Comhairle Contae
Fhine Gall
Fingal County
Council

FINGAL DEVELOPMENT PLAN 2023-2029

MARCH 2026

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1. INTRODUCTION, VISION AND STRATEGIC OVERVIEW

1.1 Introduction

The Fingal Development Plan tells the story of where and how we want Fingal to grow. It draws on our historical heritage and uses our skills and expertise to continue sustainable social, environmental, and economic growth well into the future, with a focus on creating vibrant and resilient communities. This Plan sets out the spatial framework to guide future development within the County with a focus on the places we live, the places we work, the places we visit and the places we do business and how we interact and move between these places while protecting our environment.

Fingal County Council came into being in 1994 and since then has evolved and progressed, resulting in a unique environment, with distinctive towns and villages, parks and offices, residential streets and squares, industrial and creative spaces. The built environment we see today has shaped not just how our County looks but has had a profound impact on how and where we live, work, visit and do business with each other.

Throughout this time, Fingal has continued to grow and has experienced rapid development and change. We will continue to grow. Our population is projected to increase by approximately 73,000 by 2031, up from 296,000, as per the Regional Spatial and Economic Strategy population projections. In order to meet the needs of our ever-increasing population, we need to build new homes, provide space for these homes as well as supporting social infrastructure, while also attracting new employment opportunities, but also providing space for such employment generating uses.

Dealing with this growth is one of the biggest challenges of the Development Plan, it will put pressure on land, housing, infrastructure and the environment. It also comes as we face other challenges including the lasting impacts of the Covid-19 pandemic, Brexit and its associated uncertainty, climate change and the need to ensure social inclusion for all.

This Plan seeks to put healthy place-making at its heart. A healthy Fingal is about working towards a more sustainable County, where sufficient homes are available for citizens of Fingal and the creation of a more socially integrated and resilient County. This Plan envisages Fingal as an integrated network of vibrant socially and economically successful urban settlements and rural communities, strategic greenbelts and open countryside, supporting and contributing to the economic development of the County and Dublin City Region.

Fingal's strategic location within the Eastern and Midlands Regional Assembly (EMRA), part of the Dublin City Region and within the Dublin-Belfast Economic Corridor offers significant potential for growth and investment across the County. Fingal has major economic assets, including Dublin Airport, proximity to Dublin City and Dublin Port via the Dublin Tunnel, including direct access to the national and regional road and rail transport networks in the Country and excellent links to Europe by air and sea. Fingal also has one of the youngest, highly educated and most diverse populations in the state.

Preparation of this Plan has come at a challenging time, as we emerge from the Covid-19 pandemic. The recovery of our economy, rebuilding of our society, renewing of our communities and responding to the wide-ranging challenges we face, will be crucial for the overall development of our County.

The preparation of the Plan is one of the most important functions of the Elected Members. The Plan sets out an overall strategy for the proper planning and sustainable development of the functional area of Fingal over a 6-year period between 2023 and 2029.

This chapter outlines the vision, cross-cutting themes, strategic objectives and an overview of the Plan. The chapter also outlines the context of planning and environmental policy and legislation, in which the Plan has been prepared.

1.2 Strategic Vision for Fingal

The Plan is underpinned by a strategic vision intended to guide the sustainable future growth of Fingal. At the core of the vision is healthy placemaking, building cohesive and sustainable communities, where our cultural, natural and built environment is protected. The vision embraces inclusiveness and a high-quality of life for all, through healthy placemaking and social justice. An integrated approach will align housing and public transport provision. Human and environmental wellbeing including climate adaptation underpin this vision.

The strategic vision has been prepared having regard to the National Strategic Outcomes of the National Planning Framework, the Regional Strategic Outcomes of the Regional Spatial and Economic Strategy, the UN Sustainable Development Goals, the Fingal Corporate Plan 2019–2024 and the aspirations of the people and stakeholders in Fingal.

The strategic vision of this Plan seeks that:

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

Fingal will continue to be a County of distinctive environmental, historical and cultural assets and local communities, with sustainable development fostering a high-quality of life for those who live, work and visit here. A sustainable future for the County will be based on the interdependence of the themes of economic growth, social progress and environmental quality with the aim of increasing the County's self-reliance and resilience.

This Plan will ensure the continued growth of the County in a sustainable way and ensure the County continues to develop as a series of well-serviced, well-connected towns, villages and communities and a low carbon economy. In working to deliver all of this, we are committed to engaging with stakeholders, including local communities and residents to develop better solutions to the complex challenges we face and provide an improved quality of life for all.

1.3 Cross-Cutting Themes

The Plan is underpinned by four key cross cutting themes; climate action, healthy place-making and sustainable development, social inclusion and high-quality design.

1.3.1 Climate Action

Climate change is one of the most pressing global challenges facing current and future generations. Our climate is changing rapidly and the effects on the Country and on our lives are becoming more evident. The responses to the effects are wide ranging and have economic, environmental and social costs associated with them.

Human activities are increasingly influencing climate change, spurred on by both the need for climate action and energy security. In addition, the question of renewable energy production has assumed greater importance over the last decade.

Given the importance of climate change, climate action is included as an overarching and cross-cutting theme across this Plan in line with International, National and Regional policies and objectives. Chapter 5 Climate Action details Fingal's position in relation to this key issue, in terms of a policy approach to the transition to a low carbon economy and to Fingal becoming climate resilient, with a strong emphasis on reduction in energy demand and emissions, through a combination of effective mitigation and adaptation responses to climate change.

There has been much commentary on climate change in Ireland over the last twenty years or so and in the last few years the effects have become clearer. Ireland needs to commence the transition to a low carbon economy, with a reduction on reliance on fossil fuels and the unsustainable use of resources. Fingal County Council recognises the need to play its role as a key stakeholder in making the transition to a low carbon economy.

This Plan sets out the future growth for Fingal in Chapter 2 Planning for Growth, with future development concentrated in the existing built footprint of Fingal's towns and villages and urban settlements, in order to achieve compact growth. Developing well-serviced and well-connected communities is a key focus for development within Fingal, with reduced travel distances between home, work, education and services and enhanced active modal share, with an overall reduction in emissions. The integration of land-use and transport planning and aligning policies are key elements of this Plan.

It is recognised that the nature of Fingal's economy, settlement patterns, infrastructure (including roads, electricity networks, water supply and sewer systems), physical geography (e.g. total area, extensive coastline and rivers) and mix of land-use (e.g. horticulture and urban/suburban) presents a unique set of challenges in the response to climate change. The Council through proper planning and promotion of sustainable development, will work towards becoming a low carbon economy. This Plan contains provisions dealing with climate change mitigation and adaptation, in areas such as flood risk management, transportation, surface water, waste management, water services, urban design, energy, natural heritage and green infrastructure.

Addressing the risks posed by climate change will require both adaptation and mitigation. Adaptation describes actions that are designed to cope with the consequences of climate change including warmer temperatures, more extreme precipitation events and sea level rise. Mitigation measures are designed to off-set or stop the human-caused drivers of climate change namely emissions of greenhouse gases and land-use change.

Fingal County Council is committed to becoming a more climate resilient place and it is at the core of this Plan. While Chapter 5 Climate Action deals with the issue in detail, this cross-cutting theme underpins this entire Plan, with a selection of policies and objectives throughout, which will contribute to the transition to a climate resilient and low carbon society.

1.3.2 Healthy Placemaking and Sustainable Development

Central to healthy placemaking is the development of sustainable communities, where communities are able to evolve and the needs of today can be facilitated without compromising the ability of future generations to meet their own needs. Placemaking is a multi-faceted approach to the planning, design and management of new development and public spaces. It is fundamentally about responding to the context of a place, through

the understanding of its evolution and history, its functionality, its impacts on those living and working there as well as how it interacts with the environment. Access to public transport, education, community facilities, leisure, retail, health services and jobs are as important as the aesthetic of a place.

This Plan has a key role to play in enhancing and developing Fingal's inherent sense of place, identity and character, ensuring that our individual communities remain distinctive and ensuring residents have access to a range of accommodation, facilities and environment in which to enjoy an improved higher quality of life. Healthy placemaking and sustainable communities are at the centre of our thinking in respect of planning, and specifically this Plan, incorporating the key characteristics that make for good placemaking and communities.

Good planning and design also offers opportunities to reduce our use of natural resources by promoting renewable sources of energy. While the current Building Regulations set out standards and deal with issues such as building standards, workmanship, conservation of fuel and energy, and access for people with disabilities, there are other issues which can be addressed through good planning and urban design, i.e. the design and arrangement of buildings can result in the creation of a microclimate, influencing the effects of temperature, sunlight and wind movement. Certain orientations and design can enhance comfort on exposed sites and maximise the potential of daylight and solar gain.

Incorporating energy efficiency into design and construction and where possible alternative energy technologies such as bio-energy, solar energy, heat pumps, heat recovery and wind energy should be encouraged. This can help reduce our reliance on fossil fuels and minimise emissions of carbon dioxide and other greenhouse gases that contribute to global warming and climate change.

Promoting the use of low embodied energy materials, sustainable building technologies, and reduced resource use in the construction of buildings is an important consideration in the planning and construction of new developments.

An important element of the sustainable development thread in this Plan, is the Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA). These assessments are required under European legislation and provide a high level of protection to the environment.

This Plan has adopted the principle of healthy placemaking and sustainable development by promoting and encouraging the integration of economic, environmental, social and cultural issues into local policies and programmes.

1.3.3 Social Inclusion

Social inclusion is the process where a series of positive actions are taken to achieve equality of access to goods and services, to assist all individuals to participate in their community and society, to encourage the contribution of all persons to social and cultural life and to be aware of, and to challenge, all forms of discrimination. The ultimate aim of social inclusion is enabling participation in the mainstream of society for all those who desire it. All processes of consultation, policy-making and practice must not just include, but be driven by, the views and needs of excluded groups. Social inclusion is also about the wellbeing of individuals, families, social groups and communities.

Creating a more socially inclusive society by alleviating social exclusion, poverty and deprivation is a major challenge. Steps taken towards this can include the provision of recreational and community infrastructure and improving access to information and resources. Social inclusion is embedded in this Plan with policies, in particular, focused on aiming to improve access to all groups within society.

While the Development Plan is primarily a spatial land-use plan, it has the potential through its policies and objectives to impact positively on the lives of citizens through facilitating the provision of social and community facilities which are vital to quality of life and wellbeing. Mainstream approaches to planning, design and development may not always meet the needs of minority and marginalised groups and more focused consideration is sometimes required. It is also important to ensure that the needs of different generations and abilities including children, younger people, older persons and those with disabilities are met to the greatest extent possible.

The promotion of inclusive neighbourhoods which cater for all age groups, that accord with the principles of universal design and that offer quality of opportunity and good services to all, is a key priority of the Plan. The design of all proposed development should strive to cater for all abilities and age groups including children, older people and people with a range of disabilities.

Social inclusion is a priority that cuts across many of the Council's functions. The Council has been involved in the preparation of several local plans and strategies relevant to social inclusion.

The Development Plan has a role in facilitating initiatives through promoting good placemaking, for example ensuring new developments are designed with good connectivity and permeability for all. Social inclusion continues to be a cross-cutting theme within this Plan, taking cognisance of the Social Inclusion and Community Activation Programme (SICAP), which aims to tackle poverty and social inclusion through local engagement and partnership between disadvantaged individuals, community organisations and public sector organisations.

There is no one blue-print for delivering sustainable communities and it requires different strategies in different areas and societies. All strategies benefit from effective, participative systems of governance and engaging the interest, creativity and energy of all citizens. These give a sense of ownership and encourage pride in local communities, which assists in social cohesion.

The Plan has been proofed to ensure it has a strong social inclusion focus. The Plan aims to ensure that social inclusion continues to underpin all policies and objectives. Implications and challenges for the new Plan include:

- Ensuring that the Council works in partnership with other organisations and agencies to provide a supportive living environment for people from all walks of life and all stages of their lifecycle;
- Seeking new innovative ways of enhancing social inclusion; and
- Ensuring the Plan facilitates initiatives arising from other Council Departments, where appropriate.

It is a strategic objective of this Plan to develop a network of sustainable neighbourhoods which have a range of facilities, a choice of tenure and universally designed adaptable house types, promote social inclusion and integration of all minority communities. Social inclusion is about ensuring that everyone has equal opportunity to participate in and contribute to, community life regardless of their age, ability, nationality, ethnic group, religion or any other of the many characteristics that contribute to diversity in our communities and society.

1.3.4 High Quality Design

Good design adds quality to the places in which people live, work and enjoy. Ensuring high-quality design adds value to towns, villages and the countryside and improves people's quality of life. Good design is essential to achieving attractive, high-quality places in which people will live, work and relax.

The Government Policy on Places for People: Ireland's National Policy on Architecture 2022 promotes the importance of good architecture in the creation of quality places. The Council promotes best practice contemporary architecture and the conservation of the County's architectural heritage throughout the Plan.

Facilitating and promoting good design is a cross-cutting theme in this Plan. Good design, in terms of overall layouts and individual buildings is fundamental to placemaking and developing sustainable communities with a 'sense of place' and 'local distinctiveness'. Placemaking, the process of creating great places and strong communities is essential in attracting and retaining strong enterprise and employment sectors. Placemaking builds the necessary foundation upon which new enterprises can be developed and can grow, creating lasting, sustainable prosperity for local communities. Urban areas with a vital sense of place and high-quality design can take advantage of changes in the way business is done.

Through Local Area Plans, Framework Plans and the Development Management processes, the Council promotes a high quality of design and standard of residential developments. In rural areas of the County, this Plan seeks to ensure sustainable patterns of development and high quality of design so that these areas remain attractive and retain their rural character. This Plan also sets out a range of objectives aimed at creating well-designed environments for both rural and urban settings. An overarching aim of this Plan is to create and sustain people-friendly places for the benefit of the residents and businesses of Fingal, whilst supporting developers seeking to deliver the highest quality design solutions. Investing in good urban design can create economically successful development that functions well and has a lasting effect into the future.

1.3.5 Resilience

Resilience is a principle that also underpins this Plan and is described as *"the ability of a system, community or society exposed to hazards to resist, absorb, accommodate to and recover from the effects of a hazard in a timely and efficient manner, including through the preservation and restoration of its essential basic structures and functions*" (United Nations Office for Disaster Risk Reduction (UNISDR), 2009).

The key concept of 'resilience' underpins this Plan and is built into the strategic policies and recommendations of each of the four cross-cutting themes: sustainable development, climate change, social inclusion and high-quality design.

Challenges for the development of sustainable, well-designed, socially inclusive, attractive places where people will want to live and work include;

- Providing clear guidance and policy direction in identifying criteria and features on what contributes to making a place special;
- Providing design principles to ensure new 'greenfield' development creates a sense of place and is integrated into existing communities, it should respect existing features which positively contribute to the local distinctiveness of an area;
- Seeking new ways in which to achieve higher densities and create places where people will want to live and work;
- Encouraging vibrant and attractive towns, villages and neighbourhoods;
- Seeking new ways to provide a supportive living environment for people from all walks of life and all stages of their life cycle;
- Ensuring new buildings are of a high-quality design and adaptable for changing family demands; and
- Ensuring the most appropriate policy tools, such as Local Area Plans and Framework Plans are assigned to particular areas to ensure the best policy response is in place to facilitate development in a planned, coordinated and sustainable manner.

1.4 Strategic Objectives

This Plan aims to form a coherent development strategy to 2029 and beyond. The strategic vision recognises the potential of Fingal and aligns with the key growth objectives set out in the higher order spatial plans and to take advantage of the strategic assets of the County.

The vision is underpinned by the four cross cutting themes outlined above and a number of interlinked strategic objectives. In achieving a more sustainable and resilient County, the application of the strategic objectives at all levels, from plan-making to any urban or rural project and in Development Management, will help to deliver a better quality of life for all. The objectives which are set out below constitute inter-related and essential elements of a sustainable approach to the future development of Fingal. These objectives are imbedded throughout the Plan, cascading from the vision, Core Strategy, policies, objectives and standards through to implementation.

In drafting these strategic objectives, the Council has taken a proactive approach towards development that promotes and facilitates appropriate and sustainable development, that nonetheless:

- Ensures the sustainable use of natural resources;
- Enables us to live within the area's environmental capacity;
- Enables and enhances our resilience to climate change; and,
- Creates a more open, diverse and inclusive society.

Delivering on these strategic objectives will result in an enhanced quality of life for all citizens. The following are the interlinked strategic objectives of this Plan:

1. Transition to an environmentally sustainable carbon neutral economy.
2. Continue the development of a network of well-serviced, well-connected, sustainable neighbourhoods which have a range of facilities, a choice of tenure and universally designed adaptable house types, promote social inclusion and integration of all minority communities.
3. Ensure new residential development is of the highest quality, endorsing the principles of healthy placemaking, enabling life cycle choices and physical, community, recreation and amenity infrastructure are provided in tandem, to create sustainable, healthy, inclusive and resilient communities.
4. Grow Fingal's economy and create opportunity through maximising the potential for development through the promotion and enhancement of the competitive advantages of Fingal, including its strategic location, connectivity and accessibility to international markets, a skilled workforce and a high quality of life.
5. Protect the unique character of Fingal. Support and facilitate revitalisation and consolidation of our towns, urban and rural villages and neighbourhoods, through placemaking and public realm initiatives, which encompasses a multi-faceted approach to planning, design and management.
6. Continue to develop a strategic approach to town centre regeneration through *Town Centre First: A Policy Approach for Irish Towns* and by utilising existing buildings and unused lands for new development, promote residential occupancy in our rural towns and villages and provide for a mix of uses within these areas. Address vacancy and dereliction to create compact attractive, vibrant and safe environments in which to live, work, visit and invest.
7. Ensure the highest quality of public realm and urban design principles are applied to all new developments, ensuring developments contribute to a positive sense of place and local distinctiveness of an area and facilitate the universal design approach into all developments.
8. Create a competitive environment in which to do business. Promote, support and enable sustainable and economic development, enterprise and employment generation. Focus in particular on areas which are accessible by public and sustainable modes of transport. Enable settlements and rural areas to become self-sustaining through innovation and diversification of the rural economy.
9. Reduce car dependency and promote and facilitate sustainable modes of transport. Prioritise walking, cycling and public transport, while supporting an efficient and effective transport system.
10. Protect, enhance and ensure the sustainable use of Fingal's key infrastructure, including water supplies and wastewater treatment facilities, energy supply including renewables, broadband and transportation.
11. Protect, enhance and connect areas of natural heritage, green infrastructure and open space for the benefits of quality of life, biodiversity, protected species and habitats, while having the potential to facilitate climate change adaptation and flood risk measures.
12. Protect, conserve and enhance the built and cultural heritage of Fingal, through promoting awareness, utilising relevant heritage legislation and ensuring good quality urban design principles are applied to all new developments. The principle that well planned and integrated development enhances the sustainability, attractiveness and quality of an area should be at the centre of any proposal.
13. Continue to support the development of the tourism industry in the County and work to sustain Fingal as a high quality and competitive tourism destination.

1.5 Plan Overview

The Fingal Development Plan is an integrated policy framework and must be read as a whole. The placement of the chapters and the policies within the chapters is no reflection on their importance or weight and does not represent a hierarchy. This Plan sets out policies and supporting text. These take account of:

- The legal requirements related to the adoption of the Fingal Development Plan;
- Other requirements of national and regional planning policy and guidance (without seeking to repeat these)
- Utilising the Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) processes.
- The evidence that underpins the Plan (without seeking to repeat it).

The Fingal Development Plan 2023–2029 took account of the submissions received during the relevant consultation processes. This Plan will run from 2023–2029. This is the statutory timeframe for any Development Plan in Ireland, however much of the Plan provides a longer-term view of Fingal's development to inform decision making.

1.6 Structure of the Plan

This Plan is set out as follows:

The Plan – Written Statement: The Written Statement is the main document of this Plan, setting out an overall strategy for the proper planning and sustainable development of Fingal over a 6 year period to 2029. This volume comprises fourteen chapters of text, policies and objectives for development.

Appendices:

Appendix 1: Fingal Housing Strategy including the Housing Need and Demand Assessment,

Appendix 2: Implementation of Ministerial Guidelines

Appendix 3: Policy Context

Appendix 4: Infrastructure Capacity Assessment

Appendix 5: Record of Protected Structures and ACAs

Appendix 6: Recorded Monuments/Sites and Monuments Record

Appendix 7: Technical Guidance Notes, definitions of different land uses

Appendix 8: Map based Local Objectives

Appendix 9: Dublin Bay Biosphere Reserve Map 2016

Appendix 10: List of townlands to which assessment zone D applies

Appendix 11: FCC SuDS Guidance Document – *Green/ Blue Infrastructure for Development*

Appendix 12: Acronyms

Accompanying Environmental Reports: This includes the documents informing the preparation of the Plan in accordance with environmental legislation, including a Strategic Environmental Assessment, Natura Impact Report and Strategic Flood Risk Assessment.

Supplementary Information: This includes studies and reports which provided evidence and other information for the Plan.

Sheets: Sheets 1–13 are the zoning and land use maps, including local objectives. Sheets 14–16 indicate the Green Infrastructure Maps and objectives and Sheet 17 indicates Connectivity and Movement for the County.

In the event that any conflict or ambiguity arises between the Written Statement and supporting maps, the Written Statement shall take precedence.

1.7 Plan Making Process and Requirements

The Plan has been prepared in accordance with the requirements of the *Planning and Development Act 2000, (as amended)*, higher tier international, national and regional level plans, ministerial guidelines and with regard to local level strategies and plans.

The formal process for the preparation of the Plan commenced on 12th March 2021, with the publication of the Strategic Issues Paper. During the public consultation period 551 no. written submissions were received and considered in the Chief Executive's Report issued to Elected Members on the 2nd July 2021. Preparation of the Draft Plan was informed by the Chief Executive's Report on written submissions, consultations with members of the public, stakeholders, service providers, Elected Members, Strategic Policy Committees, Statutory Bodies, Government Departments and with the various Directorates of Fingal County Council.

The Chief Executive's Draft Plan was considered by the Elected Members and 917 no. Motions received and debated in a series of meetings between the 18th of January and the 10th February 2022. The resultant Draft Plan, comprising Stage 2 of the process commenced a phase of public consultation between the 24th of February and 12th May 2022. The final Plan was adopted on the 22nd February 2023 and came into effect six weeks later.

The following sections set out the context of policy documents, local level strategies and environmental legislation requirements, which have underpinned the preparation of this Plan.

1.8 Planning Legislation

This Plan has been prepared in accordance with the requirements of the *Planning and Development Act, 2000 (as amended)*. Section 10(1) provides that the Plan shall set out an overall strategy for the proper planning and sustainable development of the area and shall consist of a written statement and a plan or plans indicating the development objectives for the area. The Act sets out mandatory requirements with respect to the content of the Plan, including objectives for the zoning of land, the provision of infrastructure, the conservation and protection of the environment and the integration of planning and sustainable development with the social, community and cultural requirements of the population.

The Act requires the preparation of a Core Strategy for Fingal, which must be consistent, as far as practicable, with the higher tier National and Regional growth objectives, set out under the National Planning Framework and the Regional Spatial and Economic Strategy for the Eastern & Midland Region.

In making a Development Plan, Section 12(11) of the Act states that members shall be restricted to considering the proper planning and sustainable development of the area, the statutory obligations of any Local Authority in the area, and any relevant policies or objectives for the time being of the Government or any Minister of the Government.

1.9 Policy Context

This Plan has been prepared in accordance with Project Ireland 2040 and the Regional Spatial and Economic Strategy (RSES) for the Eastern & Midland Region.

As set out in the NPF, sustainability is at the centre of long-term planning. In this regard, Ireland is a signatory to the United Nations' Sustainability Development Goals (SDGs) as set out in the 2030 Agenda for Sustainable Development *Transforming our World*.

The seventeen SDGs reflect economic, social and environmental dimensions of sustainable development and set a framework for national level policies and agendas to 2030. There is significant alignment between the SDGs and the NPFs National Strategic Outcomes (NSOs), in areas including climate action, clean energy, sustainable cities and communities, economic growth, reduced inequalities and innovation and infrastructure, education and health. The policy context is set out in Appendix 3.

Figure 1.1: UN Sustainable Development Goals

1.9.1 Project Ireland 2040

Project Ireland 2040 comprises the National Planning Framework (NPF) and the National Development Plan (NDP). The NPF is the Government's high-level strategic vision for shaping future growth and development in the entire country over a 20 year period. The NPF sets out a targeted pattern of growth for the Eastern and Midlands Region and Dublin City and these growth figures inform the delivery of national policy expressed in the NPF and the delivery of the RSES.

The NPF comprises 10 no. National Strategic Outcomes (NSOs) and 75 no. National Policy Objectives (NPOs). The NSOs and NPOs guide Ireland's economic, environmental and social development at national, regional and local level, including the preparation of the policies and objectives of the Plan.

The NPF has a very clear focus on achieving compact growth and, more specifically, brownfield infill development which translates into encouraging more people, jobs and activity generally within existing built up areas rather than into new greenfield areas (National Policy Objective (NPO) 3b). This growth strategy will allow better use of underutilised serviced land and buildings, including infill and brownfield land, with more high-quality and high-density mixed-use development accompanied by enhanced amenities, education, health and social services; all supported by sustainable mobility.

The NPF acknowledges that rural areas make a major contribution to Ireland's identity and to overall national development in economic, social, cultural and environmental terms. The NPF places a major focus on rural areas in relation to strengthening Ireland's rural fabric and supporting existing communities, planning for the future growth and development of rural areas, supporting job creation, addressing connectivity gaps and better co-ordination of existing investment programmes dealing with social inclusion, rural development and town and village renewal.

The National Development Plan 2021–2030 provides the accompanying investment strategy which aligns with the strategic objectives of the NPF. The NDP sets out the Government's over-arching investment strategy and budget for the period 2021–2030 with a record spending of €165 billion. The NDP will continue to work in parallel with the NPF to ensure that the investment strategy supports spatial planning. The stated aims of the NDP are also to ensure a sustainable and regionally balanced post-pandemic recovery recognising the challenges with population growth (approximately 1 million people between 2016 and 2040), Covid-19, Brexit, housing issues, health and the climate emergency.

The NDP is underpinned by the updated Public Spending Code which came into effect in January 2020. The NDP now sets out Departmental allocations to 2025 with the subsequent years to be added on a rolling basis. This is a cross-Departmental plan with linkages between sectors to meet National Strategic Outcomes (NSOs). An example of this is a transport-led housing development approach which will allow for the emergence of sustainable and well-connected communities where active travel is feasible.

National Planning Framework - First Revision (2025)

The National Planning Framework (NPF) – First Revision 2025 updates Ireland's long-term spatial strategy to reflect significant demographic, environmental, infrastructural and housing changes since 2018.

The NPF's overarching role remains to guide, where and how Ireland should grow spatially, socially, economically and environmentally over the coming decades. Key aims from the original framework carried through to the revision include, balanced regional development, compact growth and sustainable urban development, co-ordinated infrastructure and services, economic development and job growth as well as environmental protection and sustainability. Overall, the NPF serves as a high-level strategic vision document to co-ordinate Ireland's spatial, economic, social and environmental future with the aim of more balanced, sustainable and inclusive growth. The revision retains the original National Strategic Outcome (NSO's). In this regard, the National Strategic Outcomes (NSO's) remain the shared goals for every community across the Country and continue to frame the revised strategy, to ensure continuity of strategic direction.

The revision updates and strengthens the original NPF, updating projections and increasing ambition in key areas. Key changes include, updated population and housing projections to plan for approximately 6.1 million population by 2040, ambitious housing delivery target of roughly 50,000 new homes per year, greater emphasis on climate transition, environmental protection and sustainability, new/updated National Policy Objectives (NPO's), guidance for zoning and land use changes and a stronger link to investment, infrastructure delivery and future-proofing growth a s well as new planning tools for implementation, digitalisation and monitoring.

Figure 1.2: National Strategic Outcomes of the NPF

1.9.2 Regional Spatial and Economic Strategy 2019–2031

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Regional Assembly area sets out a strategic plan and investment framework to shape development and manage planning in the Region. The RSES translates the NPF objectives and the growth and settlement strategy at the regional level, ensuing coordination between the NPF and each County Development Plan.

The RSES identifies the region's challenges as the need to sustain economic growth whilst transitioning to a low carbon society and the requirement to align population growth with the location of homes and jobs whilst creating healthy attractive places and an enhanced quality of life. The RSES is underpinned by three cross cutting principles; healthy placemaking, climate action and economic opportunity, which is incorporated into all facets of our new Development Plan.

