and employment potential with a particular focus on balanced regional development and smart specialisation by building competitive and innovative enterprises through the following initiatives:

- Under Ireland's Industry 4.0 Strategy 2020-2025 there is a commitment to establish a new structure to coordinate the key Research and Development (R&D) Centres involved in the promotion, development, adoption and use of advanced manufacturing technologies. A new unit has been established to meet this, Future Manufacturing Ireland (FMI).
- Ireland's vision is that by 2025 we will be a competitive, innovation-driven, manufacturing hub at the frontier of the Fourth Industrial Revolution and at the forefront of Industry 4.0 development and adoption. Ireland intends to develop a global reputation for advanced manufacturing arising from State funded and industry co-funded research in the country's R&D Centres.
- In order to develop industry throughout the country, 2 no. key funds are made available – New Regional Enterprise Development Funding (REDF) calls and Enterprise Green Transition Fund.



Climate Action Plan 2024

The Climate Action Plan 2024 is the second statutory update to the plan since the Climate Action and Low Carbon Development (Amendment) Act 2021 was signed into law, committing Ireland to 2030 and 2050 targets for reducing greenhouse gas (GHG) emissions, and introducing 5-year carbon budgets and sectoral emission ceilings.

- With regard to industry and employment related development, Chapter 13 of the Plan sets out key messages, targets, measures and actions. The following measures and actions of relevance to Stephenstown includes:
 - o Expand and enhance supports from the Sustainable Energy Authority of Ireland, IDA Ireland, and Enterprise Ireland with a focus on achieving energy demand reduction, electrification, and biomass adoption in industry;
 - o Electrification of new and current manufacturing processes displacing the use of fossil fuels where possible and as soon as possible;
 - o Low and net zero carbon product substitution for construction materials and a reduction in the clinker content for cement where practical.

Regional Policy

Regional Spatial and Economic Strategy (RSES) - Eastern & Midland Regional Assembly

The RSES for the Eastern and Midlands region sets out the region's key assets, opportunities and challenges alongside policy responses up to 2030 and beyond. The principal statutory purpose of the RSES is to support the implementation of the emerging of the NPF 2040 and the economic policies and objectives of the Government by providing a long term strategic planning and economic framework for the development of the regions.

Section 6.3 of the RSES sets out the Economic Strategy. With relevance to the subject employment lands at Balbriggan, this chapter sets out guiding principles for identifying locations for strategic employment with particular reference to the Dublin-Belfast Economic Corridor. This chapter continues to note sectoral opportunities for lands on the Dublin-Belfast Economic Corridor including:

- Advanced manufacturing.
- Smart manufacturing.
- Biopharma.
- Bioprocessing.
- Applied nanotechnology.
- Alcoholic beverages.
- Marine energy.
- Energy Storage.
- Wind Energy.
- Advance Manufacturing.
- Experiential Tourism.
- Fintech.

Balbriggan is identified as a Core Region which contains a strong network of county and market towns that have a good level of local employment, services and amenities, which serve not just their resident's population but a wider catchment area. The RSES acknowledges that these towns have capacity for continued growth to become more self-sustaining and to attract high quality knowledge-based employment at strategic accessible locations.

Whilst the lands at Stephenstown and Folkstown Little do not fall within the Metropolitan Area Strategic Plan (MASP), however they are well connected via the M1 motorway to the south and bus and rail services which will contribute to achieving employment densities in the right places aligning with enabling infrastructure as per the Regional Spatial and Economic Strategy for the Eastern & Midland Regional Assembly.

Local Planning Context

Fingal Development Plan 2023-2029

The Framework Plan Lands are located within the administrative area of Fingal County Council and are subject to the Fingal Development Plan 2023-2029 (Development Plan). This section sets out the overarching policies and objectives relative to the lands in the context of the Development Plan.

Under the Core Strategy set out in the Development Plan (pg 55), Balbriggan is within the Core Area as set out in the RSES and is designated as a Self-Sustaining Town.

Framework Plan Lands Context

The lands within the Framework Plan are bounded along the north and northeast boundary by various land use zonings including Major Town Centre and Residential Area zonings, by a belt of lands zoned Open Space to the east/southeast and by the M1 motorway to the west. Lands to the northwest, adjacent to land designated for the FP 4.B Folkstown Little Framework Plan are currently greenfield and zoned 'RU – Rural' under the Fingal Development Plan 2023 – 2029.

Land Use Zoning

Framework Plan Lands (indicative lands outlined in red) are primary zoned 'GE – General Employment' with a small section of land to the northeast zoned 'HT – High Technology' and a strip of land zoned 'OS – Open Space' bisecting the lands and bordering the southern boundary.

Zoning Objective 'GE – General Employment':

Objective: Provide opportunities for general enterprise and employment.