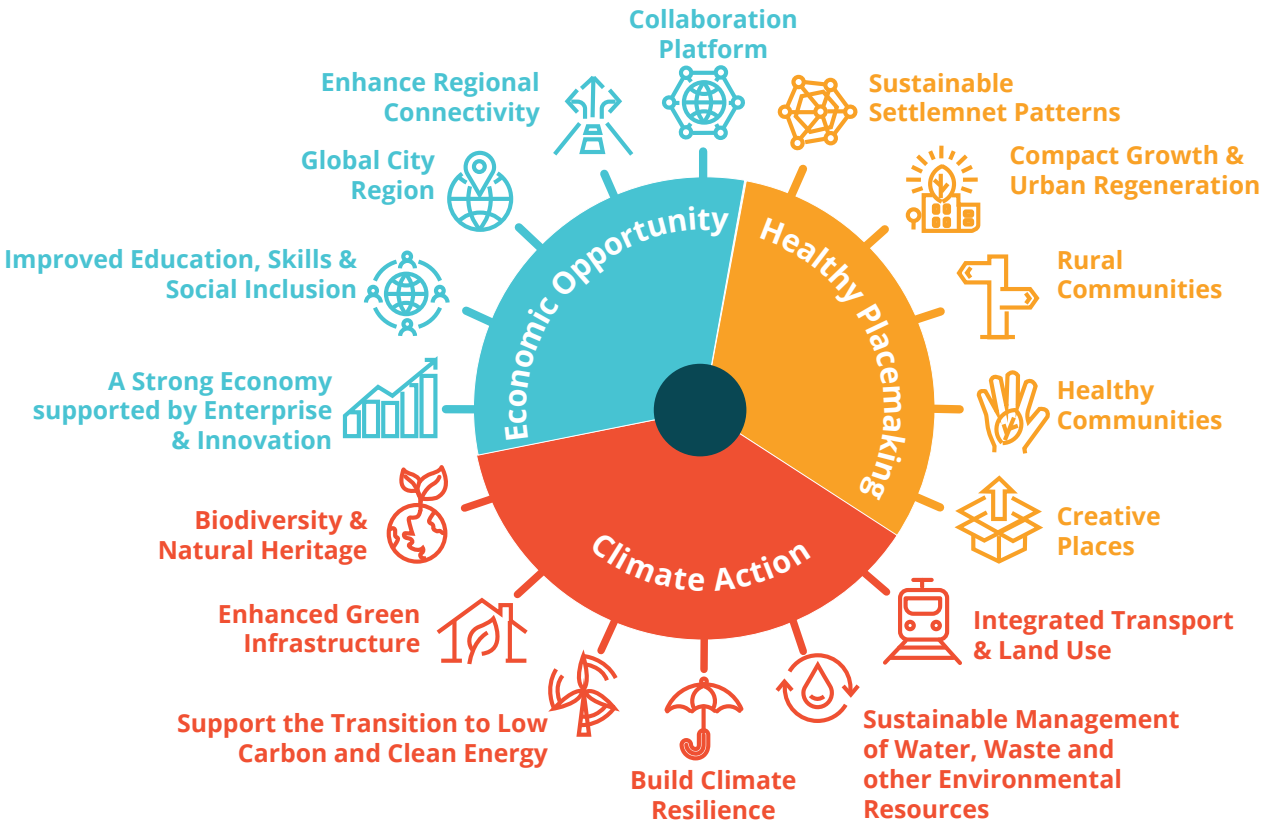
The growth strategy for the Region supports the continued sustainable growth of Dublin and its transition to a low carbon, climate resilient and environmentally sensitive region in accordance with the Metropolitan Area Strategic Plan (MASP), which forms part of the RSES.The MASP directs future growth to identified strategic residential and employment corridors based on their current and future development capacity, their ability to deliver outcomes such as compact development, place making, accessibility to public transport, potential for economic development and a reduced carbon footprint.

The RSES recognises the strategic location of Swords, in proximity to Dublin City, Dublin Airport, the national road network and Metrolink and it is specifically identified as one of three 'Key Towns' in the MASP area.

These Key Metropolitan Towns have the capacity and future potential to accommodate above average growth in the Region with the requisite investment in employment creation, services, amenities and sustainable transport. Specific Regional Policy Objectives (RPO's) are outlined for Swords.

Also relevant to Fingal is the 'MetroLink – LUAS Corridor' linking Swords and Dublin Airport to Dublin City and the 'Dublin – Belfast Economic Corridor' which is identified as another strategic connection. This corridor is the largest economic agglomeration on the island of Ireland, with the cities and towns along the Dublin – Belfast Corridor home to a population of around 2 million people.

Figure 1.3: Regional Strategic Outcomes of the RSES



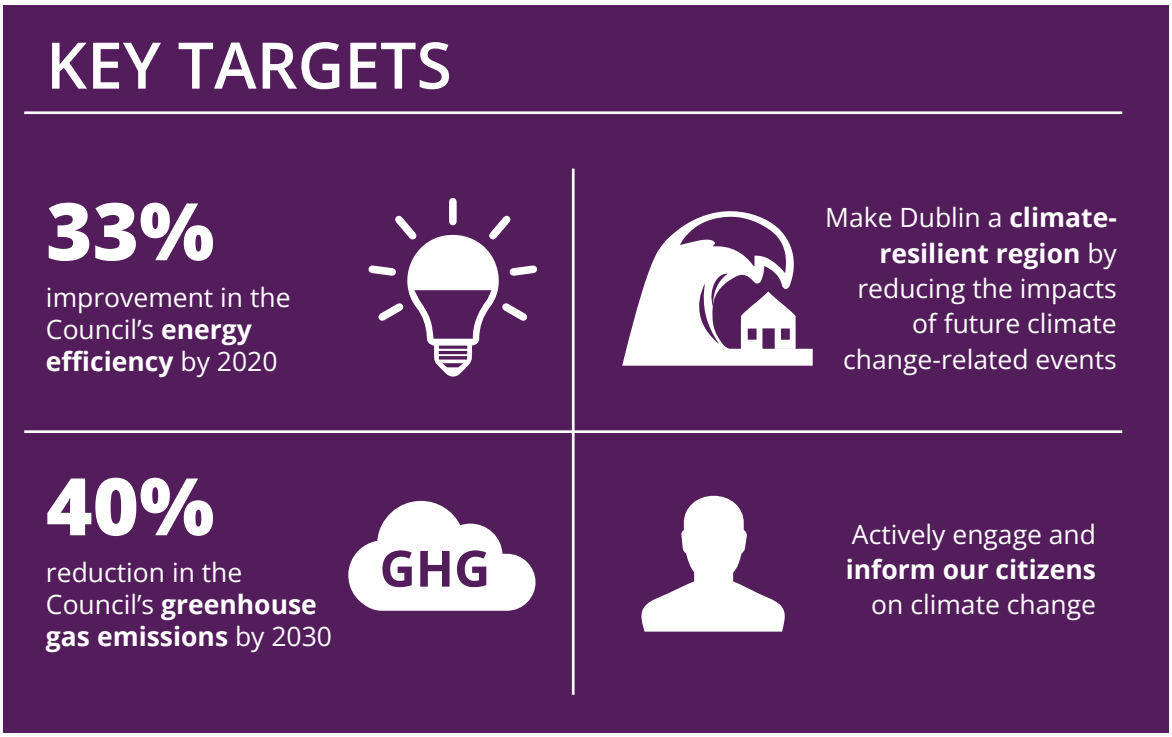
1.9.3 Climate Action Plan 2023

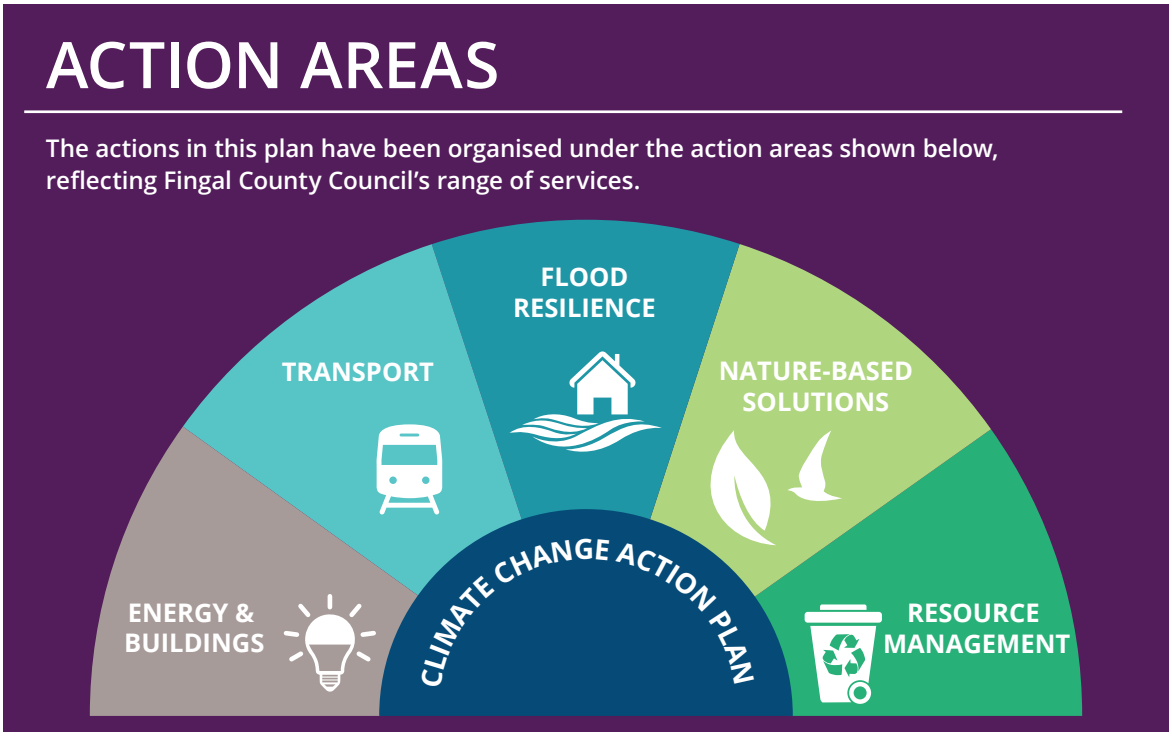
The Climate Action Plan 2023 (CAP23) acknowledges the key role that land use and spatial planning can play in ensuring that population growth is managed in a sustainable way, thus reducing our carbon footprint and all aspects of Government policy are underpinned by a commitment to climate action. The CAP identifies a set of actions to address the impacts of climate change on Ireland's environment, society, economic and natural resources.

Both the NPF and the RSES establish the importance of addressing climate action and the need to promote sustainable and compact growth and to progress climate change mitigation and adaptation through land use planning. The NPF includes National Strategic Outcome No. 8 to *"Transition to a Low Carbon and Climate Resilient Society"* and at a regional level, the RSES outlines climate action as one of the three key principles underpinning the Strategy in line with national policy.

Good planning policies, which promote a compact urban form, linking of transportation and land use planning, and the protection and enhancement of biodiversity create climate resilient communities and neighbourhoods. The policies and objectives that result in proper planning and sustainable development are consistent with those that result in a climate resilient society and this is recognised and supported in Fingal's *Climate Change Action Plan 2019–2024*.

Figure 1.4 and 1.5: Source: Fingal County Council Climate Change Action Plan 2019–2024





1.9.4 Transport Strategy for the Greater Dublin Area 2022–2042

The National Transport Authority's (NTA) *Transport Strategy for the Greater Dublin Area 2022-2042* sets out various proposals for future transport investment for the next 20 years. The new strategy commits fully to the existing transformative public transport projects including BusConnects, DART+ and MetroLink as well as LUAS Finglas, LUAS Lucan, LUAS Poolbeg and LUAS Bray. The strategy proposes further extensions to the DART network to extend DART services to Kilcock, Sallins and Wicklow, an extension of the M3 Parkway line to Navan and a range of new stations along the network. The strategy also proposes a range of investments across active travel, bus and demand/traffic management measures. Implementation of the full measures set out in the strategy aim to reduce greenhouse gas emissions in the GDA to a reduction of around 70%.

Within the strategy, significant investment is planned for Fingal and particularly as it relates to the corridor connecting Fingal and Dublin City Centre which includes:

- Delivery of MetroLink to Swords and serving Dublin Airport;
- Implementation of the DART Expansion Programme which proposes the provision of high frequency DART services including the electrification of the existing Maynooth and M3 Parkway rail lines and the northern rail line to Drogheda;
- LUAS Greenline Capacity Enhancement including an extension of LUAS to Finglas;
- Implementation of a Core Bus Network under BusConnects for the Dublin Metropolitan area and throughout the GDA based on bus radial, orbital and regional routes in the GDA;
- Delivery of the metropolitan cycle network set out in the Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on canal, river and coastal corridors.

- Develop a strategic network of regional level bus and rail-based Park and Ride facilities in the GDA at appropriate locations where the national road network meets, or is in close proximity to, high-capacity bus and rail services.
- Implementation of demand management measures on the M50 motorway to ensure that it retains sufficient capacity to fulfil its strategic functions, including freight movement.

1.9.5 National Marine Planning Framework

In accordance with EU Directive 2014/89/EU, the *National Marine Planning Framework* was published in May 2021. Marine planning will contribute to the effective management of marine activities and more sustainable use of our marine resources, and it will enable the Government to set a clear direction for managing our seas, to clarify objectives and priorities, and to direct decision makers, users and stakeholders towards more strategic and efficient use of marine resources. As Fingal is a coastal county the final plan / framework will be of great importance to Fingal.

The *Maritime Area Planning Act 2021* (MAP Act) was signed into law in December 2021 and this legislation represents the biggest reform of marine governance since the formation of the State. The Act established a comprehensive and coherent marine planning system. One of the main features of the MAP Act 2021 is the creation of a new State consent, the Maritime Area Consent (MAC), as a first step in the new planning process.

1.9.6 Statutory Planning Guidelines (Section 28)

The Minister for Housing, Local Government and Heritage can issue Guidelines (under Section 28 of the *Planning and Development Act 2000, as amended*), which Planning Authorities are required to have regard to in carrying out their functions, including in the preparation of their Development Plans.

There are several guidelines which have been issued in accordance with Section 28 and these cover a wide range of issues including building height, residential density and design, development management, childcare facilities and environmental assessment and will have implications for specific policies in the Plan.

Some of the most recently published Section 28 Guidelines include the *Development Plan Guidelines for Planning Authorities 2022* and *Housing Supply Target Methodology for Development Planning*.

1.10 Environmental Requirements

In accordance with European and National legislation, Fingal County Council has carried out a Strategic Environmental Assessment (SEA), an Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA), which have informed the preparation of this Plan.

1.10.1 Strategic Environmental Assessment (SEA)

The preparation of the Fingal Development Plan 2023–2029 is required to undergo Strategic Environmental Assessment (SEA) in accordance with Directive 2001/42/EC and associated implementing national legislation on the Assessment of the Effects of Certain Plans and Programmes on the Environment. SEA is a process

for evaluating, at the earliest appropriate stage, the environmental quality and consequences of Plans or Programmes. The purpose is to ensure that the environmental consequences of Plans or Programmes are assessed both during their preparation and prior to their adoption. The SEA process was integrated into the preparation of this Plan and the SEA Environmental Report.

As part of the SEA process, the statutory environmental authorities were informed and consulted through SEA Scoping in relation to the making of the Plan and the associated SEA. Submissions provided by the environmental authorities have influenced the making of the Plan and have been incorporated into the Environmental Report, which accompanies this Plan.

The Environmental Report sets out policy and guidance in relation to SEA; the findings of consultations; describes the baseline environment; sets environmental objectives; assesses the environmental impact of the Plan and proposes appropriate mitigation of potential negative aspects, where required.

The SEA process is supported by a Strategic Flood Risk Assessment (SFRA). The SFRA provides a strategic assessment of flood risk at a city level, informing land-use planning decisions in the Plan.

1.10.2 Appropriate Assessment (AA)

In accordance with the requirements under the EU Habitats Directive (92/43/EEC), the EU Birds Directive (79/409/EEC) and Section 177 of the *Planning and Development (Amendment) Act 2010*, an Appropriate Assessment of the Fingal Development Plan 2023-2029 was carried out to determine whether the Plan could have significant effects on European sites, either individually or in combination with other plans or projects.

The Appropriate Assessment of the Plan furthermore assessed whether any such significant effects would adversely affect the integrity of any European sites, in view of the conservation objectives supporting the favourable conservation condition of the Qualifying Interest habitats and species of European sites. In reaching a conclusion in this regard, consideration was given to any mitigation measures necessary to avoid or reduce any potential negative impacts.

The purpose of this process is to determine whether or not a plan requires Appropriate Assessment of the likely significant effects on a European site (Natura 2000 network of European sites of conservation importance). Where it cannot be ruled out beyond scientific doubt, and on a precautionary basis avoiding reliance of mitigation policies or measures, that the plan is likely to have potential for significant effects on a range of European site(s), it is deemed that the plan will require an Appropriate Assessment.

The Appropriate Assessment of the Plan and its proposed policies and objectives were informed by a Natura Impact Report (NIR) that accompanies this Plan. It has been objectively concluded in the NIR, following an examination, analysis and evaluation of the relevant information, including in particular the nature of the predicted impacts associated with the Plan that it will not adversely affect the integrity of any European site, either alone or in combination with other plans or projects.

Following on from the release of the Draft Plan and its accompanying environmental reports, amendments or material changes that arose from that process were subject to Appropriate Assessment and incorporated into the Plan before the assessment concluded (through the formal determination of the Competent Authority e.g. the Elected Members and its statutory adoption thereafter of the Fingal Development Plan 2023–2029.

The following will apply to all Plans

Ensure that plans, including land use plans, will only be adopted, if they either individually or in combination with existing and/ or proposed plans or projects, will not have a significant effect on a European Site, or where such a plan is likely or might have such a significant effect (either alone or in combination), the Planning Authority will, as required by law, carry out an appropriate assessment as per requirements of Article 6(3) of the Habitats Directive 92/43/EEC of the 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, as transposed into Irish legislation. Only after having ascertained that the plan will not adversely affect the integrity of any European site, will the Planning Authority adopt the plan, incorporating any necessary mitigation measures. A plan which could adversely affect the integrity of a European site may only be adopted in exceptional circumstances, as provided for in Article 6(4) of the Habitats Directive as transposed into Irish legislation.

Plans will also be subject to screening for the requirement for environmental assessment, and to environmental assessment if required, in accordance with the provisions of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the SEA Directive) as transposed into national legislation.

The following will apply to all development proposals

Ensure that planning permission will only be granted for a development proposal that, either individually or in combination with existing and/or proposed plans or projects, will not have a significant effect on a European site(s), or where such a development proposal is likely or might have such a significant effect (either alone or in combination), the Planning Authority will, as required by law, carry out an appropriate assessment as per requirements of Article 6(3) of the Habitats Directive 92/43/EEC of the 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, as transposed into Irish legislation. Only after having ascertained that the development proposal will not adversely affect the integrity of any European site, will the Planning Authority agree to the development and impose appropriate mitigation measures in the form of planning conditions. A development proposal which could adversely affect the integrity of a European site may only be permitted in exceptional circumstances, as provided for in Article 6(4) of the Habitats Directive as transposed into Irish legislation.

Development proposals will also be subject to screening for the requirement for environmental impact assessment, and to environmental impact assessment if required, in accordance with the provisions of Directive 2011/52/EU on the assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU (the EIA Directive) as transposed into national legislation.

1.11 Fingal County – Socio-Economic Profile

1.11.1 Introduction

Fingal County is 465 sq. m. in area, hosts a variety of landscapes, enjoys significant economic advantages and is the fastest growing county in Ireland. Fingal is well served by air, sea and national roads and the county has

one of the youngest and most diverse populations in the State. Employment in the county increased by 15% between 2011 and 2016. Key economic sectors in the county include tourism, retail & hospitality, information technology & communications, agriculture, public administration and commerce & trade.

1.11.2 Population Increase and Distribution

Fingal was the third most populous local authority in Ireland (after Dublin City and Cork County) with a total of 296,020 people in 2016. Between 2006 and 2016 the population in Fingal increased by 23.3% or by just over 56,000 people. There was an increase of 7.4% (22,029 persons) between 2011 and 2016. This was considerably higher than the national average growth rate of 3.8% for the same period. The population of Fingal is projected to increase to between 327,000 and 333,000 up to 2026.

The distribution of population varied across Fingal with the highest population per Electoral Division concentrated along the outskirts of Dublin City (particularly in the western areas of Blanchardstown and Castleknock) and along the eastern coast (population is relatively evenly distributed from Howth up to Balbriggan). Naturally there were urban clusters of higher population such as Blanchardstown, Balbriggan and Swords whilst the north-west of Fingal was the least populated area and indicative of the rural transition from north county Dublin towards Louth and Meath. Within Fingal, 92.7% of the population lives within the Aggregate Town Area (ATA) as defined by CSO whilst 7.3% reside in the Aggregate Rural Area (ARA).

1.11.3 Housing programme

Fingal County Council continues to deliver social housing units and continues to provide housing solutions in accordance with the Rebuilding Ireland Action Plan through a range of delivery mechanisms including construction, Part V, acquisitions, leasing and Housing Assistance Payment Scheme (HAP). The Council has an ambitious construction programme underway with 1,191 homes delivered in 2022, a further 308 on site, 300 at tendering stage and 1,048 at planning stage.

The Council continued to advance a number of mixed tenure schemes across the county in 2022. The proposed mixed tenure development at Church Fields, Mulhuddart comprises 1,000 social and affordable housing units. The Part 8 planning for the first phase of 300 dwellings and the Eastern Linear Park was approved in 2022. Works progressed on the Dun Emer development in Lusk where the Council are constructing 39 affordable and 12 social homes, which is one of the first social and affordable housing schemes developed under the Government's Housing for All policy. In 2022, the tender process was advanced for a mixed tenure scheme at Hayestown, Rush to build 52 affordable and 10 social homes.

1.11.4 Socio Economic Trends

Population structure and Age profiles

Fingal County Council is the youngest local authority in the State (at 33.8 years) which is 3.7 years lower than the State, 2.2 years lower than the region and 2.5 years lower than Dublin average. Across Fingal, the average male is 33.1 years old, which was slightly younger than the average female at 34.4 years. There were 87,140 persons under 19 years of age with 24,899 children of pre-school age (0–4 years old). A further 39,349 children (13.3% of the population), were of primary school age (5–12 years old) and a further 22,892 (7.7% of

the population) were of secondary school age (13–18 years old). 63,488 (21.45%) persons are aged between 45–64 years of age.

Age Dependency Ratio

The age dependency ratio is the proportion of population in the young (0–14 years) and old (65 years and above) cohorts to the working population cohort (15–64 years). In the case of Fingal, the working cohort of Fingal equates to 66.3% of the population. Within Fingal, approximately 196,372 people are regarded as being of working age, of which this 162,865 (or 55.0% of the total population) are within the prime working age cohorts (25–64 years of age). In contrast, 33.7% of its population is dependent. This comprises 72,613 young persons (i.e. aged 0–14 years) and 27,035 older persons (i.e. aged 65 years and above).

Dependency ratios are used to indicate the balance between the working population and those that are dependent on them. Fingal's dependency (33.7%) is lower than the national average (34.5%) and comparable to the region (33.2%). 31.5% of the population across Dublin was dependent, however the latter was influenced by Dublin City which had a relatively low dependency rate of 28.1%. Fingal demonstrated the second lowest dependency rate of the four local authorities within Dublin.

Fingal has an average density of 646 persons per sq.km. Within Fingal, Blanchardstown and Swords have the highest density levels. Blanchardstown also has one of the highest density levels within EMRA at 4,826 persons per sq.km.

Labour Force

The highest labour force participation rate in the EMRA is in Fingal. The total labour force in Fingal in 2016 was 149,386 or 66.9%. Fingal has an employment rate of almost 90% of the labour force compared to 87% nationally. According to Census 2016, the total Labour Force at Work in Fingal was 133,971 and this accounts for 89.7% of the total labour force in the Dublin SPA. This increased by 14,695 or 11% over the period from 2011–2016. According to POWSCAR 2016 there was a total of 94,751 jobs with destinations recorded as being within the county.

Commuting

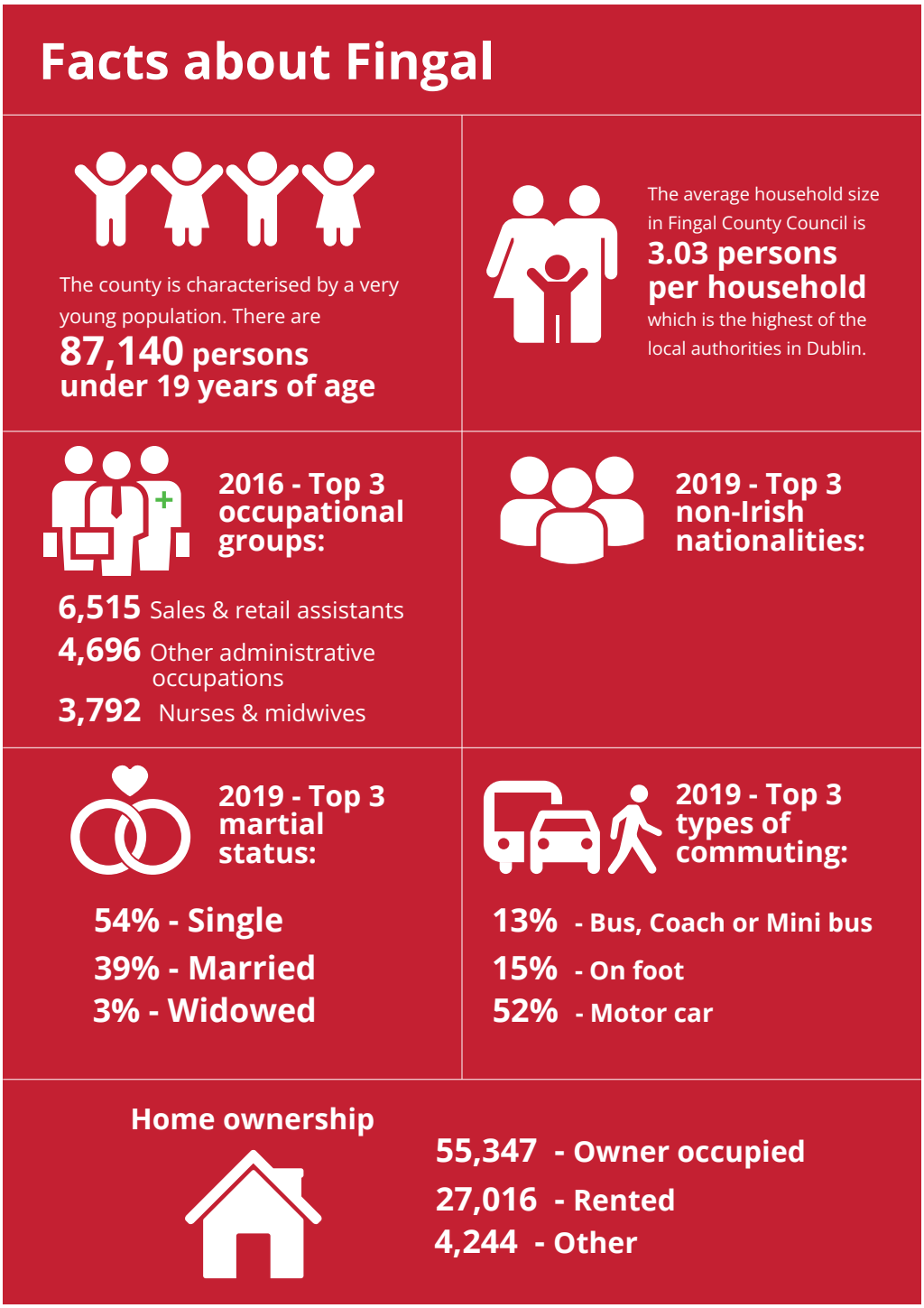
The 2016 Census found that 47,707 (36.1%) of Fingal residents worked within Fingal. This increased by circa 4,000 since 2011. In 2016 in Fingal 34% (45,179) of the working population commuted to Dublin City for work. This results in a large proportion of the population commuting to work outside of the county. The number leaving the county to work elsewhere (mainly Dublin City) had increased by circa 2,300 since 2011. While the numbers living and working in the county increased over the census periods, those commuting elsewhere to work also increased.

There remains a large dependence on the car as a means of getting to work, school or college within the county. 76,249 persons were recoded as using the car to travel to the above locations. This includes 73,929 using the car to get to their place of work. Bus/minibus/coach was the second most used mode of transport for getting to work. While those walking to work in Fingal amounted to 7,087 persons, 23,536 people walked to school or college in the area.

Unemployment

The labour force unemployment rate in Fingal in 2016 was 6.9% compared to the national rate of 8.4%. Following an increase in unemployment during the Covid pandemic, the national unemployment rate has reduced to 4.3% (as of February 2023), with Fingal likely to have mirrored this trend.

All of the above has been considered in the preparation of this Plan.



2. PLANNING FOR GROWTH
CORE STRATEGY
SETTLEMENT STRATEGY

2.1 Introduction

This chapter sets out the overarching framework which will set in place a strategy to guide the future and sustainable development of Fingal over the life of this Plan and beyond. The first element of this framework is the Core Strategy. In line with anticipated population growth in Fingal during the plan period, it is vital that future growth within Fingal is directed to appropriate locations ensuring a balance between social, economic and environmental factors.

In addressing the manner in which the County will grow, we must be ever cognisant of climate change impacts and ensure that Fingal's growth strategy is underpinned by sustainable land management practices which result in the compact and consolidated development of existing urban and rural settlements. Adhering to a clearly focused settlement hierarchy which is in line with a wider regional strategy will ensure we can achieve balanced growth within Fingal and provide for a network of settlements which are resilient, people focused and sustainable into the future. In tandem with this approach, the Plan must also set in place key placemaking principles to be enshrined in all new developments, creating healthy, attractive places to live, work and recreate. Careful planning and adherence to inter-related national and regional planning policies of consolidation and compact growth will ensure that Fingal's settlements, and in turn its communities, benefit from enhanced climate resilience as well as increased levels of sustainability and cohesion.

In taking this approach, it is vital therefore that the unique characteristics, historic qualities and sense of place associated with Fingal's towns and villages are safeguarded and protected and a balance must be struck between expansion and the need to ensure that such growth is accommodated in a holistic manner with enhancement rather than loss of character to existing settlements.

2.2 Core Strategy

The purpose of this Core Strategy is to guide the spatial direction of future development and regeneration in the County in line with the principles of compact growth. It accords with the Development Plan vision as set out in Chapter 1. The Core Strategy is depicted diagrammatically in Figure 2.1. The key objective of the Core Strategy is to ensure that the quantum and location of development is consistent with National and Regional policy.

The Core Strategy has been updated in accordance with the National Planning Framework - First Revision 2025 which sets national targets for population and housing growth and the relevant implementation guidelines issued under Section 28 relating to housing growth requirements. This ensures the strategy remains aligned with current government policy while responding to local growth requirements

2.2.1 Legislative Basis

The requirement for a Core Strategy as part of the Development Plan is described in Section 10 (2A) of the Planning and Development Acts (PDA) 2000 (as amended). The role of the Core Strategy is to ensure that there is sufficient zoned and serviced land to cater for future housing demand over the plan period. The Core Strategy sets out a spatial settlement strategy for the County which is consistent with the Housing Strategy, the National Planning Framework (NPF), the Regional Spatial and Economic Strategy (RSES), Specific Planning Policy Requirements (SPPRs) required under Section 28 Guidelines and takes account of policies of the Minister in relation to national and regional population targets.

In accordance with the Planning Acts, the Core Strategy is evidence based, utilising data based on population trends and household targets. It demonstrates how land already zoned or proposed for zoning will accommodate projected housing demand. The Core Strategy also sets out details of the economic and retail strategy for the County so there is an overall integrated and coherent approach to how the future of Fingal is planned and the places people work, live and make use of are interlinked.

2.2.2 Housing Strategy

The Housing Strategy for Fingal County Council is included as Appendix 1 to the Development Plan and includes a Housing Need Demand Assessment (HNDA). A Housing Strategy is a mandatory requirement of the Development Plan under Part V of the PDA. The purpose of the Housing Strategy is to address the overall housing needs of the existing and future population of the area and the scale and needs for supported housing types. The outcomes from the Housing Strategy inform the Core Strategy and other policies and objectives within the plan with regard to future housing need.

2.2.3 Policy Context

National Planning Framework (NPF) – *First Revision (2025)*

The NPF is the Government's high level strategic plan for shaping the future growth and development of the country to 2040. Compact growth is a key strategic objective of the Plan and there is a particular focus on Dublin, with the NPF advocating an approach of consolidation and densification across the City Region.

This will require focus on utilising brownfield sites, particularly those along existing and planned public transport corridors. There is also an emphasis on key Future Growth Enablers for Dublin, including progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors and delivering the key rail projects set out in the Transport Strategy for the Greater Dublin Area including MetroLink, DART expansion and the Luas Green Line link to MetroLink.

The revised NPF provides a series of National Policy Objectives (NPOs), a number of which have informed the Core Strategy, including:

- NPO's 3, 4, 7, and 9 seek the delivery of new homes within the footprint of existing settlements.
  - NPO 7, Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements.
  - NPO 4, Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs within their existing built-up footprints.
  - NPO 9, Deliver at least 30% of all new homes that are targeted in settlements, within their existing built-up footprints.
- NPO 20 states that there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.

- NPO no. 101 deals with the NPF 'tiered approach' to zoned lands to differentiate between i) serviced Zoned Lands; and ii) zoned lands that are serviceable during the life of the Development Plan.

Regional Spatial and Economic Strategy and Metropolitan Area Spatial Plan

The Eastern and Midlands Regional Assembly (EMRA) prepared the Regional Spatial and Economic Strategy (RSES) in June 2019 for the Eastern and Midlands region; which gives effect to the NPF at regional level. The RSES further endorses the NPF's principles of consolidation, brownfield development, densification and compact growth. The RSES sets out a new regional plan providing a long-term spatial planning direction for the region in which Dublin is categorised as a Global Gateway in recognition of the international role it plays for the country.

Included in the RSES is the 12–20 year Metropolitan Area Strategic Plan (MASP) for Dublin. The MASP identifies a regional framework which aligns population and employment growth with associated transport and infrastructure investment priorities.

In terms of the future growth of the city of Dublin, the MASP identifies a number of large-scale strategic areas based on key transport corridors with a capacity to deliver significant development up to the year 2031. These are defined as Strategic Development Areas and Strategic Employment Lands and the Core Strategy must align with these.

The RSES and MASP also support active land management providing guiding principles to deal with the complexities of brownfield and infill sites in the preparation of the Core Strategy. A key element of the RSES is the population allocation provided for Fingal. The Core Strategy aligns with these population figures. This is detailed below.

Transport Strategy for the Greater Dublin Area 2022–2042

The National Transport Authority's (NTA) *Transport Strategy for the Greater Dublin Area 2022-2042* sets out various proposals for future transport investment for the next 20 years. The new strategy commits fully to the existing transformative public transport projects including BusConnects, DART+ and MetroLink as well as LUAS Finglas, LUAS Lucan, LUAS Poolbeg and LUAS Bray. Within the strategy, significant investment is planned for Fingal and particularly as it relates to the corridor connecting Fingal and Dublin City Centre which includes:

- Delivery of MetroLink to Swords and serving Dublin Airport;
- Implementation of the DART Expansion Programme which proposes the provision of high frequency DART services including the electrification of the existing Maynooth and M3 Parkway rail lines and the northern rail line to Drogheda; and
- LUAS Greenline Capacity Enhancement including an extension of LUAS to Finglas.

- Implementation of a Core Bus Network under BusConnects for the Dublin Metropolitan area and throughout the GDA based on bus radial, orbital and regional routes in the GDA.
- Delivery of the metropolitan cycle network set out in the Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on canal, river and coastal corridors.
- Develop a strategic network of regional level bus and rail-based Park and Ride facilities in the GDA at appropriate locations where the national road network meets, or is in close proximity to, high-capacity bus and rail services.
- Implementation of demand management measures on the M50 motorway to ensure that it retains sufficient capacity to fulfil its strategic functions, including freight movement.

Department of Housing Local Government and Heritage – Section 28 Guidelines

The Department of Housing, Local Government and Heritage (the Department) over the lifetime of different governments has produced various Ministerial Guidelines, known as Section 28 Planning Guidelines, to inform and guide Local Authorities in carrying out their duties.

The contents of the following Guidelines have informed the Core Strategy and the policies and objectives of the Development Plan:

- *Development Plans – Guidelines for Planning Authorities, 2022 (in Draft form in 2021)*
- *Housing Supply Target Methodology for Development Planning, Guidelines for Planning Authorities, December 2020*
- *Design Standards for New Apartments – Guidelines for Planning Authorities, 2020*
- *Urban Development and Building Height Guidelines, 2018*
- *Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change, 2017*
- *Sustainable Residential Developments in Urban Areas, May 2009*
- *The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009*
- *Appropriate Assessment of Plans and Projects in Irelands – Guidance for Planning Authorities, 2009*
- *Implementation of the SEA Directive: Guidelines for Regional Authorities and Planning Authorities, 2004*

Since 2018, the Planning and Development (Amendment) Act, 2018 introduced a requirement for Planning Authorities to implement Specific Planning Policy Requirements (SPPRs) where they are set out in Guidelines, in the performance of their functions. A statement of compliance with the various Section 28 Ministerial

Guidelines and associated SPPRs is contained within Appendix 2.

Of particular interest to this Chapter of the Plan, the Department published the *Housing Supply Target Methodology for Development Planning, December 2020, Projected Housing Demand by Local Authority Area 2020 – 2031 ESRI NPF Scenario Housing Supply Target*. It contains housing supply targets for each individual Local Authority. These housing requirement figures, are used as part of the Core Strategy figures, detailed below under Section 2.2.10.

Figure 2.1: Core Strategy Map

Housing For All – a New Housing Plan for Ireland (Sept 2021)

The government's vision for the housing system over the longer term is to achieve a steady supply of housing in the right locations with economic, social and environmental sustainability built into the system. Launched in September 2021, *Housing for All – a New Housing Plan for Ireland* is the government's housing plan to 2030. It is a multi-annual, multi-billion euro plan which seeks to improve Ireland's housing system and deliver more homes of all types for people with different housing needs. The plan aims to satisfy demand for housing across four tenures – affordable, social, private rental and private ownership. The plan estimates that Ireland will need an average of 33,000 new homes to be provided each year from 2021 to 2030 to meet targets set out for additional households, as outlined in the National Planning Framework. This will include over 10,000 social homes each year over the next five years, with 9,500 of these being new-builds, and an average of 6,000 affordable homes for purchase or rent.

The plan provides four pathways to achieving housing for all supported by actions to be taken by Government Departments, Local Authorities, State agencies and others to enable a sustainable housing system. The four pathways to housing for all are: 1. Supporting home ownership and increasing affordability. 2. Eradicating homelessness, increasing social housing delivery and supporting social inclusion. 3. Increasing new housing supply. 4. Addressing vacancy and efficient use of existing stock.

2.2.4 Quantitative Data Underpinning the Core Strategy

This section summarises the key quantitative data used to inform the preparation of the Core Strategy. The two key sets of figures, required to input to the Core Strategy, are population and housing. In this regard, the key data sources are:

- *Eastern Midland and Regional Authority: Population Allocation for Fingal County Council (July 2020);*
- *Department Housing, Local Government and Heritage, Housing Targets for Dublin City Council (December 2020).*

The other main sources of quantitative data under this section include an analysis of the Dublin Housing Taskforce (DHTF) Returns for Fingal County Council, which reports on residential planning and construction activity, and the Central Statistics Office (CSO) data on population, housing completions and employment figures. The CSO Census of 2016 (including the most recent CSO annual regional area population projections published August 2020) and the quarterly CSO Local Authority Area New Dwelling Completions also inform the Core Strategy.

The Core Strategy has been updated in accordance with the National Planning Framework - First Revision 2025 which sets national targets for population and housing growth and the relevant implementation guidelines issued under Section 28 relating to housing growth requirements.

2.2.5 Fingal County Council Population Baseline

The population of the Fingal County Council area has increased each inter-censal period between 2006–2016. The 2006 Census recorded a population figure of 239,992 rising to a recorded population figure of 273,991 (+14.17%) in 2011 with a recorded population figure of 296,020 (+8%) in Census 2016. The preliminary Census 2022 results indicate that the population of the County has since grown by a further 11% to 329,218. With

respect to the use of the results of the 2022 Census, it is important to note that the full results of the Census are not due to be made available until April 2023 at the earliest with further results to be published up to December 2023.

Table 2.1: Population Change

Year	Population	Increase (%)
2006	239,992	
2011	273,991	14.17%
2016	296,020	8.04%
2020 CSO estimate	311,894	5.36% over 4 years

Source: CSO Census of Population various years

2.2.6 Population Growth Pattern

The CSO's 2020 population estimate for the Dublin Region was 1,417,700 persons. Fingal County Council's share of the 2016 Census regional population figure for Dublin was approximately 22%. Assuming the same share for the CSO 2020 estimated regional population figure for Dublin, this gives an estimated population figure of 311,894 for Fingal County Council in April 2020. This indicates an estimated 5% rise in the population of Fingal over a four year period from 2016 through to 2020.

Preliminary results from the 2022 Census indicate that Fingal experienced an 11% increase in population between 2016 and the most recent census.

2.2.7 Population – Projections

The adoption of the NPF and RSES now means there are statutory national and regional growth strategies which include population projections based on 2016 census data.

Calculation of the population target parameters for use in Core Strategies comprise a three-stage process based on national and regional provisions and includes; assessment of the RSES targets, application of additional 'headroom' as per the National Planning Framework Implementation Roadmap, 2018 (the Roadmap), and incorporation of 'reallocated growth' as provided under NPO 68 of the NPF.

1 The RSES

The RSES has set low and high population projections for the region up to 2026 and 2031. This is broken down for each Local Authority and for Fingal County Council; the high population target has been chosen for the Development Plan period.

Table 2.2: RSES Population Projections

2016 (CSO)	2026 Low	2026 high	2031 low	2031 high
296,200	327,000	333,000	340,000	349,000

2 Application of Headroom

The Roadmap provides scope to Fingal to bring forward the 2031 population figures by up to 25% by 2026. In terms of 'Headroom', the Roadmap indicates that an additional 50% growth is already accounted for in the National population targets up to 2026. Thus, the application of 50% growth beyond the Plan period is already accounted for in the targets.

Translating the high RSES projection figures, including the frontloading up to 2026, population projections for the Development Plan period to 2029 is shown below. The remaining 2026 to 2029 figure was calculated on the basis of a pro-rata average year (3 year) of the remaining balance between 2026 and 2031.

Table 2.3: RSES Population Projection for the Fingal County Council Area 2016–2031 (adjusted to apply Headroom)

2016 (CSO)	2026 Low	2026 high	2029
296,200	334,745	342,245	346,298

3 National Policy Objective 68 Re-allocated Growth

National Policy Objective 68 of the NPF provides that a Metropolitan Area Strategic Plan (MASP) enables up to 20% of the phased population growth targeted in the principal city and suburban area, to be accommodated in the wider metropolitan area. The Dublin MASP, as set out in the RSES, further elaborates upon NPO 68 stating that the provision to allow for the transfer to other settlements shall apply only to three Metropolitan 'Key Towns', namely Bray, Maynooth and Swords. In accordance with NPO 68, and as approved by the Eastern and Midland Regional Assembly, an additional 20,000 population was allocated to Swords.

Table 2.4: RSES Population Projection for the Fingal County Council Area 2016–2031 (adjusted to comply with NPO 68)

2016 (CSO)	2026 Low	2026 high	2031 low	2031 high (adjusted)
296,200	334,745	342,245	340,000	369,000

The Fingal Development Plan runs from 2023 until 2029. The above figures have been used to extrapolate figures aligning with the plan period. The adjusted population for the Fingal County Council area for the year 2029 is 334,160 (low) to 359,290 (high) persons.

Table 2.5: RSES Population Projections, adjusted to 2029

2016 (CSO)	2026 Low	2026 high	2029
296,200	334,745	342,245	359,000

2.2.8 Fingal County Council – Housing Baseline

In 2016, there were 104,851 residential units within the Fingal County Council area. Of this figure, 5,233 units were vacant representing c. 5%. This rate of vacancy falls within the normal range of 2.5% to 6.5% which is considered to be normal in a properly functioning housing market.

2.2.9 Housing Delivery

The monitoring of construction and planning activity is an invaluable tool to ensure a clear understanding of housing delivery and the type of planning permission and commencements at different locations across the County.

The Housing Taskforce (HTF) tracks the quantum of residential development for 10 no. or more units in the four Dublin Local Authorities on a quarterly basis, since 2016. It provides detailed insight into planning and construction activity in the residential sector and the inter-relationship between same. The DHTF figures provide a snapshot in time that includes all extant permissions that are live at the time the DHTF return is prepared and published.

According to Dublin Housing Task Force (DHTF) returns Q1 2017 – Q2 2021, the numbers of new dwellings completed in Fingal since the adoption of the last Development Plan (from Q1 2017 until Q2 2021) was 7,171 units. Assuming the same average return per quarter (398 units) until the end of the Development Plan period, the completions within the full six-year period of the last plan to Q1 2023 is expected to realise approximately 9,960 units.

Table 2.6 illustrates the rising volume of permissions and construction activity that has taken place over the past number of years.

To date there have been 30 no. Strategic Housing Development (SHD) applications made for the Fingal area, with a total of 9,242 units proposed in these applications. Within these applications 20 no. SHD's (over 17 sites – 4,499 units) have been approved and there are currently 3 no. live applications (2,687 units) where a decision has not yet issued (end Q2 2021). The number of housing units completed at this time is 141 and a further 223 units are under construction. The deliverability of SHDs will form part of the Core Strategy monitoring process.

Table 2.6: Housing Task Force Returns Q2 2021

Return Category	No. of sites/units
No. of sites with planning permission in Tier 1	128
No. of units with planning permission	14,310
Active sites	72 sites
No. of units under construction	2,536 units
No. of units completed and occupied in 12 month period to end Q4 2022	1,358 units
Newly Complete / Occupied in Q4 2022	278 units

Table 2.7: Fingal County Council DHTF Returns Q2 2021

Planning Application Stage (Q2 2021)	No. of Residential Units
Extant Planning Permissions (permitted)	14,130
Pending Planning applications (proposed)	3,077

Source: DHTF Returns

As of Q4 2021, there were 14,130 residential units with extant permissions across the County and there were a further 3,077 proposed residential units pending a planning decision. Current indicators show that construction activity has successfully re-opened and it is expected that future DHTF returns will demonstrate continued strong growth in housing construction.

Table 2.8: Fingal County Council DHTF Returns Q2 2021 – Construction Site Activity

Sites	No. of sites	No. of residential units
Active site	72	8,603
Non active sites	56	5,707
Total	128	14,130

Source: Source: DHTF Returns

At the end of Q2 2021, permission for 5,707 residential units has not yet been activated. The figures indicate that 43.75% of sites with planning have not commenced. This could reflect a range of factors including impact of Covid 19, market forces, permission sought to increase land value for re-sale, issues with sourcing the appropriate level of funding to commence construction, capacity of construction industry, etc.

It is reasonable to assume that Fingal County Council will have, on an ongoing basis, a quantum of sites that are suitable for residential development and that have the benefit of planning permission, which may not be brought forward for development within the lifetime of the Plan, or sites which may not come forward for planning at all.

2.2.10 Housing Growth Requirements

The National Planning Framework (First Revision) sets national targets for population and housing growth, with National Policy Objective 42 targeting the delivery of approximately 50,000 additional homes nationally per annum to 2040.

In July 2025, the Minister for Housing, Local Government and Heritage issued Section 28 Guidelines, NPF Implementation: Housing Growth Requirements and an accompanying circular. These Guidelines provide detailed guidance on how City and County Councils should review their statutory development plans in order to incorporate the updated targets of the Revised NPF. These Guidelines supersede the Housing Supply Target Methodology for Development Planning Guidelines (2020).

The Guidelines set annual housing delivery targets for each local authority. Policy and Objective 1 of the Guidelines requires these to be incorporated into City and County Development Plan, while Policy and Objective 2 allows for the provision of up to 50% over and above the housing growth requirement for each local authority.

The targets are based on population and housing demand projections undertaken by the Economic and Social Research Institute (ESRI) in 2024 (incorporated into the NPF First Revision) and on unmet structural housing demand since 2016. The Guidelines set a target of addressing this unmet demand in the near term and up to 2034.

The Guidelines set a new annual housing growth requirement of 3,153 homes for Fingal to 2034.

The Guidelines also allow planning authorities to provide for 'additional provision' of up to 50% over and above the baseline requirement when zoning land and allocating settlement targets through Development Plan Core Strategies. Policy and Objective 2 of the Guidelines states that this 'additional provision' of up to 50% should be reflected within the relevant City or County Development Plan.

The Guidelines state that additional provision allows for a choice of sites to be developed locally and avoids restricting the supply of new housing development through inactivity on a particular landholding or site. The Guidelines also state that the increase in maximum additional provision (from that allowed under the

Development Plan Guidelines) is "in light of the urgent need to increase housing delivery and to optimise the ability to deliver on the housing requirements of the Revised NPF."

This Core Strategy incorporates the full allowance of 50% above the baseline requirement. Given the scale of new housing required nationally, the urgency of addressing existing and forecast housing need, and the need to plan for unforeseen challenges, it is considered that the full additional provision allowance is justified over the Development Plan period.

The following table outlines the total housing growth requirement for the County over the Development Plan period. The housing growth requirements set out in the NPF Implementation: Housing Growth Requirements Guidelines run from 2025. The requirements for the years 2023 and 2024 (2,738 annually) were calculated under the previous Housing Supply Target methodology. This combines with the new annual requirement for the years 2025 to 2029 inclusive (4,730 annually, including 50% uplift) to produce a housing growth requirement for the Development Plan of 29,126 housing units between 2023 and 2029

Table 2.9: Housing Growth Requirements for Fingal County Council Area 2023-2029

A Annual Req. 2023 + 2024 (Housing Supply Target)	B New Annual Housing Growth Req. to 2034	C 150% Annual Housing Growth Req. to 2034	D Total Housing Growth Req. 2025 to end 2029	E Total 2023-2024 plus 2025 to end 2029 (A*2+D)
2,738	3,153	4,730	23,650	29,126

This housing requirement would entail an increase in population above that forecast in the 2019 RSES, notwithstanding that the Housing Growth Requirements Guidelines account for unmet housing need and suppressed household formation. This corresponds with the housing targets set out in Appendix 1 of the Guidelines.

Summary

Based on the population targets and calculated housing need set out within national and regional planning policy, guidelines and prescribed methodology, the Development Plan must accommodate between 37,980 – 62,980 additional persons up to an overall population target of between 334,000 (low) to 359,000 (high) persons by 2029.

The housing demand calculated sets a requirement for the Plan to provide for approximately 16,245 housing units between 2023 and 2029.

The combination of the additional housing units required alongside the population growth indicates an anticipated decrease in average household size for the overall County. By 2029, with a total population of 359,000 persons and a total housing stock of 131,056 (this includes 2016 figure, 2017–2023 figure and HST figure) houses, the household size will be an average of 2.73 per house. This is a reduction from 3.03 in 2016 and is consistent with the downward national trend of household size, and the trends outlined in the National Planning Framework which show house size falling from 2.75 in 2016 to 2.5 in 2040.

It is noted that there is variation above and below the household size depending on the typologies of extant planning permission, as well as demographic and household composition in each area whether urban or rural. This average household size has informed the population distribution as part of the Settlement Strategy, informed by the Core Strategy, as set out in the next section.

2.2.11 The Core Strategy

This section sets out the key elements that comprise the Core Strategy including an assessment of the location and quantum of appropriately zoned lands available to accommodate the population and housing targets for the County, detailed above. It is a central function that the Core Strategy demonstrates that there is sufficient zoned suitable land to meet the requirements of the projected targets.

This Core Strategy section has been prepared in the context of the preceding sections of this Chapter.

The Core Strategy has been updated in accordance with the National Planning Framework - First Revision 2025 which sets national targets for population and housing growth and the relevant implementation guidelines issued under Section 28 relating to housing growth requirements.

Climate Change

Central to the entire Core Strategy is the clear purpose of driving forward the steps necessary that deliver climate action. Fingal County Council is uniquely placed to provide for new housing in locations that fully support sustainable forms of development and allow large numbers of people live, move and work in a way that limits their carbon footprint. Providing for a critical mass along public transport corridors, creates the opportunity for people to engage with a wide range of services and social opportunities as well as a work location, all within distances that are well served by high quality public transport, premium cycle routes and attractive public realm. This Plan seeks to implement a Core Strategy that continues to build mixed use communities at appropriate locations across the County that can sustain and grow a low carbon society (see Chapter 5 for greater detail.)

Land Capacity Assessment

Fingal County Council covers an area of over 450 square kilometers, with just over 43,322 hectares of land zoned (the remaining unzoned lands comprises road carriageways, footpaths and rail corridors). The c. 43,000 hectares of zoned land is divided between the 22 zoning objectives, seven of which can provide for residential use, namely Local Centre (LC), Major Town Centre (MC), Metro and Rail Economic Corridor (MRE), Residential Area (RA), Residential (RS), Rural Village (RV) and Town and District Centre (TC). These seven zoning objectives, in total, make up 4,953 ha of the overall zoned landbank.

An urban capacity assessment was carried out on behalf of the Planning Department to calculate the yield of undeveloped land, specifically for the 31 designated settlements identified in the Fingal Settlement Hierarchy in the Fingal Development Plan 2017–2023.

Of this c.4,900 ha of land zoned for residential or mixed (including residential) uses; it has been estimated that there are approximately 1,269 hectares available to develop during this development plan cycle which can provide approximately 41,500 residential units. Note, this included the long-term strategic reserves at Lissenhall and Dunsink.

The analysis that was undertaken demonstrated that Fingal County Council has excess capacity to accommodate the required need of 16,245 residential units over the plan period within its administrative area. The breakdown of this available land and associated housing capacity is detailed below.

An Infrastructural Assessment, which provides a full assessment of the larger scale infrastructural requirements for the County was undertaken having regard to the requirements of NPO 72a and Appendix 3 of the National Planning Framework as well as the Development Plan Guidelines for Local Authorities.

Fingal County Council is exceptional in that the plan area is serviced and no fundamental constraints were identified by Irish Water. In terms of transport infrastructure, all lands are located alongside existing public road routes with an extensive network of pedestrian and cycle routes and further expansion of the pedestrian and cycle network are underway. Furthermore, almost all lands are located proximate to existing and planned public transport corridors, with costings provided for the larger elements of public infrastructure provided in the Infrastructure Assessment.

It is noted that the NPF specifically discusses the prioritising of development lands and states that there are many other planning considerations relevant to land zoning beyond the provision of basic enabling infrastructure including overall planned levels of growth, location, suitability for the type of development envisaged, availability of and proximity to amenities, schools, shops or employment, accessibility to transport services etc.

Weighing up these factors, together with the availability of infrastructure, assisted Fingal in determining the order of priority to deliver planned growth and development, including supporting infrastructure such as local pedestrian and cycling routes.

Capacity of Zoned Lands Fingal Development Plan 2017–2023

From the consideration of density standards on a site-by-site basis, the available land indicates a potential aggregate yield of circa 35,200 residential units from all settlements in Fingal. Note, this includes the long-term strategic lands at Lissenhall, for which a capacity of 7,000 is given.

Whilst due consideration has been given to application of appropriate density standards, the residential yield should be considered as an approximate figure given that there are many and different variables that can affect actual and final density considerations including not least, the wide variation within current density standards, and that density can be influenced by detailed design matters (and potential infrastructural constraints).

That said, the approach for this assessment has been to pursue the higher bands of residential density appropriate to the position of the settlement in the County settlement hierarchy and, where it is considered that the site and its context is suitable to accommodate increased residential density. Conversely, even in larger and designated growth towns, there are site-specific instances (albeit limited), where lower density is applied in order to apply logical reasonableness to the analysis, where the pursuit of higher density is not considered appropriate from a 'proper planning' perspective. For example, opportunities for residential infill in large or growth settlements where the immediate urban environment is defined by close proximity to compact low-rise development, were considered better suited to lower density to facilitate effective assimilation (which also in turn, allows for diversity in tenure and in housing stock).

Excluding those lands identified for strategic long-term development within Lissenhall in Swords, the analysis estimates a potential for 28,204 units on 889 hectares of developable land within the lifetime of the Development Plan period. Zoned land with extant permission not commenced (circa 6,400 units) has been recognised.

The potential yield of undeveloped land in each settlement is contained below.

Table 2.10: Remaining Zoned Residential Capacity from Fingal Development Plan 2017–2023

Settlement Type	Settlement Name		Land Availability (Ha)	Residential Yield
Metropolitan Area				
Dublin City and Surburbs Consolidation Area	Blanchardstown	includes Castleknock, Clonsilla, Mulhuddart, Ongar, Hollystown, Tyrrelstown, Dunsink	150	5,742
	Baldoyle/Sutton		13	706
	Howth		14	209
	Other Settlements	Includes Santry, Ballymun, Balgriffin, Belcamp, Charlestown & Meakstown	57	1,970
Key Town	Swords		329	12,875
Self Sustaining Growth Town	Donabate	Includes Portrane	111	2,945

Self Sustaining Town	Malahide		37	944
	Portmarnock		29	934
Towns and Villages	Towns and Villages	Includes Coolquay, Kinsealy, Rivermeade & Rowlestown	89	999
Core Area				
Self Sustaining Towns	Balbriggan	Includes Balrothery	116	4,151
	Rush		43	1,631
	Lusk		27	760
	Skerries	Includes Loughshinny	21	596
Other Core Towns and Villages	Towns and Villages	Includes Ballyboughal, Oldtown, Ballymadun, Garristown, Nail, Balscadden	80	745
Rural				
Total			1,115	35,204

The analysis of the Urban Capacity Study shows:

- 77% of residential yield provided within the Metropolitan Area (23% in Core) Note: this includes the long-term strategic reserve of Lissenhall
- Residential density standard of 30.5uph in the County (39uph in Metropolitan area)
- Higher residential density bands applied to larger growth settlements
- 95% of urban capacity land defined as 'greenfield' land
- 0.55% of urban capacity land defined as either 'vacant/derelict or brownfield'

Summary – Total Land Capacity and Zoning Requirements

Table 2.12 summarises and shows the location of the potential capacity of zoned lands in the Plan; combining the existing zoned areas with new potential zonings (including the Long-Term Strategic Reserve at Dunsink). There is zoned capacity for approximately 41,500 units on approximately 1,250 hectares of developable land within the lifetime of the Development Plan.