Vision: Facilitate opportunities for compatible industry and general employment uses including appropriate sustainable employment and enterprise uses, logistics and warehousing activity in a good quality physical environment. General Employment areas should be highly accessible, well designed, permeable and legible.

Zoning Objective 'HT – High Technology':

Objective: *Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.*

Vision: *Facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high end, high-quality, value added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity.*

Zoning Objective 'OS – Open Space':

Objective: *Preserve and provide for open space and recreational amenities.*

Vision: *Provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority.*

Uses permitted in principle under each zoning designation are set out in Appendix B.

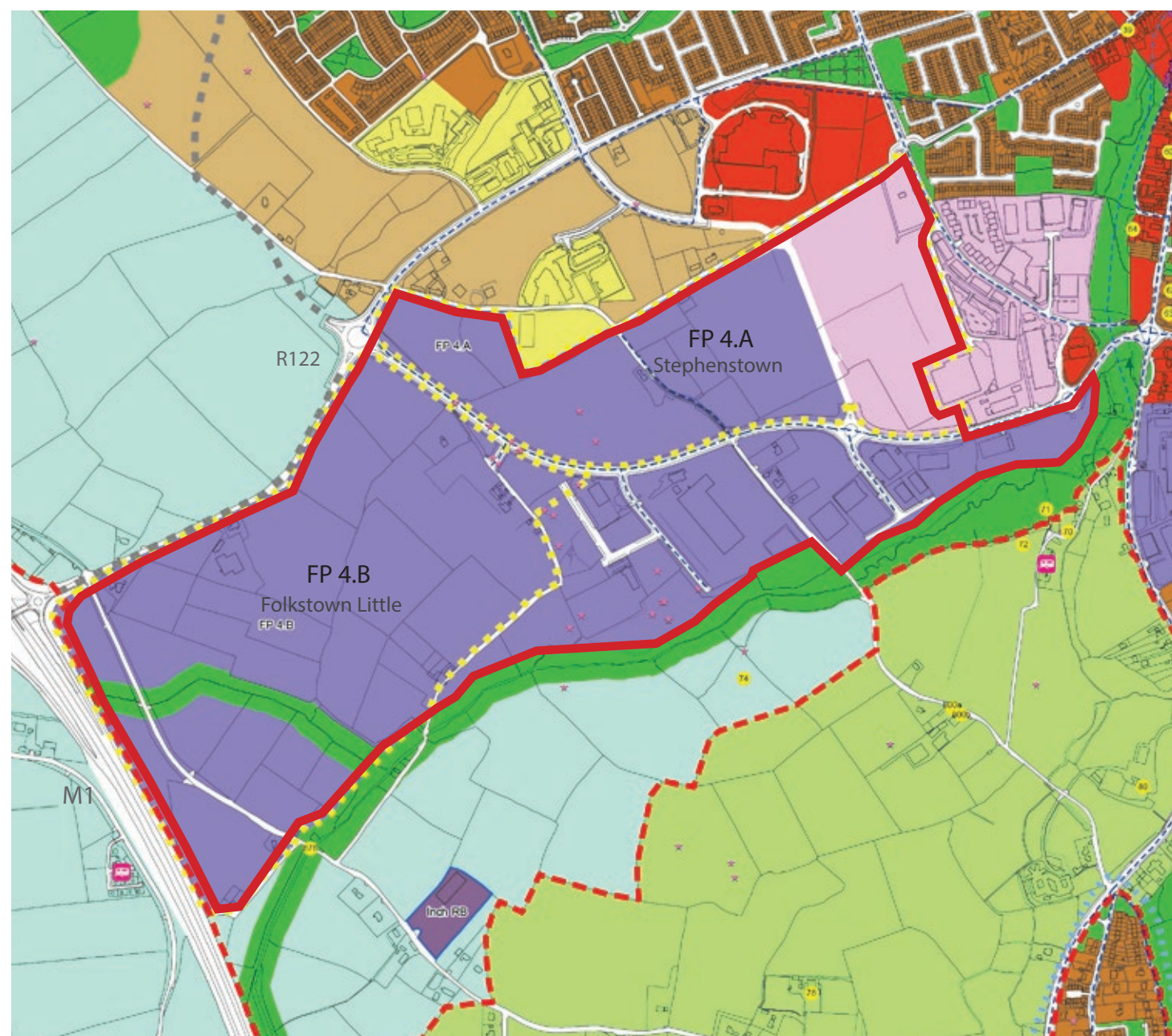
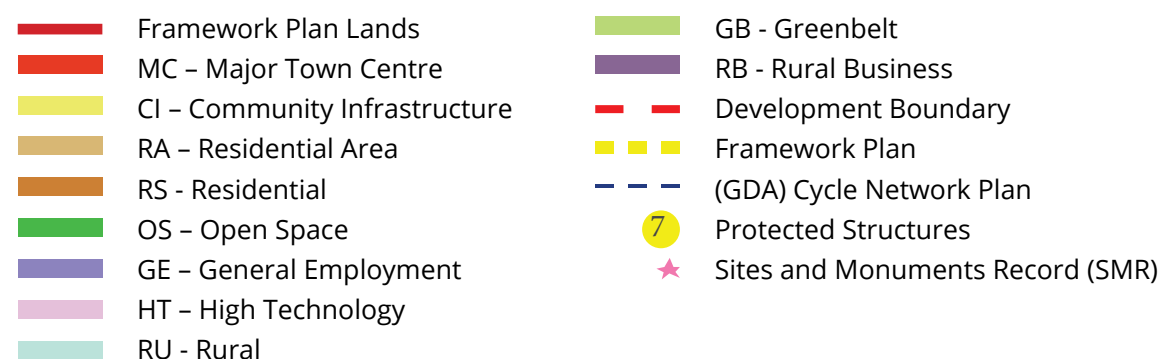