Table 2.12: Total Capacity of Zoned Lands 2023–2029

Zoned Lands	Estimated Capacity	Area (HA)
Lands Zoned at 2017 – 2023 Plan	28,204	889
Minus Other Lands Changes	589	21
Current zoned total	27,615	868
Potential lands at Dunsink (Long Term Strategic Reserve)	7,000	164
Potential Long Term Strategic Reserve at Lissenhall	7,000	225.5
Potential total	41,615	1,257

Based on this housing capacity, there is evidently sufficient zoned land to meet the needs of the population and housing targets set by the Ministerial Guidelines and the NPF. In addition to this, there are also significant Long Term Strategic Reserve lands, zoned for housing/mixed use that have potential to deliver additional housing beyond the 6 year life of this Plan. For the purpose of clarity, these lands (Lissenhall and Dunsink) are included in the table as potential lands. These two large tracts of land are currently proposed for new urban neighbourhoods beyond the 6 year lifetime of this Plan – see Section 2.2.12 for more detail.

2.2.12 Strategic Long-Term Reserve

A major tract of land has been identified as Strategic Long Term Reserve lands at Lissenhall. This key development site is characterised by:

- Its potential for significant residential development to be delivered over a timescale greater than a single six-year development plan period
- Its significant scale – several thousand new homes as a new urban neighbourhood
- A requirement to be aligned and supported by significant water services, transport and other infrastructural investment.

The extended timescale needed to deliver such infrastructure requires certainty in terms of zoning status to ensure such long-term planning and investment.

Lissenhall

Given the MetroLink route will extend into the lands at Lissenhall, the zoning must be appropriate for the area. Furthermore, a substantial portion of these lands will be within 1km of the agreed Estuary Stop. Lissenhall is an expansive, low-lying, rural landscape comprising approximately 240 hectares (of which 225.5 is zoned for development). The area, in broad terms, is bounded by the M1 and R132 to the east, the Broadmeadow River to the south and south west, and the proposed route of the Swords Western Ring Road to the north. These lands are adjacent to the M1 and Belfast-Dublin corridor. By identifying Lissenhall as a key future development area, the Council is seeking to maximise the opportunities created by the delivery

of this key piece of strategic infrastructure in accordance with best planning practice and the principles of sustainable development. The development of the area following the sequential development of the existing Swords envelope, is also consistent with the Council's long term strategic vision for Swords to develop as a sustainable city. It is envisaged that this area could accommodate the development of a significant mixed-use urban district providing for a significant level of employment in addition to approximately 6,000–7,000 residential units. A statutory land use plan will be prepared for these lands to provide a framework for development.

NPF Tiered Approach and Phasing

The amount of zoned land is in excess of the acceptable 20–25% surplus identified in the Development Plan Guidelines 2022 (published in draft form in August 2021).

Given the surplus capacity identified, Fingal County Council have considered the Tiered Approach to the zoning of land. The NPF tiered approach under NPO 101 requires a Local Authority to differentiate between zoned lands that are serviced and zoned lands that are serviceable within the life of the Plan. Fingal County Council is exceptional in that the entire plan area is serviced and no fundamental constraints were identified by Uisce Éireann. Whilst there may be local infrastructural needs and upgrades needed for certain sites, all lands within the County are serviced and are connected to the public water systems. Furthermore, almost all lands are located proximate to existing and planned public transport corridors. All lands are located alongside existing public road routes and an extensive network of pedestrian and cycle routes are underway.

The NPF and the Development Plan Guidelines outline that Tier 1 lands comprises lands that are able to connect to existing development services, i.e. road and footpath access including public lighting, foul sewer drainage, surface water drainage and water supply, for which there is service capacity available, and can therefore accommodate new development. These lands will generally be positioned within the existing built-up footprint of a settlement or contiguous to existing developed lands.

It is considered all the capacity lands in Fingal are Tier 1 – as they are zoned, serviced and available.

It is noted that the NPF specifically discusses the prioritising of development lands and states that there are many other planning considerations relevant to land zoning beyond the provision of basic enabling infrastructure including overall planned levels of growth, location, suitability for the type of development envisaged, availability of and proximity to amenities, schools, shops or employment, accessibility to transport services etc.

Weighing up these factors, together with the availability of infrastructure, assisted Fingal in determining the order of priority to deliver planned growth and development.

Analysis

Having established that all existing lands zoned within Fingal are serviced and located alongside existing or planned public transport corridors and come within the definition of Tier 1, it is reasonable to consider other factors in order to prioritise lands to deliver planned growth and development in line with the NPF.

Consideration was given to the available lands in the context of the sequential approach and the ambitious goal of the NPF of 50% of housing to be provided within or contiguous to the built-up area of Dublin City and suburbs and 30% of housing for other metropolitan settlements.

Analysis shows that the existing capacity of the zoned Fingal lands is 79% within the Metropolitan Area and 21% in the Core. 40% of the capacity is within the Dublin City and Suburbs. Notwithstanding this being below the NPF goal of 50%, it is reflective of the historical approach to zoning in Fingal. The current approach advocates moving towards the NPF goal of 50% within the City and Suburbs. Furthermore, the approach of the Urban Capacity Study has been to assign densities which are reasonable and appropriate to the position of the settlement in the County's Settlement Hierarchy. However, there are site-specific instances, where lower density is applied in order to apply reasonableness to the analysis and where the pursuit of higher density is not considered appropriate from a 'proper planning' perspective. For example, opportunities for residential infill in large or growth settlements where the immediate urban environment is defined by close proximity to compact low-rise development, were considered better suited to lower density to facilitate effective assimilation (which also in turn, allows for diversity in tenure and in housing stock).

Fingal County Council will continue to pursue the goals of the NPF of consolidation of Dublin City through the compact development of the Dublin City and Suburbs area within Fingal.

The other Metropolitan towns of Swords, Donabate, Malahide and Portmarnock and the villages account for ca. 40% which is above the 30% goal.

It is noted that 44% of this is allocated to Swords which is designated as a Key Town in the RSES where additional growth has been allocated in accordance with the National Planning Framework and the MASP. The NPF states:

A Metropolitan Area Strategic Plan may enable up to 20% of the phased population growth targeted in the principal city and suburban area, to be accommodated in the wider metropolitan area, i.e. outside the city and suburbs or contiguous zoned area, in addition to growth identified for the Metropolitan area. This will be subject to:

- *Any relocated growth being in the form of compact development, such as brownfield and greenfield locations along existing or planned high-capacity public transport corridors in accordance with principles of transit orientated development.*
- *National Policy Objective17, as set out in Chapter 4 of the NPF.*

The Regional Spatial and Economic Strategy provides further elaboration as it states;

"This shall apply only to the three Metropolitan Key Towns in the MASP, namely Bray, Maynooth and Swords, and only if they can demonstrate compact growth on high capacity or planning existing public transport corridors".

The designation of Swords as a Key Town within the Eastern and Midland Region and as outlined in the RSES for the area is aligned with Fingal's long-term approach for the development of Swords as the County Town and for its growth to a city of a sizable scale in accordance with the key priorities of compact growth and enhanced public realm in the town centre along with the planned sequential development of Swords. This approach is necessary in line with this strategic vision and ongoing investment in the town. The updated Table 2.14 shows the projected population growth and housing supply for Swords. This has been calculated, having regard to EMRA allocation for the town to 2031, its designation as a Key Town and the total figures available across the County. Accordingly, 20% of the Projected Housing Demand (3,285) have been allocated to Swords.

The allocation of c. 20% of the units to the other towns and villages within the Metropolitan area works towards the RSES target of 30% for other metropolitan settlements. Again, on consideration of the zoned lands within the Metropolitan towns and villages and the existing growth rates, it is considered that this allocation is appropriate for the towns and villages.

Lastly, the Core Region accounts for ca. 21% of the capacity. The RSES outlines the growth enablers for this area. Part of this to promote continued growth at sustainable rates, while providing for increased employment and improved local economies, services and functions to allow towns to become more self-sustaining and to create the quality of life to attract investment. In order to facilitate the achievement of compact growth in the Core Region, a target of 30% of all new homes should be within the existing built up area of settlements. The capacity for the Core Region is aligned with the target.

Further analysis was carried out to assess existing zoned lands in respect of their ability to contribute towards National Strategic Outcomes relating to compact growth, sustainable mobility, climate action and a transition to a low carbon and climate resilient society. The result of this indicates that generally, all lands currently zoned are capable of delivering residential development within the County and contributing in a positive manner to the achievement of the above NSOs.

Consideration is also given to ensuring that the delivery of housing to meet the needs of current and future population in line with national targets during the course of the plan period can be sustainably achieved. In this regard the balance between the deliverability of units and avoiding an overly rigid identification of specific capacity lands forms a key part of the Core Strategy. The approach taken considers the need to promote compact growth in a balanced way within each town and village according to its role and function within the settlement hierarchy.

The Council is actively engaged with social and affordable housing delivery and has a strong supply pipeline which will be delivered over the Development Plan period and will provide for a significant proportion of the annual housing targets for the County. However, in terms of deliverability from a private development perspective, the following factors have been considered:

- 79% of the allocated unit growth is within the Metropolitan Area, and 21% within the Core
- 51% of the allocated growth within the Metropolitan Areas is within Dublin City and Suburbs and 22% within the Key Town of Swords.
- The housing data and trends within the County indicate that approximately 43% of sites with permission are activated at any given time while the remainder may take time to commence, based on a range of factors (e.g. raising of funding, potential market changes) or that permissions may not be implemented at all during their lifetime.
- Larger developments (SHDs) comprise a significant element of permitted units throughout the County and delivery has been limited to date.

This presents a challenge which the Council is closely monitoring and in recognition of the above, a flexible approach to provide for delivery has been incorporated into the Plan. This will ensure an adequate supply of suitable lands come forward to compliment the Council's supply pipeline and achieve the housing supply targets.

Therefore, while the County has an excess of zoned land than that required to deliver the supply targets this is considered necessary to facilitate a choice in sites that come forward recognising that not all sites may be available within the plan period.

Regard must be had to the historical trends for housing delivery as detailed above and the fact that there are significant complexities in delivering housing including issues such as economic viability, site assembly and site ownership, funding, timescales for delivering the necessary physical infrastructure and the nature of speculative land management.

Since the adoption of the Development Plan in early 2017, activity in the housing sector in Fingal has generally (apart from a Covid slowdown in 2020) been growing in a positive manner and at the end of June 2021, there are 72 active sites with 2,500 homes under construction. The bulk of this construction activity is taking place in the 'Dublin City and Suburbs', and 'Metropolitan' area and is in areas with a framework for growth.

Fingal has employed a number of policy responses to facilitate housing development, namely the adoption of Local Area Plans (LAPs) and Masterplans across the County. The LAPs and Masterplans provide a framework for development. These set out where Fingal's priorities for growth are and provide a development framework and phasing arrangements which will ensure the delivery of the required social and physical infrastructure in an appropriate manner. In addition, the preparation of these Plans has involved significant local consultation and the engagement of Elected Members and give a degree of certainty to those involved in the development of their areas. Furthermore, as part of this approach to facilitate housing development, Fingal County Council has applied for and has been successful in seeking funding through the Local Infrastructure Housing Activation Fund (LIHAF) and the Serviced Site Fund.

This policy response is shown to be successful to date. The main areas of construction activity, i.e. Hansfield, Blanchardstown, Swords, Baldoyle, Portmarnock, Donabate and Santry are the areas with the Strategic Development Zone, Local Area Plans and Masterplans and also, where construction and SHD activity is taking place. This clearly shows how the development of Fingal is in line with the National and Regional policy regarding consolidation of development within Dublin City and Suburbs, and within the development boundary of existing towns and urban areas and along public transport corridors.

While the particular LAPs and Masterplans include phasing arrangements which ensure the rate of growth is aligned with the provision of social and physical infrastructure and the growth targets of the RSES, the provision of such plans, will naturally result in a phasing of land, i.e. those with a framework will be available for development before those without.

Fingal's location within the region and the location of the zoned available land along existing and proposed high capacity public transport corridors and its ability to provide a steady stream of housing must be considered a positive attribute in current circumstances.

Consideration was given to the phasing of land within Fingal, however, this would result in zoned, serviced lands being unavailable for development and in itself, would be contrary to the overarching national and regional objectives to provide housing in appropriate locations at an appropriate scale. Furthermore, given the ambitious targets of Housing for All and the current housing supply crisis, it is appropriate to continue with the Active Land Management objectives of the Council.

The analysis carried out identified that lands are serviced and have the potential to contribute towards sustainable development, ensuring that any obstacles to delivery in one area or site can be overcome by provision within another. This ensures sufficient lands are available to meet the supply targets identified.

Key to ensuring this flexible approach and alignment with National and Regional Planning Policy is the Council's Active Land Management objective to monitor construction and planning activity throughout the County at a settlement level as outlined above and under Section 2.4 below.

Housing delivery within the Metropolitan Area and to some extent towns in the Core Area indicate that Fingal is well positioned to facilitate the right quantity of appropriate housing in the right locations.

It is Fingal's priority, and has been for a significant period of time and over successive Development Plans, to form effective and innovative approaches to mobilise development to create housing and quality urban neighbourhoods. Consequently, any development undertaken in the County is positioned against national, regional and local policies and objectives. Therefore, Ireland 2040, Housing for All, the Regional Spatial and Economic Strategy, Fingal Development Plan, the Urban and Rural Regeneration and Development Funds, and other such policies and programmes set the context for future development.

Having regard to the history of housing delivery in Fingal in locations either within Dublin City and Suburbs, within Swords Key Town and proximate to high quality public transport in the Metropolitan Area, and to a lesser extent, in similar well-served locations within the Core area, Fingal County Council aims to continue to effectively manage sustainable growth in the settlement typologies within the County.

The Core Strategy figures for each settlement serve as a benchmark for monitoring to ensure compliance with National and Regional figures. Table 2.14 overleaf sets out the Core Strategy for this Development Plan.

Table 2.14: Core Strategy – 2023–2029 Fingal Development Plan

Core Strategy Areas	Settlement Type	Name	CSO Census Population 2022	Estimated 2029 Population Growth	Estimated 2029 Population	Projected Housing Demand (Units)	Total Undeveloped Zoned Residential Land 2025	Total Units / Potential Yield 2025	Lands – With Permission (Extant) – Units 2025
Metropolitan Area	(1) Dublin City and Suburbs Consolidation Area	Blanchardstown – Mulhuddart LEA, includes The Ward, Dubber, Tyrellstown, Mulhuddart, Corduff & Abbottstown (excl. Dunsink)	39,173	4,297	43,470	2,323	48	2,383	397
		Dunsink	849	4,625	5,474	2,500	N/A	2,500	0
		Ongar LEA – includes Blakestown, Coolmine	55,536	3,199	58,735	1,729	44	2,224	2,501
		Castleknock LEA, includes Roselawn, Delwood, Castleknock Park, Knockmaroon & Lucan North	35,518	3,296	38,814	1,782	35	1,747	584
		Santry and Ballymun	7,882	993	8,875	537	10	508	373
		Belcamp and Balgriffin	4,298	1,617	5,915	874	41	2,038	117
		Baldoyle / Sutton	13,885	1,640	15,525	887	29	1,440	1,887
		Howth	8,399	1,640	10,039	887	17	852	392
	(2) Key Town	Swords	51,016	10,777	61,793	5,826	117	5,832	2,128
	(3) Self Sustaining Growth Town	Donabate	9,669	5,298	14,967	2,864	57	2,863	1,443
Core Area	(4) Self Sustaining Towns	Malahide	18,608	2,877	21,485	1,555	56	2,794	640
		Portmarnock	10,750	1,510	12,260	816	16	792	124
	(5) Towns and Villages	Baskin	549	33	582	18	0	0	3
		Coolquay	362	66	428	35	19	378	1
		Kinsealy	906	476	1,382	257	14	272	1
		Portrane	1,262	348	1,610	188	10	499	0
		Rivermeade	1,009	305	1,314	165	17	341	6
		Rowlestown	1,035	328	1,363	177	47	930	5
	(4) Self Sustaining Towns	Balbriggan	24,845	6,240	31,085	3,373	93	4,662	1,574
		Rush	11,583	1,640	13,223	887	37	1,855	151
		Lusk	9,450	984	10,434	532	23	1,140	129
		Skerries	10,963	308	11,271	167	17	872	264
	(5) Towns and Villages	Ballyboghil	1,115	289	1,404	156	21	421	8
		Ballymadun	760	33	793	18	17	330	0
		Balrothery	2,282	154	2,436	83	15	741	43
		Balscadden	264	26	290	14	8	154	1
		Garristown	619	282	901	153	18	192	10
		Loughshinny	741	66	807	35	3	164	19
		Naul	1,077	148	1,225	80	10	192	0
		Oldtown	1,447	164	1,661	89	15	294	5
	(6) Rural	Rural areas	4,654	223	4,877	121	0	0	8
Totals			330,506	53,883	384,389	29,126	852	39,575	12,823

Table 2.14 shows where the Projected Housing Demand will be concentrated. It also shows the extent of undeveloped lands in each settlement. The Council will monitor the delivery of housing units to ensure general compliance with the Core Strategy and housing supply targets for the County and to inform the redistribution potential, if required, as per objective CSO3. This allows for the Council to consider the redistribution of housing population figures where the applicant must demonstrate to the Planning Authority that the proposal is aligned with the overall growth target for the County. The Core Strategy figures for each settlement serve as a benchmark for monitoring to ensure compliance with National and Regional figures and the relevant guidelines.

In relation to the delivery of development, Fingal County Council recognises there will be market constraints to delivery at any given time. However, anticipating the market and delivery of specific sites is not an exact science. In this regard, a degree of flexibility has been built into the distribution of the housing and population targets, in line with national and regional policy, to ensure an adequate supply to meet demand. This flexibility requires close monitoring of housing delivery, taking account of the function of each settlement.

For monitoring at a settlement scale, the policy of this plan is to monitor each settlement, with Dublin City and Suburbs settlement as one area, with options to transfer a portion of the allocated units from one neighbourhood area to another, subject to considering a number of key criteria during the lifetime of the Development Plan. This enables for flexibility in terms of locating new housing and allows time to lapse for planning permissions which have not delivered.

Equally, the Council will actively pursue active land management measures provided for under legislation, to ensure that land hoarding is discouraged, and that development potential is released through available mechanisms and initiatives including through central or other funding.

A new policy regarding monitoring and the provision of social and physical infrastructure is proposed to manage the additional zoned lands.

In line with the above, the Core Strategy figures set out in Table 2.14 factor in sites with planning permission but not commenced. The Strategic Long Term Reserve lands are not included in this table.

This has been guided by the housing capacity of existing undeveloped zoned land in Fingal, the needs for Housing units by the Ministerial Guidelines and other Planning policy documents set out in the earlier sections of this Chapter.

Policy CSP1 – Core Strategy
Promote and facilitate housing and population growth in accordance with the overarching Core Strategy to meet the needs of current and future citizens of Fingal.
Policy CSP2 – Compact Growth and Regeneration
Support the implementation of and promote development consistent with the National Strategic Outcome of Compact Growth as outlined in the NPF and the Regional Strategic Outcome of Compact Growth and Regeneration as set out in the RSES.
Policy CSP3 – Strategic Development Areas and Corridors
Support the economic development of Fingal in line with the policies and objectives stipulated in the National Planning Framework and the Regional Spatial and Economic Strategy and utilise active land measures such as provision of LAPs and masterplans across the County as part of the development approach for Strategic Development Areas and Corridors.

Policy CSP4 – Sequential Development

Promote the sequential development of serviceable lands in accordance with the tiered approach to land zoning outlined in the NPF, the RSES and MASP and ensure co-ordination with other neighbouring planning authorities where strategic development corridors traverse county boundaries.

Policy CSP5 – Key Enabling Infrastructure

Identify and support the provision of key enabling infrastructure at strategic development sites in Fingal County, as outlined in the MASP, to facilitate their release for development during the lifetime of the Development Plan.

Objective CSO1 – Sufficient Zoned Land

Ensure that sufficient zoned land is available to satisfy the housing and population requirements of the County, as set out under the Ministerial Guidelines for Housing Supply and the Regional Spatial and Economic Strategy, over the lifetime of the Plan.

Objective CSO2 – Monitoring Process for Housing Delivery

Implement a robust monitoring process for all housing delivery including the performance of large-scale housing developments (Schemes for 100 units+) for each town, village and urban settlement within the County to allow for ongoing assessment of delivery targets whilst ensuring overdevelopment does not occur in any particular area and to ensure that the delivery of necessary infrastructure is provided in a timely manner with the delivery of housing to ensure the sustainability of communities.

Objective CSO3 – Delivery of Housing Units

Provide for flexibility in achieving the housing supply targets and meeting housing demand, the Council will consider the re-distribution of housing and population figures within each settlement. In this regard, where a site greater than 0.25ha has the potential to exceed the allocation for a particular settlement as set out under Table 2.14, the applicant must demonstrate to the Planning Authority that the necessary social and physical infrastructure {including active travel infrastructure, accessibility to both current and planned public transport services} is in place or can be provided as part of the application to accommodate the proposed development.

The Council will monitor the delivery of housing units to ensure general compliance with the Core Strategy and housing supply targets for the County and to inform the redistribution potential outlined above.

Objective CSO4 – Database of Sites

Maintain and further expand the database of greenfield, brownfield and infill sites as part of the active land management process.

Objective CSO5 – Database for Residential Zoned Land

Create and maintain a database of land zoned for residential development that has not yet been developed including, where available, information on why this land has not been developed so as to inform future zoning and de-zoning decisions.

Objective CSO6 – Phased Development

Ensure the phased development of new housing areas in tandem with the delivery of physical and social infrastructure provision as identified within Local Area Plans or Masterplans, as informed by assessments carried out by the Planning Authority.

Objective CSO7 – Enabling Infrastructure

Identify and support the provision of key enabling infrastructure at strategic sites in Fingal County to facilitate their release for development in response to the current housing crisis.

Objective CSO8 – Protection of Long-Term Strategic Reserve

Protect the long-term strategic reserve land bank at Lissenhall for potential future residential growth and to restrict development except for reasonable intensification of, extensions to and improvement of premises within these areas, subject to normal planning criteria.

2.3 Housing Strategy and HNDA Housing Strategy

A Housing Strategy has been prepared to meet statutory requirements set out under the *Planning and Development Act 2000, (as amended)* and in particular, Part V of said Act. The Act requires each Planning Authority to prepare a housing strategy which will cover the period of its Development Plan. The Housing Strategy forms an integral part of the Development Plan by incorporating national and regional housing policies and housing demand and supply requirements at a local level. The Housing Strategy is set out in Appendix 1.

Following the publication of National and Regional level planning policy, the Housing Strategy is now supported by an evidence-based Housing Need Demand Assessment (HNDA).

2.3.1 Housing Need Demand Assessment

HNDA is a tool that is aimed at assisting Local Authorities to develop long term strategic views of housing need across all tenures, and to provide a robust evidence base to inform policies around housing and to support the preparation of housing strategies. HNDAs are designed to give broad, long-run estimates of potential future housing need, rather than precision estimates. The HNDA is included within the Housing Strategy.

The total housing need figure over the plan period used in the HNDA is a combination of a household projection scenario (in this case the Convergence Scenario) and an estimate of existing unmet housing need spread over a longer time period, as discussed in the HNDA. It is the policy of the Council to provide fully for the unmet demand during the lifetime of this Development Plan, whilst recognising that the scale of construction required to meet the target is significant.

The HNDA results in relation to the affordability of housing reflect the impact of rising house and rental prices alongside low levels of construction of both social and private housing over the previous decade.

2.4 Implementation and Active Land Management

As outlined above Fingal County Council has a physical excess of zoned lands to meet the population and housing targets set out under national and regional policy.

The Core Strategy strikes a balance between having a physical excess of zoned lands and being able to deliver new development to meet the needs of citizens. The analysis outlined above, has sought to address this by recognising that in an urban environment, there will be market constraints to delivery at any given time. However, anticipating the market and delivery of specific sites is not an exact science. In this regard, a degree of flexibility has been built into the distribution of the housing and population targets, in line with national and regional policy, to ensure an adequate supply to meet demand. This flexibility requires close monitoring of housing delivery, taking account of the function of each settlement.

The Council will actively pursue active land management measures provided for under legislation, to ensure that land hoarding is discouraged, and that development potential is released through available mechanisms and initiatives including through central or other funding.

Successful active land management involves a multi-layered approach including the incentivisation of development through the implementation of measures such as the vacant site levy and working collaboratively with key stakeholders to achieve core objectives. Funding opportunities such as the Urban Regeneration and Development Fund can also be harnessed to kick start development and enhance development opportunities.

Fingal has employed a number of policy responses to facilitate housing development, namely the adoption of Local Area Plans and Masterplans across the County. Hansfield Strategic Development Zone (SDZ) in Dublin 15 continues to work as a successful policy tool with approx. 1,200 units occupied to date on the overall SDZ lands since the inception of the scheme.

The LAPs and Masterplans provide a framework for development of larger zoned sites. These set out where Fingal's priorities for growth are and provide a development framework and phasing arrangements which will ensure the delivery of the required social and physical infrastructure in an appropriate manner. In addition, the preparation of these Plans has involved significant local consultation and the engagement of Elected Members and give a degree of certainty to those involved in the development of their areas. This policy response is shown to be successful to date. The main areas of construction activity, i.e. Hansfield, Blanchardstown, Swords, Baldoyle, Portmarnock, Donabate and Santry and are the areas benefiting from Local Area Plans Masterplans and a Strategic Development Zone and also where construction activity is taking place.

While the particular LAPs and Masterplans include phasing arrangements which ensure the rate of growth is aligned with the provision of social and physical infrastructure and the growth targets of the RSES, the provision of such plans, by themselves, will naturally result in a phasing of land, i.e. those with a framework will be available for development before those without.

With regard to the preparation of Local Area Plans, Masterplans or Framework Plans which adjoin or are directly adjacent to the functional area of other Local Authorities (including Dublin City Council and Meath County Council in the case of Ballymadun LAP), the Council will seek to engage fully with the Local Authorities prior to, and during the preparation of these plans.

2.4.1 Local Area Plans

The Plan sets the context and zoning designations for Local Area Plans (LAPs). LAPs play an important role in setting the framework for the achievement of integrated and balanced communities within a specified area. They seek to provide the optimal development framework to ensure the protection and enhancement of the existing areas, key features and the environment within an area, while providing for a high-quality living environment through the use of robust urban design principles. The function of a LAP is to take a detailed look at a specific area, identifying and analysing the various issues of relevance, before establishing and setting out principles for the future development of the area.

Fingal County Council will continue to prepare and implement LAPs to deliver the Vision, Core Strategy and to coordinate the development of significant new housing/regeneration for the County at a more local level. LAPs are usually required for larger greenfield sites subject to large-scale development and where a mechanism to ensure necessary social and physical infrastructure is provided in tandem with development.

Fingal County Council will seek to ensure that the mitigation measures as set out in all statutory Local Area Plans in Fingal will continue to be implemented and managed in accordance with the requirements of the LAPs.

Operational LAPs

The Council will continue to implement the LAPs currently in place at the time of adoption of the Development Plan. The operational LAPs for Fingal County Council are listed in Table 2.15 below.

Table 2.15: Operational LAPs

- Donabate LAP 2016, extended to 2026 (LAP 7.A)
- Rivermeade LAP 2018 (LAP 3.C)
- Barnhill LAP 2019 (LAP 13.A)
- Kinsaley LAP 2019 (LAP 9.B)
- Dublin Airport, 2020 (LAP 11.A)
- Kellystown LAP 2021 (LAP 13.B)
- Baldoyle Stapolin LAP 2013, extended to 2023 (LAP 10.A)
- Lissenhall East Local Area Plan 2023 (LAP 8.A)
- Kilmartin LAP 2013, extended to 2023 (LAP 12.A)
- Portmarnock South 2013, extended to 2023 (LAP 9.A)

New LAPs

The rationale for the selection of areas for which an LAP will be prepared is informed by the relevant sections of the *Planning and Development Act 2000, (as amended)*, Section 28 Planning Guidelines on Sustainable Residential Development, 2007 and the LAP Guidelines 2013.

The Council proposes 5 new LAPs to be prepared during the plan period. These are listed in Table 2.16 below. These areas present substantial land-banks with significant redevelopment and regeneration potential, requiring a long lead in time to develop a workable framework for delivery as well as requiring significant social and physical infrastructure requirements.

Table 2.16: Schedule of Local Area Plans to be commenced over the Plan Period

- Swords (LAP 8.B)
- Flemington (LAP 4.B)
- Coolquay (LAP 3.B)
- Balscadden (LAP 4.A)
- Ballymadun (LAP 3.A)

Following adoption of the Development Plan, a list of LAPs and other strategic plans to be prepared over the lifetime of the Development Plan will be drafted by the Planning Department based on the Council's priorities and subject to resources.

Where any objective of an LAP is no longer consistent with the Development Plan, the Planning Authority will as soon as may be (and no later than one year after the making of the development plan) amend the LAP to make it consistent.

Table 2.15 outlines the operational LAPs, which are also shown as a Specific Objective on Map Sheets – 'Subject to Local Area Plan'. The provisions of the operational LAPs will continue to apply up to the expiration of the LAP, thereafter the provisions of the Development Plan will pertain.

Policy CSP6 – Local Area Plans

Prepare Local Area Plans for areas designated on Development Plan maps in co-operation with relevant stakeholders, and actively secure the implementation of these plans and the achievement of the specific objectives indicated.

Objective CSO9 – SEA and AA for Local Area Plans

Local Area Plans will be subject to Strategic Environmental Assessments as appropriate and Screening for Appropriate Assessment.

2.4.2 Masterplans

The preparation of Masterplans will continue to assist in achieving quality developments in terms of, inter alia, urban design, structure, delivery of community/amenity facilities and permeability. The Fingal Development Plan will identify large or key sites that will require the preparation of approved Masterplans and subsequent planning applications will be required to adhere to same. Masterplans will be subject to a public consultation process and presentation to the Elected Members of the Planning Authority for agreement. The Planning Authority considers Masterplans as an effective means of guiding new development and providing essential social and physical infrastructure in a phased and sustainable manner.

Each Masterplan shall consist of a written statement and a plan or series of plans indicating the objectives in such detail, as may be determined by the Planning Authority for the proper planning and sustainable development of the area to which it applies, to include, inter alia, the following details:

- Proposals in relation to the overall design of the proposed development including house types and mix of housing units, maximum heights, external finishes of structures and the general appearance and design, including that of the public realm.
- The types and extent of any proposed development indicating how these uses integrate with surrounding development and land uses.
- Proposals in relation to transportation including public transportation and active travel modes, vehicular roads layout and access arrangements, loading / unloading provision, the provision of parking spaces and traffic management.
- Proposals in relation to the provision of services in the area including the provision of waste and sewerage facilities and water, electricity and telecommunications services, oil and gas pipelines, including storage facilities for oil and gas.
- The element of residential development shall include proposals relating to the provision of amenities, facilities and services for the community including crèches and other childcare services, community and resource centres.
- The facilitation of public access to the proposed amenity areas located within the Plan boundaries and beyond.
- To make provision for sport and recreational infrastructure commensurate with the needs of the development as an integral element of their proposals.

Operational Masterplans

The Council will continue to implement the Masterplans currently in place at the time of adoption of the Development Plan. The operational Masterplans for Fingal County Council are listed in Table 2.17 below.

Table 2.17: Operational Masterplans

Dublin Airport Central Masterplan (MP 11.A)
Swords Masterplans, June 2019 - includes Barrysparks (MP 8.B), Crowscastle (MP 8.D), Fosterstown (MP 8.C) and Estuary West (MP 8.A)
Castlelands Masterplan, March 2021 (MP 4.A)

New Masterplans

The Council proposes 8 new Masterplans to be prepared during the plan period. These are listed in Table 2.18 below. These areas present substantial land-banks with significant redevelopment and regeneration potential, requiring a long lead in time to develop a workable framework for delivery as well as significant social and physical infrastructure requirements.

Table 2.18: Schedule of Masterplans to be Commenced over the Plan Period

Garristown (MP 2.B)
Oldtown (MP 3.A)
Rowlestown (MP 3.C)
Balrothery East (MP 4.B)
Old School House, Clonsilla (MP 13.A)
Ballyboghil (MP 3.B)
Naul (MP 2.A)
Kilbarrack Industrial Estate (MP 10.A)

Following adoption of the Development Plan, a list of Masterplans to be prepared over the lifetime of the Development Plan will be drafted by the Planning Department based on the Council's priorities and subject to resources.

Policy CSP7 – Masterplans
Prepare Masterplans for areas designated on Development Plan maps in co-operation with relevant stakeholders, and actively secure the implementation of these plans and the achievement of the specific objectives indicated.
Policy CSP8 – Implementation of Masterplans
Implement Masterplans prepared in accordance with the Development Plan.

Objective CSO10 – AA and SEA of Masterplans
Masterplans will be subject to Strategic Environmental Assessments as appropriate and Screening for Appropriate Assessment.
Objective CSO11 – Masterplan for the Old School House, Clonsilla
Master Plan for the Old School House, Clonsilla, to be completed within two years from the commencement of the Development Plan.

2.4.3 Framework Plans

This Development Plan will see the introduction of Framework Plans. It is an objective of this Plan to prepare Framework Plans for numerous areas throughout the County, including in urban, rural and industrial settings. It is envisaged that the Framework Plans will include objectives and a programme of actions to maximise the development potential of these areas.

The content and scale of Framework Plans will be dependent on the area for which they are prepared. All will provide a vision for the area in question and identify local distinctiveness. Some will focus on areas that require economic, physical and social renewal, while prioritising brownfield and infill development areas/

sites. Others will seek to unlock opportunities and deliver environmental improvements, with improved public realm, improved traffic management, improved amenities and a better economic future for the inhabitants of a specific area.

These non-statutory plans will provide more detailed design guidance in order to unlock the potential of the applicable lands.

Framework Plans will be advisory in nature, with a long-term vision for the future, allowing sufficient flexibility to manage change depending on the particular circumstances presenting, including societal, economic, environmental and cultural. These plans will be informed by research and baseline data, which will identify opportunities for future development and highlight constraints that may exist in an area. They offer a vision for an area within the structure of the Development Plan.

Pending the preparation of Framework Plans for the relevant areas of the County, development at these locations will be guided by the policies and objectives of the County Development Plan and National and Regional Planning Policy and planning applications will be assessed on their merits having regard to the proper planning and sustainable development of the area.

Active public engagement will be central to the preparation of Framework Plans, where local communities, landowners and relevant stakeholders will be given the opportunity to contribute to the process. Following the active public engagement process, Framework Plans will be presented to the Elected Members for consideration and agreement. The plans will vary in terms of scale, depending on the specific area and focus and these may range from smaller plans for specific sites to larger more detailed plans for extensive areas and more complex issues. Fingal County Council will prepare these plans over the lifetime of the Development Plan, subject to resources.

Table 2.19: List of Proposed Framework Plans

Baldoyle (FP 10.D)	Castleknock (FP 13.D)
Coolmine Industrial Estate (FP 13.E)	Clonsilla (FP 13.C)
Dubber (Horizon Business Park) (FP 11.A)	Dublin Enterprise Zone (FP 12.B)
Folkstown Little (FP 4.B)	Lusk (FP 6.A)
Kilshane (FP 12.A)	Portmarnock (FP 9.B)
Northwood (FP 11.B)	Howth (FP 10.C)
Stephenstown (FP 4.A)	Sutton Cross (FP 10.B)
Whitestown (FP 6.C)	Jamestown Business Park (FP 11.C)
Blanchardstown Village (FP 13.B)	Portrane, including The Burrow (FP 7.B)
Donabate (FP 7.A)	Baldoyle Industrial Estate (FP 10.A)

Following adoption of the Development Plan, a list of Framework Plans to be prepared over the lifetime of the Development Plan will be drafted by the Planning Department based on the Council's priorities and subject to resources.

Policy CSP9 – Framework Plans

Prepare Framework Plans as required for identified areas to facilitate a co-ordinated approach to development.

Policy CSP10 – Implementation of Framework Plans

Prepare Framework Plans for areas designated on Development Plan maps in co-operation with relevant stakeholders, and actively secure the implementation of these plans and the achievement of the specific objectives indicated therein.

Objective CSO12 – AA and SEA for Framework Plans

Framework Plans will be subject to Strategic Environmental Assessments as appropriate and Screening for Appropriate Assessment.

2.4.4 Vacant Sites Levy

Vacant development sites are an opportunity for the County to provide additional housing, employment and other uses. Active land management, including the implementation of the vacant site levy, is key to realising the vision and objectives of the Core Strategy.

The Urban Regeneration and Housing Act, 2015 provides for a levy to be applied on vacant sites in residential and regeneration zoned lands, which are suitable for housing but are not coming forward for development. The Act sets out two classes of land to which the levy may apply:

Residential land, under Section 10 (2)(a) and Section 10(2)(h) of the *Planning Act 2000 (as amended)*.

In accordance with the *Urban Regeneration and Housing Act, 2015*, it is a key pillar of the Development Plan to promote the appropriate development and renewal of areas that are in need of regeneration, identified having regard to the Core Strategy, in order to prevent:

- Adverse effects on existing amenities in such areas, in particular as a result of the ruinous or neglected condition of any land;
- Urban blight and decay;
- Anti-social behaviour; or
- A shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses.

In a similar manner, derelict sites can have a negative impact on the social, visual and commercial aspects of a neighbourhood. The Council will investigate and prioritise reports of dereliction and take relevant and stringent action, in accordance with the Derelict Sites Act 1990 (the Act), in an effort to have the dereliction abated and ensure re-use of existing urban lands throughout the County.

2.4.5 Residential Zoned Land Tax

To encourage the activation of zoned and serviced land for residential development and in order increase housing supply, Budget 2022 introduced the Zoned Land Tax (ZLT). The tax, which as a two-year lead time,

will replace the current Vacant Site levy and will come into effect in 2024. The Zoned Land Tax will apply to land which is serviced and zoned for residential development or for mixed use land zonings where residential development is permitted, regardless of size. Maps identifying suitable sites will be prepared by the Local Authority.

The Vacant Sites levy will continue to apply in the interim period.

2.4.6 Compulsory Purchase Orders

Where the context so requires and once identified, the use of Compulsory Purchase Orders (CPOs) will be pursued in as timely a manner as possible under the relevant legislation, for the betterment of the community as part of Active Land Management measures.

2.4.7 Funding

To secure the delivery of National Strategic Objective 1: Compact Growth, Project Ireland 2040 established two tailored funding mechanisms which the Government has committed to providing. The Rural Regeneration and Development Fund (RDF) supports rural renewal for suitable projects in towns and villages with a population of less than 10,000, and outlying areas. The Urban Regeneration and Development Fund (URDF) supports compact sustainable development, through the regeneration of cities and large towns.

Funding has been successfully awarded for Our Balbriggan, Sustainable Swords and the Dunsink Feasibility Study.

The Council will continue to harness the potential of such funding schemes to promote and realise the regeneration of the County and to deliver the objectives of the Core Strategy.

2.4.8 Development Management

Development Management will play a leading role in the implementation of the Development Plan on a site by site basis, ensuring that development applications (planning application, Part 8, Section 5 etc.) are in substantial compliance with policies, objectives, and standards as set out in this Development Plan.

2.4.9 Enhanced Co-ordination

Implementation of the Core Strategy is essential to achieving the vision set out for Fingal County Council. Through enhanced engagement and effective co-ordination with the County's stakeholders including DHLGH, OPR, EMRA, neighbouring Local Authorities, agencies (including NTA, TII, IR, UÉ, OPW, NPWS etc.) networks, bodies, citizens, and other stakeholders, greater communication on the Plan and its delivery can be established. The Council will continue to utilise mechanisms such as online forums and discussion platforms to engage with stakeholders and communities during the implementation of the Plan.

More specifically, where LAPs, Masterplans or other large development areas are located adjacent to or within close proximity to a neighbouring local authority, a consultative and collaborative approach will be taken, for example the area of Dunsink lies in close proximity to the Ashtown /Pelletstown area of Dublin City Council and the Liffey Valley SAAO straddles the administrative areas of the Dublin City Council and South Dublin County Council.

2.5 Employment Lands

The Guidance Note on Core Strategies (2010) states that Planning Authorities should undertake an appropriate level of analysis to ensure that sufficient lands are identified for employment purposes at suitable locations, taking proper account of national planning policies.

The employment strategy is informed by an evidence-based approach which considers both existing land use zoning for employment purposes, and the requirement for additional employment lands based on population and employment growth assumptions.

The County is home to a wide range of key economic sectors, including retail, tourism, aviation, manufacturing, agricultural and agri-food, ICT and financial services, healthcare and pharmaceutical, marine and rural economic activity.

A key strategy for the future economic development of Fingal includes appropriately locating intensive employment uses adjacent to public transport networks, and where appropriate, residential developments; encouraging existing economic clusters and developing new clustering opportunities; and rejuvenating existing business and industrial parks, land, and buildings. The need to transition to a low carbon society and provide support for the circular and green economy is central to the County's economic strategy.

To attract new foreign direct investment (FDI) to the County along with other indigenous investment, there is a need for a sufficient supply of high-quality, marketable, serviced lands and premises. The identification of existing availability with regard to such sites and the future requirement for same is key to the future economic development of the County. This approach is informed by the *Fingal Economic and Employment Land Use Study* (KPMG, Future Analytics).

Baseline Analysis

In terms of delivering employment, Fingal County Council commissioned a study of available lands which have potential to generate jobs. This analysis indicates the importance of the larger key settlements such as the Consolidated Metropolitan Area, Swords, Portmarnock, Balbriggan and Malahide in relation to the scale of economic growth and employment pull. Population growth identified under the NPF implementation roadmap targets and subsequent labour force reduction indicates the significant growth for the future of Fingal. Under Labour force growth projections, Fingal will increase its working population by 12.4% or 18,612 persons by 2029. Under the EMRA employment target of securing 320,000 additional jobs by 2040, there are 13,090 jobs locally forecasted in Fingal between 2020–2029. This level of forecasted employment growth will require an anticipated employment zoning capacity of between 204 and 290 hectares within Fingal until 2029.

Functional Economic Areas and relative enterprise clustering play a significant part in understanding the distribution and colocation of enterprises and employment relative to the growth of towns and villages in the context of wider Dublin and regional trends. Fingal has a significant sway over regional employment as an enterprise centre.

Sectoral reviews of emerging and established industries in Fingal have indicated areas of growth in global, national and regional context where relevant. Many of these industries such as retail, ICT and financial services and manufacturing are dominant employers and are strongly represented by enterprise across most of the key settlements.

Based on the need to provide additional employment in the County and maintain existing jobs through the potential intensification of some land uses along public transport corridors, the available capacity of employment lands is considered sufficient to meet the needs for the Development Plan period.

Policy CSP11 – Lands for Employment

Ensure that sufficient serviced lands continue to be available in the right place for employment generation over the lifetime of the Development Plan.

Objective CSO13 – High Intensity Employment Uses

Focus high intensity employment generating uses around high-capacity public transport nodes.

Objective CSO14 – Space Extensive Enterprises

Ensure that, insofar as possible, space extensive enterprise is located on appropriately zoned lands which are outside the M50 and which do not compromise labour intensive opportunity on zoned lands adjacent to public transport.

Objective CSO15 – Mixed Use Employment

Support mixed use employment activities in our urban areas in accordance with the settlement and retail hierarchies.

Objective CSO16 – Database of Employment Lands

Monitor and further develop the database of employment lands within the County.

2.6 Retail

Retail plays a significant role in the growth and economy of Fingal and the retail sector is the single largest industry in Fingal County by count of enterprise with over 1,500 businesses active within the industry. Retail demand is largely a function of population and available consumer expenditure.

Fingal County Council's retail policy will continue to prioritise designated retail centres in the retail hierarchy and future retail development shall be based on a sequential approach, as indicated in the Retail Planning Guidelines. New retail development should be directed primarily into the major town centres and town centres in the County and should be in accordance with the type and format indicated in the retail hierarchy.

The RSES notes that EMRA will support and drive the preparation of a new retail strategy for the Region under the requirements of the *Retail Planning Guidelines for Planning Authorities* 2012, or any subsequent update, to update this hierarchy and apply floorspace requirements for the Region. Fingal County Council will prepare a Variation to the Development Plan if and when it is required by any update to the Retail Guidelines. See also Chapter 7 Employment and Economy.

2.7 Settlement Strategy

2.7.1 Fingal Context: Settlement Hierarchy

The future growth of Fingal, where and how we live, must align with the goals and ambitions of the NPF and the RSES. In this regard, RSES provides a framework for investment to better manage spatial planning and economic development to sustainably grow the Eastern and Midland Region to 2031 and beyond. A clear and coherent Settlement Strategy, in recognition of Fingal's important position within the Region, sets out the role of each settlement within the hierarchy over the lifetime of the Plan. This in turn provides a framework to ensure future growth is targeted in the appropriate locations including new housing, the creation and enhancement of new and existing employment opportunities, the delivery of focused community infrastructure and recreational opportunities as well as targeted transportation investment. In particular, 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.

Fingal is located within the Dublin Region and partly within the MASP area, with the remainder of the County, outside the MASP boundary, located within the Core Region. In order to achieve the ambition of these higher order plans, it is essential that a clear and coherent strategy is in place. The Settlement Hierarchy for Fingal which is set out here, relates to the County's Core Strategy comprising a series of levels derived from and consistent with RSES and MASP. This ranges from those areas of the County defined as either Metropolitan or Core, extending from rural areas, towns and villages through to the Key Town of Swords and areas classified as Dublin City and Suburbs at the top of the structure.

Figure 2.2: EMRA: Strategic Planning Areas – EMRA: Settlement Strategy

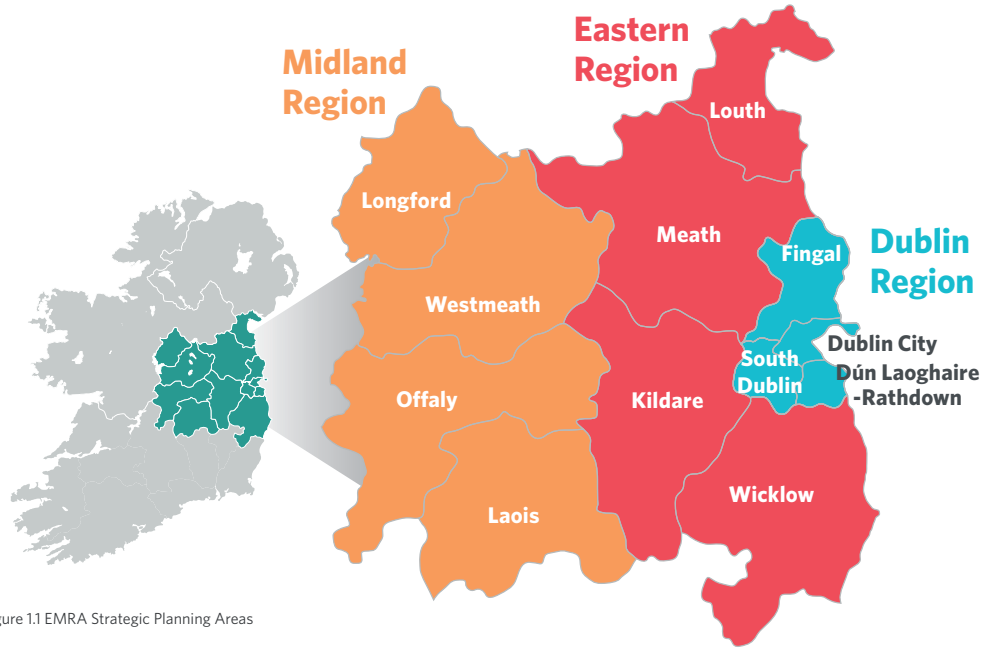
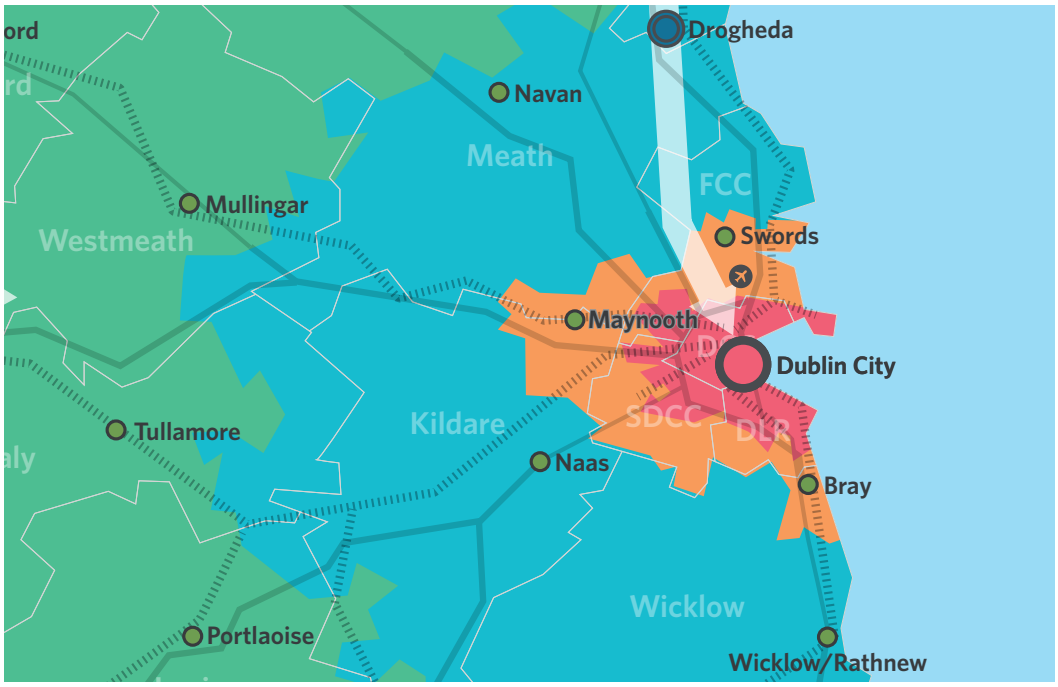


Figure 1.1 EMRA Strategic Planning Areas



The growth strategy for the Eastern and Midland Region to 2031 will have a direct impact on the growth and development of the County over the life of the Development Plan and provides for the following key considerations which are applicable to Fingal.

- Support the continued growth of Dublin as the national economic engine
- Deliver sustainable growth of the Metropolitan Area through the Dublin Metropolitan Area Strategic Plan (MASP)
- Support vibrant rural areas with a network of towns and villages
- Facilitate the collaboration and growth of the Dublin – Belfast Economic Corridor
- Embed a network of Key Towns (Swords) to deliver sustainable regional development
- Support the transition to a low carbon, climate resilient and environmentally sustainable region.

Dublin Metropolitan Area Plan (MASP)

Forming a part of the RSES, the Dublin Metropolitan Area Strategic Plan (MASP) sets out a strategic planning and investment framework for the Dublin Metropolitan area. Dublin MASP, which relates to the primary urban centres of Fingal, seeks to provide an integrated land use and transportation strategy which sets out:

- A vision for the future growth of the Metropolitan Area and key growth enablers, identifying strategic corridors based on their capacity to achieve compact sustainable and sequential growth along key public transport corridors, existing and planned;
- Large scale strategic residential, employment and regeneration development opportunities and any infrastructure deficits or constraints that need to be addressed; and
- A sequence of infrastructure priorities to promote greater co-ordination between local authorities, public transport and infrastructure providers for the phased delivery of sites.

Fingal has a key role to play in relation to the integrated land use and transportation strategy within the regional framework, aligning population and employment growth with associated transport and infrastructure investment. The Strategic Corridors and areas of relevance for Fingal are:

- City Centre within the M50 (multi-modal)
  - Identifies the potential of unlocking long term capacity in the strategic landbank at Dunsink.
- North – South Corridor (DART Extension)
  - The DART Expansion Programme, to be delivered by 2027 will increase capacity on the northern commuter line and support ongoing large-scale urban expansion of the North Fringe lands and Donabate.
- North-West Corridor
  - Strategic development areas along the Dunboyne/M3 parkway line include the Dublin Enterprise Zone (linked to improved bus connections) and Hansfield lands.
- MetroLink-LUAS Corridor
  - The development of the proposed MetroLink project, subject to appraisal and delivery post 2027, will unlock significant long-term capacity in Swords-Lissenhall and in South Fingal – Dublin Airport, subject to the protection of airport capacity and accessibility.

Having regard to the foregoing, the Settlement Hierarchy for Fingal has been developed in accordance with the guiding principles established under the NPF, RSES (including MASP). The Settlement Hierarchy aligns with the Core Strategy and is informed by the Housing Strategy and HNDA as set out earlier in this chapter. The resultant structure takes into account the important roles and functions which each town and village performs in a regional context and will ensure that future growth and accompanying investment is appropriately directed. This should occur in tandem with measures to strengthen sense of place and community identity.

The Settlement Hierarchy is set out in Table 2.20.

Table 2.20: Fingal Settlement Hierarchy

Settlement Typology	Description	Metropolitan	Core
Dublin City and Suburbs	International business core with a highly concentrated and diversified employment base and higher order retail, arts, culture and leisure offer. Acts as national transport hub with strong inter and intra-regional connections and an extensive commuter catchment.	Majority of Fingal's urban footprint including Blanchardstown (Clonsilla, Castleknock, Hollystown) Baldoyle, Sutton, Howth, Belcamp, Balgriffin, Santry (incl Ballymun) Charlestown, Meakestown.	
Regional Growth Centres	Regional Growth Centres are large towns with a high level of self-sustaining employment and services that act as regional economic drivers and play a significant role for a wide catchment area.	Not applicable to Fingal	
Key Towns	Large economically active service and/or county towns that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres	Swords	
(i)Self-Sustaining Growth Towns	(i) Self-Sustaining Growth Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.	Donabate	
(ii)Self-Sustaining Towns	(ii) Self-Sustaining Towns with high levels of population growth and a weak employment base which are reliant on other areas for employment and/or services and which require targeted 'catch up' investment to become more self-sustaining.	Malahide, Portmarnock	Balbriggan, Rush, Lusk, Skerries
Towns and villages	Towns and villages with local service and employment functions	Baskin, Kinsaley, Rivermeade, Coolquay, Rowlestown, Portrane	Balrothery, Oldtown, Loughshinny, Ballyboghil, Naul, Balscadden, Garristown, Ballymadun
Rural	Villages and the wider rural region		Rural Fingal and Rural Clusters

Table 2.21: Fingal Settlement Hierarchy

Metropolitan Area	Core Area
Dublin City and Suburbs Consolidation Area Blanchardstown, Baldoyle, Castleknock, Clonsilla, Hollystown, Howth, Mulhuddart Village, Sutton, Santry (Incl. Ballymun), Balgriffin & Belcamp, Charlestown & Meakstown	
Key Town Swords	
Self Sustaining Growth Town Donabate **Self Sustaining Town** Malahide, Portmarnock	**Self Sustaining Towns** Balbriggan, Lusk, Rush Skerries
Towns and Villages Portrane, Coolquay, Kinsealy, Rivermeade, Rowlestown, Baskin	**Other Core Towns and Villages** Balrothery, Loughshinny, Ballyboghil, Naul, Balscadden, Oldtown, Garristown, Ballymadun
Rural – Clusters and Rural Area See Chapter 14, Section 14.12 for a full list of rural clusters	

General Settlement Objectives

Future growth within Fingal will align with the Settlement Hierarchy in Table 2.20 ensuring that development is directed to the existing settlements including those defined as being within Dublin City and Suburbs, and towns and villages within the Metropolitan and Core areas. Growth will be focused in accordance with active land management strategies including existing and future Local Area Plans and Masterplans. This recognises the ambitious goal of the NPF to ensure compact growth with 50% of housing to be provided within or contiguous to the built-up area of Dublin City and Suburbs recognising that key public transport corridors (existing and planned) present significant development opportunities.

To ensure the delivery of Regional Strategic Outcomes as identified in RSES, it is important the Settlement Strategy is effective in five key areas:

- Creation of sustainable settlement patterns
- Achievement of compact growth and urban regeneration
- Support and enhancement of rural communities
- Creation of healthy communities
- Achievement of creative places

Policy CSP12 – NPF and RSES

Promote compact growth in line with the NPF and RSES through the inclusion of specific policies and targeted and measurable implementation measures that:

- Encourage infill / brownfield development,
- Focus growth on the County's designated strategic development areas identified in the Metropolitan Area Strategic Plan (MASP),
- Promote increased densities along public transport corridors.