Figure A.1 Fingal Development Plan 2023 - 2029, Sheet No. 4, Balbriggan (extract)





Fingal Development Plan contains the following policies and objectives which relate directly to employment and the development of employment uses on acceptable zoned lands:

Objective EEO1 – Implementation of Land Use Management Plans:

“Implement the existing Local Area Plans and Masterplans and prepare appropriate land use management plans within the lifetime of the Plan for strategically important General Employment, High Technology, Metro and Rail Economic Corridor, Warehouse and Distribution and Food Park zoned lands in collaboration with key stakeholders, relevant agencies and sectoral representatives.”

Policy EEP2 – General Employment Lands:

“Maximise the potential of GE lands, ensuring that they are developed for intensive employment purposes, where appropriate, and which are highly accessible, well designed, permeable and legible.”

Objective EEO7 – Dublin-Belfast Economic Corridor:

“Engage and collaborate with adjoining Local Authorities and regional assemblies, as appropriate, to promote the continued economic development of the Dublin–Belfast Economic Corridor.”

Objective EEO9 – Economic Growth of Core Area:

“Support economic growth within the Core Area through strengthening and promoting the importance of Balbriggan as the major urban centre and having regard to its strategic location on the Dublin–Belfast Economic Corridor and directing appropriately scaled growth opportunities into the other urban centres in the area.”

Objective EEO10 – Economic Growth within the Core Area:

“Ensure that towns, villages and other locations within the Core Area follow policies of directional development to ensure that the required economies of scale are achieved in specific centres such as Balbriggan, and that other lower tier towns and villages perform to their economic strengths and competitive advantages such as Skerries and Rush for tourism and marine activities.”

Objective EEP11 – Variety of Employment Lands:

“Consider the allocation of various sizes of land parcels for commercial, office, industrial uses in order to cater for a wide range of employment and enterprise formats.”

Objective EEO13 – High Technology Lands:

“Encourage the development of corporate offices and knowledge based enterprise in the County on High Technology zoned lands and work with key stakeholders, relevant agencies and sectoral representatives to achieve such development.”

Objective EEO14 - Permeability in General Employment Lands:

“Encourage high quality sustainable design, permeability and pedestrian and/ or cyclist friendly environments within general employment zoned areas.”



Each land use zoning objective has a supporting vision which elaborates on the zoning objective and sets the context for the type of development which would be acceptable. Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the zoning objective and vision.

Uses 'Permitted in Principle' within the Framework Plan Lands are set out per separate zoning category below:

General Employment:

Permitted in Principle		
Builders Provider/Yard	Civic Waste Facility	Enterprise Centre
Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage	High Technology Manufacturing
Industry – General	Industry – Light	Logistics
Office Ancillary to Permitted Use	Open Space	Petrol Station
Research and Development	Restaurant/Café ⁵	Retail – Local < 150 sqm nfa ⁵
Road Transport Depot	Sustainable Energy Installation ³⁵	Telecommunications Structures
Training Centre	Utility Installations	Vehicle Sales Outlet – Small Vehicles
Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing/Maintenance Garage	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Wholesale	

⁵ To serve the local working population only

³⁵ Ancillary to main use and of an appropriate scale

High Technology:

Permitted in Principle		
Enterprise Centre	High Technology Manufacturing	Hospital
Industry – Light	Office Ancillary to Permitted Use	Office ≤ 100 sqm
Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm	Open Space
Research and Development	Restaurant/Café ⁵	Retail – Local < 150 sqm nfa ⁵
Sustainable Energy Installation ³⁵	Telecommunications Structures	Training Centre
Utility Installations		

Open Space:

Permitted in Principle		
Community Facility	Golf Course	Open Space
Recreational/Sports Facility		