Policy CSP13 – Addressing Infrastructural Deficits

Accelerate the availability of lands ready for residential development by aiming to address current infrastructural deficits where these are known to be delaying residential development.

Policy CSP14 – Consolidation and Re-Intensification of Infill/Brownfield Sites

Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin City and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.

Policy CSP15 – Compact Growth and Regeneration

Support the implementation of and promote development consistent with the National Strategic Outcome of Compact Growth as outlined in the NPF and the Regional Strategic Outcome of Compact Growth and Regeneration as set out in the RSES.

Policy CSP16 – Housing Strategy

Ensure that the Housing Strategy insofar as is feasible, addresses the diverse needs of all of Fingal's citizens meeting, where possible, their diverse accommodation needs.

Policy CSP17 – Socially and Economically Balanced Sustainable Communities

Foster the development of socially and economically balanced sustainable communities.

Policy CSP18 – Promotion of Residential Development

Promote residential development addressing the current shortfall in housing provision and meeting target guidance figures, through a co-ordinated planned approach to developing appropriately zoned lands at key locations, including regeneration areas, and vacant and underutilised sites.

Objective CSO17 – Mixture of House Types

Promote high quality residential development which meets the needs of all stages of the life cycle through an appropriate mix of house type and local amenities.

Objective CSO18 – Infill Spaces on FCC Owned Lands (Residential)

Where feasible, that infill spaces on residential zoned lands in the ownership of Fingal County Council, are used to build social houses to increase our housing stock.

Objective CSO19 – Tree Lined Approaches

Retain existing tree-lined approaches to all towns and villages to preserve their special character.

Objective CSO20 – Network of Pathways/Cycleways

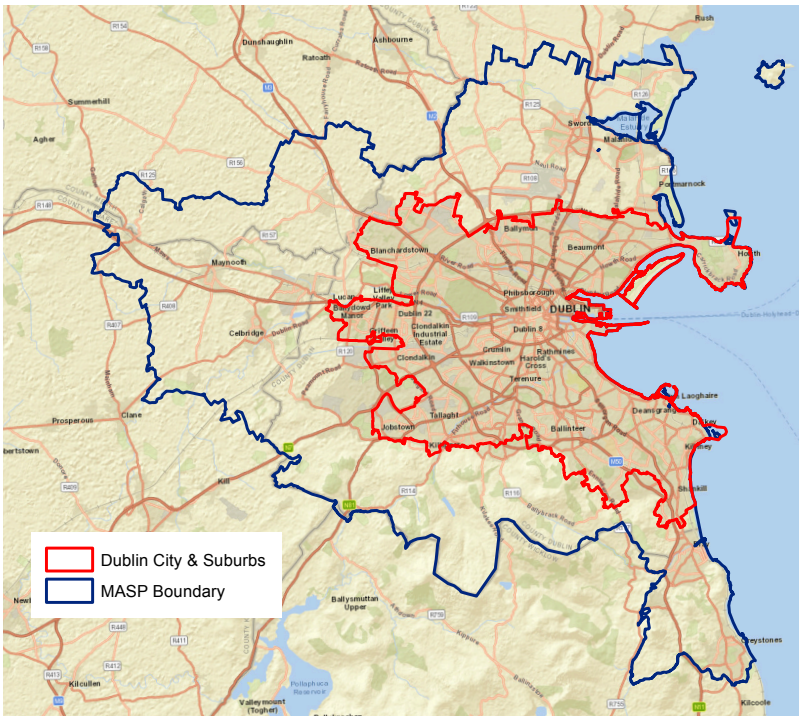
Develop a comprehensive network of signed pedestrian and cycleways linking residential areas to one another, to the village centres, schools, recreational hubs and railway stations.

2.7.2 Role of Each Settlement:

As stipulated in the NPF, an increase in the proportion of more compact forms of growth in the development of settlements of all sizes, from the largest city to the smallest village, has the potential to make a transformational difference. This includes enhancing footfall, contributing to the viability of services, shops and public transport, increasing housing supply and enabling more people to be closer to employment and recreational opportunities. NPO 3b requires the delivery of 50% of all new homes in the country's cities, including Dublin, within existing built-up footprints. In this regard, higher densities should be applied to the Dublin City and Suburbs settlement with a graded reduction in the lower-level settlements. NPO 7 requires a tailored approach to urban development, linked to the Rural and Urban Regeneration and Development Fund while NPO 8 sets out the targeted pattern of population growth.

Framed by the strategic direction and policies set out in this chapter, the role and function including policies and objectives applicable to each settlement in Fingal's Settlement Hierarchy are set out below.

Figure 2.3 Dublin City and Suburbs and MASP Boundary



Dublin City and Suburbs

Areas of Fingal categorised as Dublin City and Suburbs with respect to RSES, comprise the majority of Fingal's urban footprint including Blanchardstown, Clonsilla, Castleknock, Coolmine, Mulhuddart, Ongar, Tyrellstown, Hollystown; to the south the settlements of Santry (including Ballymun) Charlestown and Meakestown as well as the communities of Baldoyle, Sutton, Howth, Balgriffin and Belcamp which lie in proximity to Fingal's coast.

Dunsink

The strategic location and development potential of lands at Dunsink is recognised within the RSES and this Development Plan. This land area comprises 435 hectares and is located at the south-western fringe of Fingal within the M50. The lands are characterised by their current use for predominantly astronomical and agricultural research, and recreational amenity purposes. There are also a handful of 18th or 19th century historic houses with associated historic planting schemes within the area.

The Royal Canal and Tolka River Valley run to the south of the lands while Elm Green Golf Course covers a large part of the western portion of the site, with the closed landfill located to the north. This Development Plan fully understands that the lands at Elmgreen Golf Club are an important community recreational facility and that any development should be highly sensitive to this.

The area also includes the Dunsink Observatory which operates as part of the Astronomy and Astrophysics Section of the Dublin Institute for Advanced Studies (DIAS). Dunsink Observatory has been a centre for astronomical research and public engagement in Ireland since its foundation in 1785, and has been home to many of Ireland's most famous scientists, including Sir William Rowan Hamilton. This unique scientific and cultural feature is an asset for the future development of the area. Due to the nature of the scientific research undertaken by the observatory it has a particular sensitivity to light pollution coming from the surrounding environment which would need to be carefully considered for any future development in the area.

This Plan seeks to provide the Hamilton Way, a pedestrian link from the Observatory to Ashtown Train Station. Located only six kilometres from Dublin City Centre, this area provides a unique opportunity to significantly consolidate the Dublin Gateway in a sustainable manner underpinned by high quality public transport given the site benefits from close proximity to the existing heavy rail network at Ashtown and the proposed extension to the Luas to Finglas. The closed landfill offers an opportunity for a regional park and will be a key part of the amenity facilities of any future urban neighbourhood.

The recently carried out Dunsink Feasibility Study envisaged that the lands could facilitate approximately 7,000 residential units. While recognising these lands as a potential strategic landbank for the County, it is acknowledged that this land bank will require Strategic Development Zone (SDZ) status, or other relevant planning-related designation.

The scale and extent of both areas is significant and has great potential to provide high quality new housing and commercial development within the County. However, there are significant challenges in delivering such lands including provision of physical and social infrastructure, fragmented land ownership, the sensitivity of the historic observatory to increased night-time light levels, and the challenges of implementation. It is likely that the regeneration of these lands will be over a longer time frame than the Plan and the overall impact on the Core Strategy for this Plan is non-existent.

Blanchardstown and Suburbs

Blanchardstown, strategically located at the intersection of the N3 and M50 national roads, is the largest settlement centre in Fingal, encompassing the important urban neighbourhoods of Clonsilla, Castleknock, Coolmine, Mulhuddart, Ongar, Tyrellstown and Hollystown. Overall, the greater Blanchardstown area is home to approximately 108,000 people as of the 2016 Census.

Blanchardstown is designated as a Level 2 'Major Town Centre' in the Retail Strategy for the Greater Dublin Area and is one of the largest and most important retail centres in the State. In addition to Blanchardstown Town Centre, numerous large public sector employers are based in the area including Fingal County Council, Connolly Hospital and Technological University Dublin (TU Dublin) Blanchardstown. Blanchardstown is a key location for foreign direct investment and major largescale ICT and pharmaceutical companies have long established operations in the area. Blanchardstown is also home to the Dublin Enterprise Zone and to the National Sports Campus, a state-of-the-art sports facility located at Abbottstown.

The Hansfield Strategic Development Zone (SDZ) continues to provide for new sustainable communities served by a new train station on the Clonsilla to M3 Parkway railway spur. Future new sustainable communities within Barnhill and Kellystown will also benefit from direct access to high-capacity rail transport, with significant provision also made for active travel options. Recently adopted Local Area Plans in these areas provide land use frameworks to guide a range of housing, community infrastructure and high-quality recreational opportunities, creating distinctive new communities.

This land area, located just six miles from Dublin city centre, comprises approximately 435 hectares, of which approximately 200 will be available for development. The area, located within the M50 cordon, is currently characterised by agricultural and recreational amenity lands and offers significant potential for consolidation in a sustainable manner underpinned by high-capacity public transport given its proximity to Ashtown station and Luas Finglas – the Green Line Extension. A detailed feasibility study of these lands, including examination of current infrastructural constraints is complete. In line with regional planning policy, development of a mixed-use district providing approximately 7,000 residential units as a long-term strategic land bank is envisaged.

Charlestown Meakestown, Santry (including Ballymun), Balgriffin and Belcamp

The southern part of the County comprises the existing communities of Charlestown, Meakstown, Santry (including Ballymun) Clonshaugh, Belcamp and Balgriffin. This area lies in close proximity to the administrative boundary with Dublin City Council and has experienced significant growth in recent years, comprising a mix of residential and expanding employment. The communities of Charlestown and Meakstown form important residential settlements to the south of the M50 and the area is well served by retail facilities focussed on the Charlestown Shopping Centre, a Level 3 centre within the Fingal Retail Hierarchy, with schools and community facilities provided close by in Dublin City Council. A Framework Plan is proposed for the Jamestown Industrial Estate to examine future rejuvenation opportunities for the lands, due to their location adjoining regeneration lands in the Dublin City Council area. Future transportation investment including Luas Finglas, Northwood MetroLink stop and BusConnects will benefit ongoing residential and commercial expansion within the area. Transformative change is ongoing to the east at Balgriffin and adjacent the northern extent of Dublin City Council's operational area, where new residential communities continue to be formed, focused largely on multi-storey, multi-unit schemes benefiting from proximity to DART rail access. Fingal County Council is currently progressing plans for multi-

purpose community facilities at Lanesborough. This will provide a new sports hall and community centre at Lanesborough Park in Meakstown, to help cater for a wide-range of community, recreational, education and sporting activities in the area. Lanesborough Park will also be developed.

Strategically, the area benefits from a multitude of employment hubs, including the wider service centres of Blanchardstown, Swords, Finglas, Dublin City and crucially Dublin Airport. Significant employment opportunities exist within long established industrial and business campuses located within both local authority areas, benefiting from access to the M50 and Dublin Belfast strategic corridors. These include Clonshaugh Business Park, Clonshaugh, Airways and Santry Hall Industrial Parks. Given the proximity to Dublin Airport, the area benefits unsurprisingly from the presence of established and evolving specialised aviation related industries, both international and indigenous.

This Plan will pursue objectives to consolidate, enhance and renew the settlements identified ensuring the growth of sustainable communities and strengthening economic performance in order to maximise the competitive advantages arising from the area's geographic location and transport links.

Baldoyle, Sutton and Howth

Baldoyle, Sutton and Howth are long established, historical settlements with distinct character and sense of place which contribute significantly to the character of Fingal. Integral to their character and exceptional amenity offer is their coastal environment including coastal walks, nature reserves, beaches, Racecourse Park, Howth SAAO, Deer Park Castle and Grounds, Irelands Eye, Howth Marina and strong built heritage including the presence of Architectural Conservation Areas in both Baldoyle and Howth Villages as well as excellent public transport accessibility. It is envisaged that these areas will develop through the provision of a range of facilities to support existing and new populations. For this to be achieved, it is vital that the role of Baldoyle, Howth are strengthened, and development consolidated within the original villages. The natural heritage of Baldoyle Estuary and Ireland's eye are areas of international importance, designated through a Special Area of Conservation (SAC) and a Special Protection Area (SPA) and future development must respect the natural heritage sensitivities. Having regard to their proximity to Dublin City, they also comprise consolidation areas within the Metropolitan Area, benefiting from proximity to the DART network and continuing investment in active travel opportunities.

Residential expansion is occurring at Stapolin and LIHAF (now URDF) funding was secured to deliver access to Clongriffin train station and other essential elements including a regional park, attenuation areas and road upgrade works. An increase in the proportion of more compact forms of growth has the potential to make a transformational difference, contributing to the viability of services, shops and public transport, increasing housing supply and enabling more people to live closer to employment and recreational opportunities.

Demand for retail/services is in general, accommodated within Level 4 Small Town and Village Centres/ Local centres within the Retail Hierarchy. Baldoyle has two key employment centres, at Baldoyle Industrial Estate and Kilbarrack Industrial Estate, both providing significant employment for the wider area while Howth continues to demonstrate a wider range of economic functions due to its performance as a high-quality tourist destination and due to its important marine activities. The extension of the Middle Pier to improve access, maintenance, and berthing facilities will further strengthen and enhance Howth's maritime industry.

Sutton Cross is the gateway to the Howth Peninsula and an established suburb with a clear identity, community, and a range of urban services such as schools, retail and community facilities. It supports local services for the immediate populations of Howth, Sutton, Baldoyle and Bayside.

Howth is afforded a high degree of protection because of SAAO and European Site designations while Sutton is also located in proximity to these designations. Significant investment has been carried out in relation to the Howth Head looped trails including improved surfacing, seating and way finding. Racecourse Park Baldoyle will be transformed to include walking and cycling routes, lighting, car parking, playgrounds as well as sporting and recreational facilities. The Baldoyle Portmarnock Greenway, part of the longer-term Sutton to Malahide Greenway, ultimately linking to the permitted Broadmeadow Greenway and the Sutton to Sandycove cycleway is and will continue to bring significant active travel and recreational opportunities to these areas.

Policies and Objectives: Dublin City and Suburbs

Policy CSP19 – Compact, Sequential and Sustainable Urban Growth
Promote compact, sequential and sustainable urban growth to realise targets of at least 50% of all new homes to be built, within or contiguous to the existing built-up area of Dublin city and suburbs and a target of at least 30% for other metropolitan settlements, with a focus on healthy placemaking and improved quality of life.
Policy CSP20 – Blanchardstown
Consolidate the growth of Blanchardstown as set out in the Settlement Strategy for RSES by encouraging infill and brownfield development and compact growth rather than greenfield development and by intensification at appropriately identified locations.
Policy CSP21 – Santry, Ballymun and Meakstown, Charlestown, Finglas and Lanesborough
Define the areas of Santry, Ballymun and Meakstown, Charlestown, Finglas and Lanesborough positively by the development and enhancement of greater connectivity links between these areas and the rest of Fingal.
Policy CSP22 – Howth, Sutton and Baldoyle
Consolidate the development and protect the unique identity of Howth, Sutton and Baldoyle. This includes protection against overdevelopment.
Policy CSP23 – Howth SAAO
Protect the Howth Special Amenity Area Orders (SAAO), including the Buffer zone, from residential and industrial development intended to meet urban generated demand.
Policy CSP24 – Liffey Valley SAAO
Protect the Liffey Valley Special Amenity Area Orders (SAAO) from residential and industrial development intended to meet urban generated demand.
Policy CSP25 – Dunsink Planetarium
Promote the concept of a ‘planetarium’ on the lands of Dunsink adjacent to the Observatory.

Objective CSO21 – Promotion of Higher Densities

Promote higher densities (50+ units per hectare) at appropriate locations in urban built up areas subject to meeting qualitative standards at appropriate locations with particular reference to urban centres and/or in proximity to high-capacity public transport nodes while demonstrating compliance with all relevant Section 28 Ministerial Guidelines.

Objective CSO22 – Sensitive Redevelopment of Key Sites

Encourage the sensitive redevelopment of key sites within the Dublin City and Suburbs area for mixed use which includes an appropriate residential component to enhance the viability and vitality of existing urban villages.

Objective CSO23 – Town Centre Regeneration

Continue to develop a strategic approach to town centre regeneration through *Town Centre First: A Policy Approach for Irish Towns* within settlements forming part of the Dublin City and Suburbs Area by utilising existing buildings and unused lands for new development, promoting residential occupancy and providing a mix of uses within these areas, including cultural and community uses and residential uses, as appropriate.

Objective CSO24 – Blanchardstown Town Centre and DEZ

Promote Blanchardstown Town Centre as an integral component in the promotion and development of the Dublin Enterprise Zone.

Objective CSO25 – Optimising Existing Local Heritage Resources and Public Amenities

Require that new development in the urban settlements of the Dublin City and Suburbs area optimises existing local heritage resources and public amenities, while protecting the character and biodiversity of the villages.

Objective CSO26 – High Quality, Sustainable and Inclusive Development

Promote development which incorporates a high quality, sustainable and inclusive approach to proposals in the Dublin City and Suburbs Area, which are supported by sustainable means of travel and which create locally distinctive neighbourhoods and positively contribute to the existing built and natural heritage.

Objective CSO27 – Promote and Enhance existing ACAs

Continue to promote and enhance the existing ACAs within our urban villages and protect their historic characters.

Objective CSO28 – Improved Sense of Identity

Develop enhanced community identities throughout Fingal through the improvement of social, cultural, community and residential amenities. Support the development of an improved sense of identity for the areas within Dublin City and Suburbs, including improvements to signage, landscaping and physical appearance and through the promotion of mixed uses, including residential, in our urban villages.

Objective CSO29 – LAPs, Masterplans and Frameworks Plans for Dublin City and Suburbs

As set out in Tables 2.15, 2.16, 2.17, 2.18 and 2.19

- Implement existing Local Area Plans and Masterplans within Dublin City and Suburbs
- Prepare and implement Local Area Plans for identified areas
- Prepare and implement Masterplans for identified areas
- Prepare and implement Framework Plans for identified areas within the Dublin City and Suburbs area.

Objective CSO30 – Intensive Population and Employment Uses

The Plan will promote more intensive population and employment uses focussing on good community, civic and school facilities, good quality streets and spaces whereby existing and new neighbourhoods are knitted together alongside essential infrastructure and amenities that are required to develop sustainable communities and employment within the key urban centres, consistent with RPO 4.3.

Objective CSO31 – Dunsink

Prepare an Urban Area Plan for the strategic land bank at Dunsink during the lifetime of this Development Plan, in consultation with the relevant stakeholders, including an infrastructural audit with costings and implementation strategy to enable sustainable regeneration and development of the area that is cognisant of, and sensitive to the significant historic buildings within the area including the nationally important architectural heritage site of Dunsink Observatory. This plan shall include Dunsink Observatory lands and the provision of a Planetarium.

Objective CSO32 – Designation of Dunsink Observatory

Support the designation of Dunsink Observatory as a UNESCO World Heritage Site.

Objective CSO33 – Multi-Functional Green Infrastructure Corridor

Develop multi-functional green infrastructure corridor between Dunsink and Tolka Valley Park.

Objective CSO34 – Belcamp

Consider a limited quantum of development on the Belcamp lands to facilitate the rehabilitation and preservation of Belcamp House. A design brief including the quantum and location of any such development, which shall not prejudice any future road requirements, shall be agreed with the Planning Authority prior to a planning application being lodged. Not more than 50% of any residential units permitted shall be sold or occupied pending the full re-instatement of Belcamp House to the satisfaction of the Planning Authority.

Objective CSO35 – Ongar

Enhance and promote all existing greenspaces in Ongar by providing sensitive and appropriate leisure infrastructure within the boundary of the greenspace.

Objective CSO36 – Feasibility Study – Howth Tram/Funiculars

Carry out a feasibility study to examine the potential for the reinstatement of a tram or funiculars from Howth DART station to Howth Summit.

Key Town Swords

Swords is identified as one of three Key Towns in RSES within the Metropolitan area, the remaining two being Bray and Maynooth. Key towns are defined as large economically active service and/or County towns which provide employment for surrounding areas. Such centres also benefit from high-quality transport links and have the capacity to act as growth drivers to complement Regional Growth Centres. Key Towns, given their historic significance and performance as settlements within a regional context, have potential to accommodate commensurate levels of population and employment growth, facilitated by their location on high quality public transport corridors and aligned with requisite investment in services, amenities and sustainable transport.

Swords is the administrative capital of Fingal County Council with a population of 44,446 within the development boundary, as per the 2016 Census. Due to its strategic location, with direct links to the national road network (M1, M50 and Dublin Tunnel) as well as proximity to the Dublin–Belfast Economic Corridor, Swords plays a vital role in the overall MASP strategy, fulfilling key residential and employment functions. Swords is home to some of the largest employers in the country, including highly skilled employment centres arising through links with Dublin Airport. The important relationship between Swords and Dublin Airport is recognised in the Plan and the protection and enhancement of airport access as a global gateway to the Region and the State will be protected.

Residential development in Swords continues within establishing areas to the west and south of the town including Oldtown-Mooretown and Ridgewood with the longer-term residential potential of the town focused on the strategic land bank of Lissenhall to the east. It is envisaged that this important reserve could accommodate a significant mixed-use employment district in addition to providing between 6,000 and 7,000 residential units. Swords Masterplans (Barryspark, Crowcastle, Fosterstown and Estuary West) while providing a framework for the delivery of employment and opportunities for commercial floorspace, also offer the potential for medium/long term residential development into the future.

The delivery of MetroLink in co-ordination with other transport proposals, including BusConnects, future Park and Ride facilities and enhanced electric vehicle charging infrastructure, are all crucial for the future sustainable development of Swords. Active travel options such as the Broadmeadow Greenway and Fingal Coastal Way also offer significant opportunities for further sustainable travel options which will benefit the town and significantly enhance connectivity with neighbouring settlements and the adjoining hinterland.

A significant proportion of future urban development within Key Towns should be accommodated on infill/ brownfield sites by encouraging development, including renewal and regeneration of underused, vacant or derelict town centre lands for residential development to facilitate population growth. RSES identifies the importance of rejuvenating Main St. Swords which will unlock opportunities for promoting compact growth, realising infill development and bring about public realm improvements. The Sustainable Swords Project, a flagship initiative to enhance connectivity and provide significant public realm improvements, encompassing the Swords Cultural Quarter, is key to achieving a co-ordinated healthy placemaking strategy for the town, focusing on its key historical attributes and potential.

Swords Key Town

Policy CSP26 – Consolidation and Growth of Swords

Promote and facilitate the long-term consolidation and growth of Swords as a Key Town including the provision of key enabling public transport infrastructure, including MetroLink and BusConnects, in accordance with the relevant provisions of the NPF, RSES and the MASP.

Policy CSP27 – Key Sites for Regeneration

Support objectives to achieve a minimum of 30% of housing in the Key Town of Swords by way of compact growth through the identification of key sites for regeneration.

Policy CSP28 – Swords as an Economic Driver

Promote Swords as an economic driver and provide for strategic employment locations to improve its economic base and increase the ratio of jobs to workers.

Policy CSP29 – Promote and Facilitate MetroLink

Promote and facilitate the development of MetroLink, connecting Swords to the Airport and on to the City Centre.

Policy CSP30 – Swords as a Vibrant Key Town

Support the continued development of Swords as a vibrant Key Town with a thriving economy; an integrated public transport network; an attractive and highly accessible built environment with the highest standards of housing, employment, services, recreational amenities and community facilities.

Key Town Objectives

Objective CSO37 – High Quality Services

Encourage a range and quality of retail, commercial, civic, cultural, leisure, community and other services commensurate with the role of Swords Town Centre as a Key Town.

Objective CSO38 – Swords Main Street

Retain the Main Street as the core of the town centre, protect and enhance its character and ensure that any future new commercial and retail development reinforces its role by promoting the development of active ground floor uses and limiting the expansion of certain non-retail and inactive street frontages including financial institutions, betting offices, public houses and take aways/fast food outlets.

Objective CSO39 – Sustainable Swords Project

Support and promote the implementation of key recommendations arising from the Sustainable Swords' project including the implementation of the Swords Cultural Quarter.

Objective CSO40 – Public Engagement and Sustainable Swords

Support new forms of public engagement in the preparation of the Sustainable Swords project, with a view to building strong public interest, understanding and buy-in for the recommendations of the project.

Objective CSO41 – Regeneration and Infill Opportunities

Support the regeneration of underused town centre lands along with the planned and sequential infill opportunities to provide for high density and people intensive uses in accessible locations that are accessible to high quality transport, existing and planned, and to support the preparation of a statutory land use plan for the strategic landbank at Lissenhall for the longer-term development of Swords.

Objective CSO42 – Enhanced Urban Environment

Facilitate the strategic regeneration of Swords to build on the resilience of the local economy and provide for an enhanced urban environment with a particular focus on the development of Swords Civic Centre and Cultural Centre, the delivery of the conservation plan for Swords Castle, and the delivery of an enhanced public realm in the town centre and to promote recreational and amenity uses in accordance with a healthy placemaking strategy.

Objective CSO43 – Swords – Dublin Airport

Support Swords-Dublin Airport as a key location for airport related economic development and employment provision linked to the protection and enhancement of access to Dublin Airport lands including the delivery of MetroLink.

Objective CSO44 – LAPs, Masterplans and Framework Plan for Swords

As set out in Tables 2.15, 2.16, 2.17, 2.18 and 2.19:

- Implement existing Local Area Plans and Masterplans within Swords.
- Prepare and implement Local Area Plans for identified areas.
- Prepare and implement Masterplans for identified areas.
- Prepare and implement Frameworks for identified areas within Swords.

Self-Sustaining Growth Towns

Self-Sustaining Growth Towns are defined in RSES as towns which contain a reasonable level of jobs and services which adequately caters for the people of its service catchment. This may include sub-County market towns and commuter towns with good transport links, which have capacity for continued commensurate growth. Such towns offer potential for increased residential densities at high quality public transport hubs and can accommodate average or above average growth to provide for natural increase, service and/or employment growth where appropriate.

Donabate is identified as a Self-Sustaining Growth Town within Fingal and is strategically located, benefiting from its position on the North-South Strategic Corridor. DART expansion, which is to be delivered by 2027, will increase capacity on the northern commuter line and will further support and strengthen connectivity. The settlement has experienced substantial housing development in recent years and extensive areas of undeveloped residential zoned land remains to the east and south of the town. Development will be carried out in accordance with the principles enshrined in the Donabate Local Area Plan 2016–2022 (extended to 2026). The development strategy will promote the creation of a vibrant town core by providing a high-quality living environment for existing and future populations and provide all necessary community, commercial, cultural, and social facilities in tandem with new residential development.

The town benefits from its proximity to recreational resources of Newbridge Demesne, and plans are proposed for a major new Recreational Hub at Ballymastone which will complement existing sporting facilities within and to the east of the town. The Development Plan will also support the preparation and implementation of a Public Realm Framework for Donabate with particular focus on the Main Street, entrances to the town and key realm enhancement opportunities. The Donabate Peninsula enjoys many natural areas including the Rogerstown and Malahide Estuaries, European Sites which form part of the Natura 2000 network.

Self-Sustaining Growth Towns Policies

Policy CSP31 – MASP Strategic Development Areas

Deliver strategic development areas identified in the MASP, located at key nodes along high-quality public transport corridors in tandem with the delivery of infrastructure and enabling services to ensure a steady supply of serviced sites and to support accelerated delivery of housing.

Policy CSP32 – Donabate LAP

Facilitate development on zoned residential lands within the settlement boundary of Donabate as prescribed in the Donabate LAP. Support the provision of the necessary social and community infrastructure including recreational facilities and strengthen and enhance the public realm, providing improved levels of connectivity and permeability.

Policy CSP33 – Consolidate Development and Protect Unique Identity of Donabate

Consolidate the development and protect the unique identity of Donabate.

Self-Sustaining Growth Towns Objectives

Objective CSO45 – LAPs and Framework Plans for Donabate

- Implement the existing Local Area Plan within Donabate.
- Prepare and implement a Framework Plan over the life of the Plan to guide and inform future development and to include measures to improve and promoted the public realm of the village.
- Promote and support the provision of a sewage mains connections for Corballis/Balcarrick residents.

Objective CSO46 – Donabate Town Centre

Channel and concentrate the development of additional commercial, social, community and civic facilities within Donabate town centre and promote high quality urban design in such development.

Objective CSO47 – Donabate Peninsula

Develop a continuous network of signed pathways and cycleways as appropriate, around Donabate Peninsula linking Portrane and Donabate to Malahide and Rush via the Rogerstown and Malahide Estuaries whilst ensuring the protection of designated sites and avoiding any routing along the northern boundary of Malahide Inner Estuary by virtue of its ecological sensitivity.

Objective CSO48 – Pedestrian and Cycleways in Donabate

Provide for a comprehensive network of pedestrian and cycle ways linking residential areas to one another, to the town centre, schools, the recreational campus at Ballymastone and the railway station.

Objective CSO49 – Corballis/Balcarrick – Sewage Mains Connections
Promote and support the provision of a sewage mains connections for Corballis/Balcarrick residents.
Objective CSO50 – Active Travel Connections Between Donabate-Rogerstown Park and Lusk-Rush
Investigate all options in looking at the delivery of active travel connections between Donabate-Rogerstown Park and Lusk-Rush.

Self-Sustaining Towns

Self-Sustaining Towns are towns that require contained growth, focusing on driving investment in services, employment growth and infrastructure whilst balancing housing delivery. RSES envisages that population growth in these towns shall be at a rate that seeks to achieve a balancing effect and shall be focused on consolidation and inclusion of policies in relation to improvements in services and employment provision.

Self-Sustaining Towns within Fingal are located in both the Metropolitan and Core Areas and comprise, Malahide, Portmarnock, Balbriggan, Rush, Lusk and Skerries.

Malahide

Malahide is designated a Self-Sustaining Town within the RSES and benefits from a high quality built and natural environment. Integral to its character and its exceptional amenity offer is Malahide Castle and Demesne, its coastal environment, tourism offer, its strong built heritage including the presence of Architectural Conservation Areas as well as excellent public transport accessibility. It is envisaged that Malahide will develop as a self-sustaining centre through the provision of a range of facilities to support existing and new populations. For this to be achieved, it is vital that the urban role of Malahide is strengthened, and development consolidated within the town. The natural heritage of Malahide Estuary, a European Site, is designated through a Special Area of Conservation (SAC) and a Special Protection Area (SPA) and future development must respect the natural heritage sensitivities.

The settlement contains a strong village centre structure with a regional park and access to a high level of local amenities. Housing delivery is being provided at a steady pace.

Portmarnock

A further important settlement located on the strategic rail network is Portmarnock. Portmarnock is a historic coastal settlement which developed in its linear suburban form in the 20th century. Further definition of the street frontage and upgrading of the streetscape would help to strengthen and consolidate the existing urban structure and identity of Portmarnock. Its location just north of Baldoyle Estuary, a Special Area of Conservation (SAC) and a Special Protection Area (SPA), the presence of one of the finest beaches on the east coast, world class golf courses and a distinct natural and building heritage make Portmarnock an important tourist destination. There is potential to sensitively enhance the tourist experience through appropriate development of tourist services and amenities. The settlement through its own unique identity and character may be classed as a consolidation area within the metropolitan area, similar to Baldoyle, Sutton and Howth, given its location in proximity to Dublin City, coupled with key transport links. Development policy in relation to such consolidation towns will be based largely on their ability to meet locally generated demand for retail and services and on future growth related primarily to higher densities along public transport corridors.

Residential development continues to be provided on lands to the southwest of Portmarnock as part of the Portmarnock South LAP and significant improvements will continue to be made in the provision of active travel options building on the success of the Baldoyle Portmarnock Greenway, a vital phase in the Sutton to Malahide Greenway. Portmarnock's commercial core and retail/service offer continues to grow, particularly along Strand Road with opportunity to provide for further commercial consolidation.

Balbriggan

Balbriggan is the largest of the Self-Sustaining Towns in the Core Area. 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 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. 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.

Rush

Rush has a distinctive and unique physical character and history and has been identified as a Self-Sustaining Town in accordance with the RSES definitions. Rush is a linear town focused on its long Main Street with a significant tradition of market gardening in and around the town. In recent times, the trend is towards the relocation of these horticultural operations to the rural area, west of the town and the development of new residential communities. The development strategy is to expand the town centre as a commercial, retail, employment and services centre serving the expanding community in line with Rush's designation as a Self-Sustaining Town. The strategy includes opportunities for local rural business and general industry employment. In this regard, lands are zoned for the development of market gardening/rural business and more general employment/business development to the west of the town. Proposed new road systems together with existing roads form part of the overall strategy. This supports the preservation of the towns distinct character, retention of its market gardening tradition, the protection and enhancement of amenities and promotion as a local tourist destination. Retail provision in Rush should be self-sustaining in line with its role as a Self-Sustaining Town in the RSES. To avoid the creation of unsustainable commuting patterns, retail development should be at a level to serve the needs of the existing settlement and its rural hinterland but not attract inward commuting from adjacent towns.

Lusk

Lusk, also identified as a Self-Sustaining Town has grown in recent years from a village to a small town. Lusk is an historic settlement with notable built heritage and a distinctive character with a wealth of archaeology, traditional vernacular buildings and a distinct medieval street pattern around the town core which is a designated ACA. Rogerstown Estuary located to the south of the town is a European Site which must be protected into the future. It is important to conserve and enhance the unique character of the town core, consolidate the planned growth and ensure that the level of retail and local services concentrated in and adjacent to the town core grows to serve the expanding town population. To avoid the creation of unsustainable commuting patterns, retail development should be at a level to serve the needs of the existing settlement and its rural hinterland but not attract inward commuting from adjacent towns. Existing and future development will be consolidated within well-defined town boundaries and the distinct physical separation of Rush and Lusk will be maintained.

Skerries

Skerries is a compact coastal town served by a railway station. Benefiting from a well-defined town centre and access to coastal amenities and a regional park, it is considered that future residential development would be managed through a master-planning process. The development strategy reflects its status as a self-sustaining town, and the need to protect the character of the historic core, to consolidate development within well-defined boundaries and provide retail at an appropriate level for the town's needs.

Self-Sustaining Towns Policies

Policy CSP34 – Consolidate Growth of Self-Sustaining Towns
Consolidate the growth of Self-Sustaining towns including Malahide, Balbriggan, Lusk, Portmarnock, Rush and Skerries as set out in the Settlement Strategy for RSES and by encouraging infill development and compact growth rather than greenfield development and by intensification at appropriately identified locations.
Policy CSP35 – Malahide
Promote the planned and sustainable consolidation of the existing urban form and protect the unique identity of Malahide. The need to upgrade and support the development of the town centre will be balanced with the need to conserve its appearance as an attractive, historic village settlement and to retain the existing amenities of the area, being cognisant of its proximity to the ecologically sensitive coastline including European Sites.
Policy CSP36 – Focus Growth Within and Contiguous to Core in Self-Sustaining Towns
Support the sustainable long-term growth of Self-Sustaining Towns by focusing growth within and contiguous to the core to create a critical mass of population and employment based on local demand and the ability of local services to cater for sustainable growth levels.
Policy CSP37 – Promotion of Enterprise and Employment in Self-Sustaining Towns
Promote enterprise and employment throughout the County including along the Dublin Belfast Economic Corridor including Balbriggan and work with other Local Authorities to promote Fingal and the wider mid-eastern region as an engine for economic growth.

Policy CSP38 – Malahide, Balbriggan, Lusk, Portmarnock, Rush and Skerries

Consolidate development and protect the unique identities of the settlements of Malahide, Portmarnock, Balbriggan, Lusk, Rush and Skerries.

Policy CSP39 – Coastal Cycleway

Support the provision of a coastal cycleway between Malahide and Swords along the Broadmeadow Estuary.

Self-Sustaining Towns Objectives

Objective CSO51 – Support Growth of Self-Sustaining Towns

Proactively support and promote high quality services, social infrastructure, facilities, tourism offer, appropriate retail mix, and economic activity within Self-Sustaining Towns to meet the needs of existing and future growth in line with the scale and function of these towns within the Fingal Settlement Hierarchy.

Objective CSO52 – Safe and Convenient Road, Pedestrian and Cycle Systems

Ensure all Self-Sustaining towns benefit from safe and convenient road, pedestrian and cycle systems which promote permeability, accessibility, and connectivity between existing and new developments.

Objective CSO53 – LAPs, Masterplans and Framework Plans for Self-Sustaining Towns

As set out in Tables 2.15, 2.16, 2.17, 2.18 and 2.19:

- Implement existing Local Area Plans and Masterplans within Self-Sustaining towns.
- Prepare and implement Local Area Plans for identified areas.
- Prepare and implement Frameworks for identified areas.

Objective CSO54 – Tree-Lined Approach

Retain existing tree-lined approaches to all towns and villages in order to preserve their special character.

Objective CSO55 – Development and Growth of Balbriggan and Skerries

Promote and facilitate the development and growth of Balbriggan and Skerries as primary service, social, cultural and local tourist centres in north Fingal.

Objective CSO56 – 'Our Balbriggan'

Continue to implement, promote, and support the 'Our Balbriggan' Rejuvenation Plan.

Objective CSO57 – Harbours, Beaches Seashores – Balbriggan, Skerries and Rush

Preserve and improve access to the harbours, beaches and seashores of Balbriggan, Skerries and Rush, while protecting environmental resources including water, biodiversity, and landscape sensitivities.

Objective CSO58 – Rush as a Vibrant Town

Facilitate the development of Rush as a vibrant town and retain its market gardening tradition.

Objective CSO59 – Historic Core of Lusk

Protect and conserve the special character of the historic core of Lusk including the area of archaeological notification in the centre of the town having regard to the physical and social character of the core area particularly in the vicinity of St. MacCullin's Church and Main Street, and to promote a conservation-led approach to the consolidation and redevelopment of the town core.

Objective CSO60 – Monastic Site and St. MacCullin's Church

Maintain the valued distinctive views of the monastic site and St. MacCullin's Church from all approach roads into Lusk, from significant areas of open space and from surrounding areas.

Objective CSO61 – Hedgerows in Lusk

Retain the traditional hedgerow boundary treatment characteristic of Lusk, the protection and enhancement of existing boundary hedgerows and trees shall be required save where limited removal is necessary for the provision of access and promote the planting of hedgerows and trees using native species within new developments.

Objective CSO62 – Maintenance of Distinct Physical Separation – Lusk, Rush and Malahide

Ensure that existing and future development within the settlements of Lusk, Rush and Malahide is consolidated within well-defined town boundaries to maintain their distinct physical separation.

Objective CSO63 – Pedestrianised Core – Malahide

Continue to promote and facilitate the recently implemented pedestrianised core of New Street, Malahide.

Objective CSO64 – Local Transport Plan Rush

Prepare a Local Transport Plan to inform the future transportation needs of Rush. This may include the feasibility of providing a Distributor Road to the west of Rush.

Objective CSO65 – Sluice River – Portmarnock

Protect and manage the flood plain of the Sluice River to the south of Portmarnock and ensure that its integrity as a natural habitat is maintained; and investigate the potential of a riverside walkway.

Objective CSO66 – Mitigation Measures

Ensure that the mitigation measures as set out in the Portmarnock South and Baldoyle Stapolin LAPs (and other LAPs as necessary) will continue to be implemented and managed in accordance with the requirements of the LAPs or where a LAP is no longer in place, in accordance with the following measures if not already implemented:

Portmarnock South Area

The following Habitat Protection Measures agreed between the NPWS and Planning Authority shall be implemented as may be appropriate prior to the commencement of development; ensuring feeding and roosting habitat is protected and disturbance to migratory birdlife for the duration of the construction.

- Conservation Management Plan for the ecological buffer zone/open space lands and the high amenity lands of the 'Murragh Spit' prepared in consultation and agreement with Fingal County Council and the NPWS.
- The Ecological Buffer Zone within the plan lands maintained as amenity grassland, semi-natural meadow, natural grassland and scrub, pasture and arable land use including wintering crops such as linnet mix.
- A 'quiet zone' established to the south of the residential development area to cater for Brent Geese and wader species. The 'quiet zone' to consist of grassland pasture. This 'quiet zone' will be enclosed by a fence and hedge to prevent disturbance during the winter migratory bird season. The enclosure must be dog proof but can permit overlooking of the 'quiet zone' e.g. 1.2 metre high fence with hedge planting of native species.
- Retention of field within the southern section of the plan lands under arable cultivation. This will support and encourage food production through community and contract farming initiatives.
- The extensive open space within the ecological buffer zone to be managed as meadows.
- Retain the ecological buffer zone to the estuary in a predominantly open state to support unhindered bird movement.
- Retain the 'Murragh Spit', east of the Coast Road as a managed conservation area to protect estuarine birdlife.
- Disposal of construction and surplus fill material to be carefully managed through the Development Management process.
- Provision of SuDS Regional Wetland, unless otherwise agreed and subject to Appropriate Assessment screening to ensure all downstream habitats and open habitat used by qualifying interest birds are protected.

1. **Objective GI 1** Advance a green infrastructure strategy through the integration of a network of natural habitat and biodiversity supporting spaces, parkland for passive and active recreational uses, heritage features, sustainable surface water and flood risk management measures.
2. **Objective GI 2** Promote the development of a series of green routes/green linear corridors that connect amenity and open space areas with new and established communities.
3. **Objective GI 3** Comply with the objectives relating to biodiversity, open space and green infrastructure set out in the Fingal Development Plan. The overarching requirements of the current plan would take precedence in this respect.
4. **Objective GI 4** Demonstrate in each planning application, how the Green Infrastructure and Landscape Strategy has influenced the layout of development and in particular, how it is reflected in the design and layout of open spaces, linear parks and green routes.
5. **Objective GI 5** Ensure the early completion of the provisions of the Green Infrastructure and Landscape Strategy.
6. **Objective C 1** Maintain qualifying interest habitats and species within the Baldoyle Bay SPA and SAC and other European sites where relevant at favourable conservation condition to ensure the ecological integrity of Baldoyle Bay and further ensure that the lands continue to provide supporting function for the Qualifying Interest species.
7. **Objective C 2** Protect and conserve the natural habitats and designated status of the Sluice River Marsh and ensure that salmonid waters constraints apply to all development within the plan lands.
8. **Objective GI 6** Require Appropriate Assessment (AA) Screening for any development, plan or project including changes to the landscape, within the Ecological Buffer Zone. This will include any changes to existing or future layout, materials or management.
9. **Objective GI 7** Protect and enhance the function of the ecological buffer zone through appropriate mitigation and management measures as set out in Green Infrastructure and Landscape Strategy.
10. **Objective GI 8** Promote the conservation and enhancement of biodiversity having regard to the objectives of the Fingal Development Plan, the Fingal Biodiversity Action Plan and the Fingal Heritage Plan while allowing for appropriate development, access and recreational activity.
11. **Objective GI 9** Protect existing trees, hedgerows, townland boundaries and watercourses which are of amenity, historic or biodiversity value and ensure that proper provision is made for their protection and management in future development proposals in accordance with a Green Infrastructure and Landscape Strategy.

12. **Objective GI 10** Protect significant and ecologically valuable watercourses and maintain them in an open state capable of providing suitable habitat for fauna and flora.
13. **Objective GI 11** Require measures for the protection and management of local biodiversity features to be submitted in any development proposals. This shall include details of how and where any surplus fill from the plan lands is to be disposed.
14. **Objective GI 12** Implementation of agreed habitat protection measures and the subsequent transfer of zoned open space lands to Fingal County Council to be completed prior to the commencement of development.
15. **Objective GI 13** Ensure that sufficient information is provided as part of development, plan or project proposals to enable Appropriate Assessment screening to be undertaken and to enable a fully informed assessment of impacts on biodiversity to be made.
16. **Objective GI 14** Ensure that future developments within the area have regard to the principles for development in coastal and estuarine character areas as set out in the Landscape Character Assessment of the Fingal Development Plan.
17. **Objective GI 15** Incorporate principal views of the surrounding area, in particular, Baldoyle Bay, Howth Head, Ireland's Eye and Lambay Island into future development schemes.
18. **Objective GI 16** Protect the following views:
    - Views from the eastern half of the area towards Baldoyle Bay, Howth Head, Ireland's Eye and Lambay Island.
    - Views southwards of the Dublin Mountains.
    - Views into the lands.
19. **Objective GI 17** Ensure that the existing topography of the lands is incorporated into the design concept and layout with minimal variations to existing ground levels, in as far as is practicable, in development schemes.
20. **Objective GI 18** Ensure trees, hedgerows and other features which demarcate townland boundaries are preserved and incorporated into the design of developments.
21. **Objective GI 19** Protect, preserve and ensure the effective management of trees and groups of trees.
22. **Objective GI 20** Implement a scheme of tree and hedgerow protection measures, in compliance with British Standard 5837 (2012), Trees in Relation to Design, Demolition and Construction to Construction – Recommendations' and in agreement with Fingal County Council, prior to commencement of development. The scheme of protection measures to be maintained in place until effective completion of all construction works.

23. **Objective GI 21** Require the use of native planting where appropriate in new developments in consultation with the Council. Indigenous, non-invasive species should be considered to provide habitat for locally occurring fauna ensuring, at a minimum, there should be no net loss of the tree and hedgerow resource.
24. **Objective GI 22** Ensure sensitive and appropriate boundary treatments, respecting the estuarine nature of the landscape, in all development proposals.
25. **Objective GI 23** Require a visual impact assessment of new development on the surrounding landscape, including cross sections and photomontages at planning application stage.
26. **Objective GI 29** Provide an integrated network of open spaces, pocket parks, linear parks and green routes through the implementation of a Green Infrastructure and Landscape Strategy.
27. **Objective GI 30** Integrate public open space provision and surface water management [SuDS].
28. **Objective GI 31** Promote and facilitate the development of carefully managed access to ecologically sensitive areas.
29. **Objective GI 32** Promote connections between open spaces and amenity areas including greenways within and beyond the area.
30. **Objective GI 33** Promote and develop a combined greenway of no more than 3 metres in width for walking and cycling along the eastern edge of the plan lands and access the potential to connect with amenity lands in the adjoining Racecourse Park to the south and further amenities along the coastal corridor, in consultation with the Council's Biodiversity Officer. The coastal walkway shall be designed and sited to reflect and where appropriate integrate with its coastal setting subject to Appropriate Assessment and detailed design assessment.
31. **Objective GI 34** Assess the feasibility of establishing growing initiatives within the area.
32. **Objective GI 35** Ensure every home within a new residential scheme is located within 100 metres walking distance of a pocket park, small park, local park, urban neighbourhood park or regional park.
33. **Objective GI 36** Ensure that a minimum 10% of the proposed development site area shall be designated for use as public open space.
34. **Objective GI 37** Provide a children's playground within the proposed small park (Skylark Park).
35. **Objective GI 38** Ensure the timely completion of the open space network and green routes as set out in Green Infrastructure and Landscape Strategy through a phasing strategy for the area.

36. **Objective GI 39** Achieve best practice and innovation in SuDS design as part of development schemes including the successful co-ordination of surface water management with biodiversity features and amenity functions of open space and landscaped areas.
37. **Objective GI 40** Demonstrate compliance with the provisions of the SuDS Strategy of the Plan in the design and layout of SuDS devices in the area. Ensure as far as practical that the design of SuDS enhances the quality of open spaces. SuDS do not form part of the public open space provision, except where it contributes in a significant and positive way to the design and quality of open space. In instances where the Council determines that SuDS make a significant and positive contribution to open space, a maximum 10% of open space provision shall be taken up by SuDS.
38. **Objective GI 41** Protect the integrity of existing townland hedgerows and watercourses for their biodiversity and amenity value including surface water management. To this end, ensure that no development, including clearance and storage of materials, takes place within a minimum distance of 10-15 metres measured from each bank of any river, stream or watercourse.
39. **Objective GI 42** Developers shall have regard to the principles and standards for SuDS design.
40. **Objective GI 43** Ensure the early completion of the proposed regional SuDS wetland.
41. **Objective TM 20** Ensure that any transport and movement proposals take full account of the sensitivities of the receiving environment including biodiversity features and the conservation objectives of EU designated sites.
42. **Objective SW 2** Require all planning applications to submit details of compliance with a SuDS Strategy which include proposals for the management of surface water within sites, and runoff rates from sites, protecting the water quality of Baldoyle Bay.
43. **Objective SW 3** Require local/site specific SuDS measures in tandem with development.
44. **Objective SW 4** Require green roofs for commercial development within the area unless otherwise agreed and investigate the feasibility of green roofs for residential development.
45. **Objective SW 5** Ensure urban areas are designed to accommodate surface water flood flow at times of extreme events through the dual use of roads and pathways as flood conveyance channels and appropriate areas (parkland, car parks, large paved areas, etc.) are used as temporary flood ponding areas.

46. **Objective SW 6** Ensure that all trees planted in/adjacent to hard paved areas (footpaths, parking areas, etc.) incorporate tree root structural cell systems.
47. **Objective SW 8** Require that proposals for sustainable drainage systems include provisions for future maintenance of these systems. In this regard, maintenance plans shall be submitted with each planning application.
48. **Objective SW 9** Ensure that existing watercourses remain open and are incorporated into amenity/SuDS proposals. Culverting of streams is generally not acceptable and should be avoided
49. **Objective SW 10** Ensure that no development, including clearance and storage of materials, takes place within a minimum distance of 10-15 metres measured from each bank of any river, stream or watercourse.
50. **Objective SW 11** Require a settlement pond to allow for treatment of all surface water discharges from the development site during the construction phase. Prior consultation with the Council's Water Services Department and Biodiversity Officer is required regarding the most appropriate location for this pond.
51. **Objective SW 12** SuDS features shall be provided as part of the first phase of development and would only be considered on a phased basis where an alternative temporary solution is proposed or where phasing does not adversely impact or prejudice the delivery of the final SuDS Strategy and complies with appropriate assessment and conservation management objectives/Habitat Protection Measures.
52. **Objective WQ 3** Seek the maintenance of the Sluice River and rehabilitation of the Mayne River to good water status, it's restoration as a natural amenity and protection of the riparian corridor through the area.
53. **Objective WQ 5** Implement the measures drawn up in the Pollution Reduction Programme for the Malahide Shellfish Area.
54. **Objective GW 1** Protect existing ground water sources from pollution during construction / development works
55. **Objective SP 1** Ensure that those areas of the lands that are not under construction are kept free from arisings or other materials associated with development unless otherwise agreed with the Planning Authority.
56. **Objective SP 2** Ensure that the larger undeveloped areas of the residentially zoned lands are maintained in agricultural use or are managed in such a way as to support the roosting and feeding habitat requirements of the qualifying interest species of Baldoyle Bay. Where smaller parcels of land between developments are created, they should be kept open in nature with connectivity provided between other residential areas and the railway station and small centre.

Baldoyle-Stapolin Area

1. **Objective GI 1** Create a high-quality, well-connected and sustainable natural environment of green spaces and watercourses that are rich in biodiversity and promote active and healthy lifestyles.
2. **Objective GI 2** Require a high-quality design approach to all green infrastructure, which creates inviting, flexible, multifunctional places, protects and enhances local distinctiveness and character, incorporates existing features and important vistas.
3. **Objective GI 3** Maximise the opportunities for enhancing the green infrastructure resource through the provision of urban landscape features such as green corridor routes and links, swales, green roofs, trees and shrubs within the new development and public realm.
4. **Objective GI 4** Provide for the protection, conservation and enhancement of wildlife habitats and natural resources, including the existing watercourses on site and features such as ecologically important hedgerows and mature trees within the area.
5. **Objective GI 5** Develop and enhance existing green infrastructure, create new habitats where any are lost, improve physical and habitat linkages between the adjoining Baldoyle-Stapolin, Portmarnock and Clongriffin lands and develop a new high quality well landscaped public realm, connecting into the wider green network.
6. **Objective GI 6** Comply with all of the policies of the current Fingal Development Plan relating to open space, biodiversity, green infrastructure and open space provision.
7. **Objective GI 7** Ensure that plans, designs, detailed schedules and specifications of work including management plans, where privately managed, for all public open spaces and green infrastructure are integral to all planning applications.

Designated Sites

8. **Objective GI 8** Maintain or restore the favourable conservation condition of Annex 1 habitat(s) and/or the Annex II species for which the Baldoyle SAC has been selected: [1140] Mudflats and sandflats not covered by seawater at low tide [1310] Salicornia and other annuals colonising mud and sand [1330] Atlantic salt meadows (Glauco-Puccinellietalia maritimae) [1410] Mediterranean salt meadows (Juncetalia maritimi)
9. **Objective GI 9** Maintain qualifying interest habitats and species within the Baldoyle Bay SPA and SAC at favourable conservation condition to ensure the ecological integrity of Baldoyle Bay and further ensure that the LAP lands continue to provide supporting function for the Qualifying Interest species.
10. **Objective GI 10** Ensure that sufficient information is provided as part of development, plan or project proposals to enable Appropriate Assessment screening to be undertaken and to enable a fully informed assessment of impacts on biodiversity to be made.

Racecourse Park – Mitigation with the Ecological Buffer Zone

11. **Objective GI 11** Ensure compliance with the landscape masterplan for Racecourse Park and the Portmarnock South lands which incorporates mitigation measures for any loss of habitat for the conservation interests of Baldoyle Bay.
12. **Objective GI 12** Promote opportunities for the enhancement of local biodiversity features including the creation of new habitats through managed spaces and new water features such as pools and ponds in order to promote wildlife use associated with the existing Designated Sites. Such proposals may be subject to an Appropriate Assessment of the likely significant effects on European Sites due to the proximity of urban centres.
13. **Objective GI 13** Provide appropriately designed and located combined pedestrian and cycle routes of no wider than 3m through Racecourse Park, and minimise access points to avoid disturbance to protected habitats and species within Baldoyle Bay and Racecourse Park.
14. **Objective GI 14** Ensure the minimisation of signage within Racecourse Park to protect the visual enjoyment of the park and the integrity of the wider natural environment.
15. **Creating a Green Network** – Green Corridors, Green Links and Stepping Stones
16. **Objective GI 15** Create a cohesive network of green corridors, green routes/ links and stepping stones throughout the lands that facilitate wildlife movement between the residential areas and the surrounding landscape.
17. **Objective GI 16** Create new green links to connect publicly accessible open spaces to main destination points, such as the DART station, bus stops, village centre, proposed school, health facilities and other publicly accessible open spaces including Racecourse Park.
18. **Objective GI 17** Develop a green link along the Mayne River, where it does not conflict with the conservation objectives of the SAC, under the existing railway arches in Racecourse Park, to connect the parkland with the proposed linear park along the Mayne River within the Dublin City Council administrative area.
19. **Objective GI 18** Ensure that the design of all green corridors, links and stepping stones takes account of the sensitivities of habitats and avoids adverse impacts resulting from noise, lighting and other types of disturbance.
20. **Objective GI 19** Improve education and awareness of the importance of green corridors, links and stepping stones and ecological connectivity to help ensure their retention and management for future generations.

Sustainable urban Drainage Systems (SuDS)

21. **Objective GI 20** Require that water storage areas be designed and integrated into the development with consideration to their drainage, recreation, biodiversity and amenity value.
22. **Objective GI 21** Ensure, as far as practical, that the design of SuDS enhances the quality of open spaces and biodiversity.
23. **Objective GI 22** Promote open SuDS features, wetland and pond features in planned open spaces such as the pocket park, local parks and Racecourse Park subject to satisfactory resolution of management programmes, public safety, ease of cleansing and maintenance access.
24. **Objective GI 23** Ensure that the design of swales and stormwater attenuation areas and SuDS proposals within private developments include commitments to addressing a net gain in biodiversity through the use of appropriate planting.
25. **Objective GI 24** Require that SuDS corridors alongside roads and green corridors incorporate wildlife habitat, pedestrian links and structural planting where appropriate.
26. **Objective GI 25** Require that SuDS features in Racecourse Park be designed as extensive, naturalistic open features (e.g. ponds, wetlands) of value to wildlife and local amenity. Their water quality and storage objectives shall be dealt with in combination with landscape integration, visual amenity and protection/ enhancement of biological diversity.
27. **Objective GI 26** Require that where SuDS features are connected to the Mayne River best practice will apply and consultation with the relevant national bodies such as the National Parks and Wildlife Service and Inland Fisheries Ireland will take place to agree on the methodology for such works. In any event, the design of SuDS features shall not conflict with conservation management objectives of the EU Designated Sites.
28. **Objective GI 27** Ensure that green roofs are incorporated into the design of all new commercial buildings on the Plan lands.

Landscape

29. **Objective GI 28** Ensure that development along the parkland edge of the residential lands is sensitively designed to reflect the 'Sensitive Landscape' designation on these lands in the current Fingal Development Plan.
30. **Objective GI 29** Ensure that any new hedgerows and tree species within the site are planted with non-invasive species which will provide alternative habitat for displaced wildlife, be compatible with local landscape values and help maintain connectivity for species which rely on such features for movement or feeding.

31. **Objective GI 30** Maximise the potential views of the surrounding area from the development lands. In particular, the views of Ireland's Eye, the coast and the higher parklands, to the north, at Portmarnock shall be protected.

Stapolin Square

32. **Objective GI 31** Manage the open space at Racecourse Park and any associated lands in accordance with a Landscape Masterplan and mitigation measures and polices.
33. **Objective GI 32** Promote sustainable recreation within the lands that will allow inclusive use of the open space without causing adverse effects on the physical and biological functions of the green infrastructure and/or qualifying interest species and habitats of Designated Sites.
34. **Objective GI 33** Require Appropriate Assessment (AA) Screening for any development, including changes to the landscape, within Racecourse Park. This will include any changes to existing or future layout, materials or surfaces of pitches.
35. **Objective GI 34** Ensure the provision of adequate areas of high quality, safe and overlooked open space within residential developments, which meet the required standards for distance from homes.
36. **Objective GI 35** Facilitate the development of open spaces and civic spaces at suitable locations within the area and protect existing open spaces from inappropriate development, so as to maintain their attractiveness and role in enhancing the residential and ecological amenities of the area.
37. **Objective GI 36** Require the provision of playing pitches in the northwestern corner of the Racecourse Park, south of Mayne Road, or alternative agreed location. Any alternative location may be subject to Appropriate Assessment.
38. **Objective GI 37** Ensure that Stapolin Square incorporates a green core which allows for the visual and physical extension of Ireland's Eye Avenue to and from the train station.
39. **Objective GI 38** Facilitate the potential for public activities and events in Stapolin Square through the incorporation of design elements which allow for such.
40. **Objective GI 39** Facilitate the provision of an all-weather pitch as part of the proposed pitches and active recreational hub to the northwest of the lands, south of Moyne Road, subject to screening for appropriate assessment.
41. **Objective GI 40** Ensure the timely delivery of open space having regard to the open space hierarchy, the preferred masterplan layout and the phasing requirements.

Surface Water Management

42. **Objective SW 2** Require all planning applications to submit details of compliance with the SuDS Strategy which include proposals for the management of surface water within sites, and runoff rates from sites, protecting the water quality and flow regime of the River Mayne and retrofitting best practice SuDS techniques on existing sites where possible.
43. **Objective SW 3** Require local/site specific SuDS measures in tandem with development.
44. **Objective SW 4** Require green roofs for commercial development within the area unless otherwise agreed.

Water Quality

45. **Objective WQ 2** Seek the rehabilitation of the Mayne River to good water status, its restoration as a natural amenity and protection of the riparian corridor through the area.

Interim Measures

46. **Objective SP 2** Ensure that construction takes place in a sequential manner in order to avoid areas of new development leap-frogging unfinished phases of development. Internal phasing arrangements will be required and conditioned as part of planning applications.
47. **Objective SP 3** Require all planning applications within the lands to include clear measures for the treatment of interim sites on lands within the ownership of the applicant/developer.
48. **Objective SP 4** Ensure that the delivery of measures to deal with undeveloped or interim lands are included by way of condition in any grant of planning permission.

Towns and Villages

Fingal contains a significant number of towns and villages within the Metropolitan and Core areas of the County. These include Portrane, Coolquay, Kinsealy, Rivermeade, Rowlestown, Balrothery, Loughshinny, Ballyboghil, Naul, Balscadden, Oldtown, Garristown and Ballymadun.

There is considerable variation across the settlements in this level of the Hierarchy, ranging from small towns and larger rural villages, in terms of scale, character, context and infrastructure. However, all have potential for appropriate levels of growth and consolidation. In order to realise consolidation within these towns and villages, development will be encouraged to be delivered in a sustainable, sequential manner, with the focus on consolidated growth of the centres, the identification of sites appropriate for renewal and a focus on enhancement of town centre public realms.

Many act as important local drivers, providing a range of functions for their resident population and their surrounding catchments including housing, employment, services and retail and leisure opportunities. *Town Centre First: A Policy Approach for Irish Towns* has been adopted in the Plan and aims to increase levels of economic activity and overall vibrancy levels. A number of these settlements have experienced varying levels of commuter focused residential expansion and require consolidation and targeted 'catch up' investment in services, infrastructure, suitable transport options, amenities and local employment, whilst balancing housing delivery and focusing on consolidation to become more sustaining.

Development in these centres is to be managed in line with the ability of local services and infrastructure to accommodate expansion, having regard to the recommendations for small towns included in the Ministerial Guidelines on *Sustainable Residential Development in Urban Areas* and RSES.

Residentially zoned lands at Baskin, west of Kinsaley village and south of Abbeville ACA comprise single residential units accessed off Baskin Lane and consolidated residential development clustered around the original Baskin cottages settlement which has grown organically over the years with development fronting onto Baskin Lane and on lands to the rear of the existing cottages.

Towns and Villages Policies

Policy CSP40 – Sustainable Expansion and Development

Promote sustainable expansion and development at a level appropriate to and integrated with the existing town or village, meeting the socio-economic and civic aspirations of the community, whilst preserving the settlements distinctive character, heritage, amenity and local identity.

Towns and Villages Objectives

Objective CSO67 – LAPs, Masterplans and Framework Plans for Towns and Villages

As set out in Tables 2.15, 2.16, 2.17, 2.18 and 2.19:

- Implement existing Local Area Plans and Masterplans within the Towns and Villages.
- Prepare and implement Local Area Plans for identified areas.
- Prepare and implement Masterplans for identified areas.
- Prepare and implement Frameworks for identified areas.

Objective CSO68 – Rural Villages

Manage the development of Rural Villages within the RV boundaries and strengthen and consolidate their built form providing a suitable range of housing as an alternative to housing in the open countryside.

Objective CSO69 – Scale of New Housing Developments in Towns and Villages

Ensure that the scale of new housing developments within Towns and Villages both individually and cumulatively, shall generally be in proportion to the pattern and grain of existing development.

Objective CSO70 – Historic Towns and Village Centres

Protect and enhance the unique physical character of historic town and village centres.

Objective CSO71 – Commercial and Community Facilities

Facilitate and encourage improved town and village facilities both commercial and community to meet the needs of expanding towns and villages.

Objective CSO72 – Compact, Organic and Sequential Development of Towns and Villages

The scale of new residential schemes within Towns and Villages shall be in proportion to the pattern and grain of existing development with a focus on delivering compact growth and providing for the organic and sequential development of the settlement. Infill and brownfield development shall have regard to the existing town or village character and create or strengthen a sense of identity and distinctiveness for the settlement.

Objective CSO73 – Commercial Development in Towns and Villages

New commercial development in Towns and Villages shall generally only be located within the core area and shall contribute positively to character of the settlement.

St. Ita's

The existing institutional complex accommodates a large number of protected structures and attractive buildings in an extensive demesne type landscape. Building elements within the complex are landmark structures, which are visible over long distances from the coastline particularly to the south. There are exceptional coastal views from this slightly elevated site.

The need to examine options regarding the optimal re-use and refurbishment of the complex of Protected Structures within the demesne setting was identified by the Council, to ensure the future sustainable use of this important and unique resource. A feasibility study of St Ita's, was completed in November 2013 jointly by Fingal County Council and the Health Service Executive (HSE) to determine the optimal future sustainable use of this complex and to consider the development of new modern psychiatric health care and ancillary facilities having regard to the cultural, visual and ecological sensitivities of the site.

The Feasibility Study identified the St Ita's Hospital complex and demesne as a suitable location for the development of new modern psychiatric health care and ancillary facilities, which includes the provision of a National Forensic Mental Health Service Hospital. It also prioritizes the re-use of the existing hospital buildings (many of which are Protected Structures) together with their maintenance and management into the future; the ongoing maintenance and management of existing trees and woodland and the maintenance and provision for an appropriate level of public accessibility through the site. While several objectives of this study have been realised (including site identification, and now the construction of the new National Forensic Mental Health Service Facility), there are a number of objectives that are outstanding and remain to be achieved.

It is the objective of Fingal County Council to actively support the implementation of the objectives laid down in this feasibility study, or any update or revised version thereof, including specifically those relating to:

- The ongoing development of modern psychiatric health care and ancillary facilities within St. Ita's, including the completed National Forensic Mental Health Service Hospital.

- The reuse of the Protected Structures for appropriate uses together with the on-going future maintenance and management of these structures.
- The on-going maintenance and management of the demesne landscape including the trees and woodland which are an intrinsic part of this unique landscape.
- The maintenance and provision for an appropriate level of public accessibility through the site.

Objective CSO74 – Feasibility Study for St. Ita's Hospital Lands

Actively support the implementation of the objectives laid down in the Feasibility Study for St. Ita's Hospital Lands completed in November 2013, or any update or revised version thereof including specifically those relating to:

- The ongoing development of modern psychiatric health care and ancillary facilities (including the National Forensic Mental Health Service Hospital) within St. Ita's,
- The reuse of the Protected Structures for appropriate uses together with the ongoing future maintenance and management of these structures,
- The ongoing maintenance and management of the Demesne landscape including the trees and woodland which are an intrinsic part of this unique landscape, and
- The maintenance and provision for an appropriate level of public accessibility through the site.

Objective CSO75 – Protected Structures at St. Ita's Hospital Complex and Demesne

Promote the use or reuse of all the Protected Structures at St. Ita's Hospital complex and demesne in Portrane as a priority for Fingal County Council. Notwithstanding the use class 'HA' Zoning matrix, appropriate uses within the Protected Structures and within the ancillary land areas within the complex including uses which also relate to and are consistent with the historic use of the overall historic complex will be actively promoted and allowed to proceed subject to appropriate consent where such activities will secure viable sustainable re use of the complex into the future and which will provide for the proper conservation and sustainable development of St. Ita's.

Objective CS076 – St. Ita's Forum of Engagement

Establish a long term Forum of Engagement, the primary objective of which would be to facilitate the active and progressive bringing back into public and other usages of the Victorian Hospital Buildings, at St. Ita's Hospital at Portrane.

Rural Towns and Villages

Fingal benefits from a rich agricultural hinterland interspersed with distinctive towns and villages. These settlements have unique characteristics many historic qualities underpinned by a keen sense of place and benefitting from active communities. The NPF identifies the need to strengthen and diversify rural towns to become a focus for local housing and employment growth, recognising their important role in providing social and economic functions. Whilst acknowledging population growth within Fingal's Rural Towns and Villages in line with regional planning policy (Metropolitan and Core areas) it will be important to ensure the scale of such growth is commensurate with the scale of the settlement a holistic approach is taken in pursuing consolidation, enhanced sustainability, inclusivity and resilience.

The Plan is committed to ensuring Fingal's rural towns and villages develop in a sustainable way. This will primarily be achieved through the orderly development of identified rural villages and clusters, recognising the distinction between villages in the Metropolitan Area and those in the rural Core Area.

Rural Towns and Villages Policies

Policy CSP41 – Sustainable Rural Development

Support sustainable rural development and strengthen rural networks, economies and communities while managing urban generated growth.

Policy CSP42 – Review of Rural Housing Policy

Commence a review of the Rural Housing Policy and Local Need Criteria on the publication by Government of updated *Guidelines for Planning Authorities on Sustainable Rural Housing*.

Policy CSP43 – Viable Options for the Rural Community

Provide viable options for the rural community through the promotion of appropriate sustainable growth of Fingal's rural villages and towns.

Policy CSP44 – Greenbelts

Strengthen greenbelt lands by identifying opportunities for infill development and consolidation of existing towns and villages to reduce the need to zone additional greenfield lands and ensure the preservation of strategic greenbelts to avoid coalescence of settlements. Support development within the Greenbelts which has a demonstrated need for such a location, and which protects and promotes its permanency.

Rural Towns and Villages Objectives:

Objective CSO77 – Rural Generated Housing

Direct rural generated housing demand to Villages and Rural Clusters in the first instance and to ensure that individual houses in the open countryside are only permitted where the applicant can demonstrate compliance with the criteria for rural housing set down in Chapter 3 Sustainable Placemaking and Quality Homes and in Chapter 14 Development Management Standards.

Objective CSO78 – Re-Use and Rehabilitation of Existing Housing Stock

Encourage re-use and rehabilitation of existing housing stock in rural areas in preference to new-build and actively promote the protection of traditional rural buildings.

Objective CSO79 – Promotion of Attractive and Vibrant Villages

Promote attractive and vibrant villages ensuring their sustainable expansion and development at a level appropriate to and integrated with the existing village while meeting the socio-economic and civic aspirations of the community and affording maximum environmental protection.

Objective CSO80 – LAPs and Masterplans for Rural Towns and Villages

As set out in Tables 2.15, 2.16, 2.17 and 2.18:

- Implement existing Local Area Plans within Fingal's Rural Towns and Villages.
- Prepare and implement Masterplans Plans for identified areas.

Rural Clusters and Rural Area

Noting that rural areas within Fingal are categorised as being under strong urban influence, a key challenge is to ensure a balance between facilitating those with a genuine need to reside in rural Fingal while managing urban generated demand. Fingal's Rural Housing Policy is based on requirements for a demonstrable economic or social need to live in a rural area and ensure that siting and design adhere to statutory guidelines and design criteria. This approach follows on from the R*ural Housing Guidelines 2005*.

Rural Clusters and Rural Area Policies

Policy CSP45 – Rural Housing

In line with RPO 4.80, manage urban generated growth in Rural Areas Under Strong Urban Influence by ensuring that in these areas the provision of single houses in the open countryside is based on the core consideration of demonstrable economic or social need to live in a rural area, and compliance with statutory Guidelines and plans, having regard to the viability of smaller towns and rural settlements.

Policy CSP46 – Rural Settlement Strategy

Respond to rural-generated housing need by means of a rural settlement strategy which directs the demand where possible to Rural Villages and Rural Clusters and permit housing development in the countryside only for those people who have a genuine housing need in accordance with the Council's Rural Housing Policy and where sustainable drainage solutions are feasible.

Policy CSP47 – Rural Clusters

Promote appropriate sustainable growth of the Rural Clusters balanced with carefully controlled residential development in the countryside.

Rural Clusters and Rural Area Objectives

Objective CSO81 – Rural Settlement Strategy

Implement the Rural Settlement Strategy contained in Chapter 3 Sustainable Placemaking and Quality Homes and associated Development Management Standards set out in Chapter 14.

3. SUSTAINABLE PLACEMAKING AND QUALITY HOMES

3.1 Introduction

This chapter sets out the strategy to guide successful placemaking and ensure quality housing within Fingal over the lifetime of this Plan and into the future. The concept of placemaking and the provision of quality homes are not mutually exclusive and the success of both in providing for sustainable, resilient communities is very much inter-dependent. One cannot be successful without the other.

Global events have given us insights into the strengths and weaknesses of our public realms and spaces and this Plan is committed to providing the framework for enhanced placemaking recovery which responds not only to the lessons learned, but the principles we need to adopt going forward, in building quality housing and successful public spaces. The importance of high-quality public realms, encompassing many forms from large civic squares and pedestrianised streets to pocket parks for recreation, interaction, and physical activity is well known, as are the benefits for physical and mental health. Having access to public spaces is vital but so too is its design, form, function, and management.

While the merits of pursuing land-use patterns focused on compact, consolidated growth are widely evident and result in more sustainable travel patterns and use of active transport modes, proximity to services and enhanced town centre vibrancy, it is important that such consolidation is underpinned by sound placemaking principles ensuring that new and expanding communities have access to public spaces, high quality public realms, recreational facilities, and places to interact. These key principles need to be incorporated at an early stage of the design process to ensure overall success and satisfactory integration.

While successful and inclusive settlements, based on the principles of healthy placemaking provide the context for how we live, work, and socialise, it is individual housing units which make up our communities and upon which our sense of identity and ultimately success are dependent. Much like the population it serves, the housing market is not a homogenous entity and will need to evolve to meet changing needs as people's work, family and recreational needs become more complex. It must be flexible, capable of adaptation and fit for purpose. Increasingly, it must also provide for a broad range of typologies and tenure options as the population of our County diversifies and expands, grows older and is occupied by smaller households. The specialised needs of our community must also be addressed, including housing options catering for older members of society, members of the Traveller community, and those with disabilities.

It is vital that Fingal has a range of housing options which are affordable and attractive for all who wish to live in the County and that the future needs of communities are identified, ensuring sufficiency of supply, a range of housing types and tenures, flexibility of design and universal access for all.

This Plan puts in place policies and objectives to ensure that housing, in conjunction with high quality placemaking, is delivered in parallel and in the right locations ensuring that Fingal is home to sustainable, resilient communities.

3.2 Context

Fingal continues to experience significant population growth including inward migration, a trend which has been observed over the last three decades. The population of the County at the time of the 2016 Census was 296,020, a growth of 8% since the preceding Census in 2011. This accounts for 22% of Dublin's overall population. This ensures the County is the second most populous local authority in the State. Fingal is also the youngest local authority at 33.8 years (3.7 years lower than the State). The NPF estimates that the population of the region will grow by 490,000–540,000 by the year 2040. In line with this, the EMRA RSES has a projected target growth for Fingal of between 340,000–349,000. Since the publication of the RSES, EMRA has allocated Fingal a population (high) of 369,000 for 2031 as per the MASP transitional population document. This includes the MASP allocation of an additional 20,000 for Swords. This will see Fingal's population increase to 369,000 by 2031.

Anticipated future housing demand within Fingal and detailed analysis of the type and form of housing required have been undertaken in support of the Plan. The Housing Strategy and Housing Need and Demand Assessment provide greater clarity in relation to the changing demographic factors which will impact the nature of housing demand going forward. This includes continuing high rates of household formation, but also the anticipated decrease in household sizes following the national pattern of decline. While the percentage of the population under 18 years of age continues to grow at pace, there is a growing awareness of the significance posed by growth in older population cohorts, with the 65 years+ category increasing by 36.1% between 2011 and 2016, the highest recorded increase of this cohort within the State and consideration should be given for the need for increased options for members of this cohort looking to downsize.

Table 3.1: Population

Year	Fingal's Population	Increase (%)
2006	239,992	
2011	273,991	14%
2016	296,020	8%
2022 (Preliminary Results)	329,218	11%

As examined in the Core Strategy in Chapter 2 Planning for Growth, the anticipated expansion of the population results in a requirement for approximately 16,245 new homes over the lifetime of the Plan to 2029, translating into an annual average provision of approximately 2,700 homes per annum, while protecting the environment. The Council will ensure through setting appropriate policies and objectives, that future population growth and housing demand is managed by a plan-led approach, facilitating future housing, community infrastructure, transport and other key services, to cater not only for new residents, but also, the needs of established communities. At the core of the Development Plan is the Fingal Settlement Hierarchy which sets out the key locations for population and employment growth and provides direction for the optimisation of investment in infrastructure and services.

Proactive land management policies and planning frameworks ranging from Strategic Development Zones, Local Area Plans, Masterplans and Framework Plans have ensured that Fingal has been extremely successful

under successive Development Plans in providing new and expanded communities, developing extensive community infrastructure and providing high-quality public realms and recreational amenities across the County. This approach will be continued in a more focused manner under the Plan.

3.3 Opportunities

National and Regional planning policy focuses on improving quality of life, creating compact growth, strengthening employment opportunities and increasing the delivery of housing as set out in the NPF and RSES. Both identify healthy placemaking and the creation of attractive, accessible neighbourhoods with access to high quality social infrastructure as key principles. The NPF emphasises that homes are both the places where we live and the foundation stone from which wider communities and their quality of life are created. The Plan will promote a range of policies and objectives aimed at achieving compact growth as a cross-cutting theme, not only in this chapter but in interrelated sections including climate action, community infrastructure and open space, connectivity and movement. Making better use of underutilised land and buildings including infill, brownfield and vacant/under-occupied properties in our urban and rural areas is key to ensuring communities are better served by and in easy reach of social and community infrastructure, employment and recreational opportunities and high-quality sustainable travel options.

The *Fingal Urban Capacity Study 2021* undertaken to inform the preparation of the Development Plan and constituting a snapshot in time of potential opportunities for consolidation within existing settlements, has identified a range of sites of varying size within villages, towns and large urban centres which offer the possibility of significant residential delivery on greenfield, brownfield, vacant and underutilised lands. While not all sites identified under the study will ultimately come forward for development, significant potential exists to consolidate the footprint of existing settlements rather than extend beyond, with consequent benefits of climate resilience, compact growth, return on capital investment in large-scale public transport and public realm enhancement schemes. This also presents opportunities to increase the variety of housing options, and to improve the vitality and economic wellbeing of town and village centres. In total, opportunities exist to construct 27,500 new homes through this settlement consolidation approach.

The preparation of the Development Plan is also occurring at a time of unprecedented focus on the housing market and renewed national focus on housing delivery. Initiatives and national policy guidance including *Housing for All – A New Housing Plan for Ireland* which has the primary objective to transform the housing system in Ireland, has the largest housing budget in the history of the State at in excess of €20bn in funding through the Exchequer, the Land Development Agency (LDA) and the Housing Finance Agency over the next five years. The programme has set ambitious targets of 33,000 homes per year nationally by 2024.

Healthy placemaking is a key element of the overall vision of this Plan and is enshrined in national and regional planning policy which places a strong emphasis on the need to create settlements which are well-designed, of unique character and which are accessible to all. The *Sustainable Swords Strategy 2022,* a flagship initiative to enhance connectivity and provide significant public realm improvements, encompassing the Swords Cultural Quarter, is an example of a key opportunity to achieving a coordinated healthy placemaking strategy for the administrative capital of Fingal. Core recreational and amenity spaces will be promoted in the Plan, including the Ward River Valley, Town Parks and the continuing development of Swords regional park in Oldtown.

This follows on from the success of *Our Balbriggan 2019–2023 Rejuvenation Plan*, which will transform Balbriggan Main Street and Harbour with continued investment in public realm, town centre improvement and rejuvenation of the north Dublin town. In the same vein, *Keeping it Green An Open Space Strategy for Fingal*, provides a vision for the planning, development, and sustainable management of our open spaces.

This chapter will set out the policies and objectives which must be adhered to in ensuring the delivery of sustainable communities within Fingal's towns, villages, and rural areas, including those focused on the key complementary components of delivering quality homes and ensuring healthy placemaking. This will ensure that the ambitious housing targets identified in the Core Strategy and Housing Need Demand Assessment are delivered.

This chapter should be read in conjunction with Chapter 4 Community Infrastructure and Open Space and with the Development Management Standards set out in Chapter 14 to ensure consistently excellent housing design and the realisation of exceptional public realms, public spaces and ultimately, sustainable communities.

3.4 Strategic Aims

The policies and objectives of the Plan must be consistent with those encompassed in the NPF and RSES. In this regard, the following sections set out guidance relating to healthy placemaking, consolidation and compact growth, social inclusion, housing choice and design which are key to delivering national and regional planning objectives.

The Strategic Aims in achieving Sustainable Placemaking and Quality Homes are as follows:

- Promote the compact, consolidated development of our towns and villages to provide for settlements which are sustainable and resilient to climate change.
- Deliver successful and sustainable communities through the provision of infrastructure, a range of housing typologies and tenure options, open space, retail, leisure, employment, community, and cultural development supporting the needs of residents, workers, and visitors, whilst conserving our built and natural heritage.
- Ensure that the public realm is of a high-quality design standard, is inclusive and accessible for all, irrespective of age, abilities, for all genders, non-binary, or none.
- Require that the principle of healthy placemaking underpins the design and functionality of new and expanding communities.
- Ensure communities develop in a coordinated sustainable manner to create vibrant and viable places and ensure new development respects the character of existing centres.
- Ensure adequate provision of accessible high-quality open space and recreational facilities in the County.
- Promote adequate provision and distribution of accessible community infrastructure in Fingal that caters for the needs of our diverse communities.

3.5 Policies and Objectives

The policies and objectives set out below accord with the NPF and RSES, the Housing Strategy and HNDA prepared in support of the Development Plan and national planning guidance with respect to placemaking and housing delivery. As policy in relation to housing provision continues to develop with the recent publication of *Housing for All – A new Housing Plan for Ireland* together with likely changes to legislation in relation to specific housing tenures and future updated Planning Guidance under Section 28 of the Planning and *Development Act 2000, (as amended)* in relation to e.g. rural housing, the Council acknowledges that it may be necessary to adapt policies in the future in order to ensure full compliance with any new legislative or national policy requirements emerging.

3.5.1 Healthy Placemaking

Healthy placemaking is a key element of the overall vision of this Plan and both the NPF and RSES recognise and support the principle of healthy placemaking and its importance in the achievement of quality spaces and communities. Healthy placemaking seeks to promote quality of life through the creation of healthy and attractive places to live, work, visit, invest and study in. The RSES recognises the importance of healthy placemaking and seeks to protect and enhance the unique identity and character of places and to facilitate improvements to human wellbeing and the quality of life that comes from the interaction of people and their environment. Placemaking is underpinned by good urban design, which seeks to create public spaces that are vibrant, distinctive, safe and accessible and which promote and facilitate social interaction. Such measures may include the provision of outdoor spaces for leisure, exercise and cycling within easy reach of new communities. Community gardens and allotments in appropriate locations, may also be considered in conjunction with local communities.

The NPF identifies key priorities and principles for the housing sector to 2040 including ensuring a high standard of quality of life for future residents as well as environmentally and socially sustainable housing and placemaking through integrated planning and consistently excellent design. Furthermore, RSES through RPO 9.10, 9.11, 9.12 9.13 seeks to ensure that healthy placemaking, adherence to design guidance, equality of accessibility and a universal design approach are encapsulated in creating new and expanding communities.

Policy SPQHP1 – Healthy Placemaking

The Council will support the development and creation throughout Fingal of successful and sustainable settlements which endorse the principles of healthy placemaking and which through a multi-faceted approach to planning, design and management continue to ensure the development of attractive high-quality places to live, work, recreate, visit and invest in, served by a range of local services, provision of quality public realms, diverse and accessible community facilities for all genders, non-binary or none and open spaces for the benefit of the community.

Policy SPQHP2 – Balanced Sustainable Communities

Foster the development of socially and economically balanced sustainable communities.

Objective SPQHO1 – Sustainable Communities

Ensure that proposed residential development contributes to the creation of sustainable communities and accords with the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG 2009* (and any superseding document) and companion *Urban Design Manual – A Best Practice Guide, DEHLG 2009* and the *Design Manual for Urban Roads and Streets (DMURS)* (as revised).

Objective SPQHO2 – Key Principles

Support development which enhances the quality of the built environment, promotes public health, and supports the development of sustainable, resilient communities. In particular development which supports the following key principles will be supported:

- Demonstrates compliance with the Guiding Principles for the creation of healthy and attractive places as set out in Healthy Placemaking, *Regional Spatial and Economic Strategy (RSES) 2019–2031.*
- Promotes the development of healthy and attractive places to live, work, socialise and recreate through the delivery of high-quality public realms and open spaces which encourage physical activity and support wellbeing.
- Is inclusive of all members of society, all genders, non-binary or none, irrespective of age, or levels of mobility.
- Advocates a universal design approach and is socially inclusive.
- Prioritise sustainable, active transport modes by e.g. providing safe cycle lanes and by facilitating public transport services in conjunction with State agencies to meet the needs of the community and to provide access to local services.
- Encourages the development of car free neighbourhoods and streets, where appropriate.
- Contributes to our climate goals.

3.5.2 Successful Public Realms including Town Centre First Policy

The County's identity and sense of place contribute directly to its economic success and its attractiveness as a place to live and work. For Fingal to maintain and enhance its competitive position, it must continue to put its sense of identity and place at the centre of its strategic activities. The public realm has a key role to play in this process and the Council is dedicated to enhancing and improving the unique built and natural heritage of the County and to providing well-designed, sustainable places.

The public realm can be defined as those parts of the County where people can gain unrestricted access for the purpose of passing through, meeting, visiting and enjoying. It is where we come together as a community, not merely a place for functional movement. Particularly in the aftermath of the Covid-19 pandemic, we as a community have a better understanding of the importance of public realm and the economic, social and environmental benefits it can contribute to an area. The Council has under successive Development Plans implemented public realm strategies to great success at numerous locations throughout the County including Malahide and Balbriggan as well as more recent initiatives such as the *Sustainable Swords Strategy.*

The Council will apply a targeted approach to the roll out of focused, public realm strategies under the Plan to provide guidance on measures to strengthen and enhance the attributes of a town or village. In all instances, and as a prerequisite, public realms should be universally accessible, safe and easy to access by all, irrespective of mobility levels or gender or age. A guiding principle must also be ensuring that the interests of all users of the public realm are considered in a socially inclusive and holistic manner and the views of all stakeholders are taken into consideration. Active involvement is considered central to the success of any public realm strategy and in this regard, successful plans and projects have an agreed approach to policy, prioritisation of work and increasingly implementation of individual projects through joint working and co-operation between different individuals or organisations.

While these strategies will be design-led, compliance with prevailing planning legislation and Development Plan context is required.

In tandem with public realm improvements, regeneration of towns and villages will be guided by *Town Centre First: A Policy Approach for Irish Towns* and its role in regeneration of such settlements post Covid-19. Fingal County Council has taken a proactive approach to improving the attractiveness of towns and villages in the aftermath of the pandemic, with schemes to upgrade the public realm with the provision of planting, seating, bike parking, parklets, toilets and pedestrianisation to encourage footfall and the encouragement of outdoor public realm spaces. This strategy is addressed from an economic perspective in Chapter 7 Employment and Economy.

Policy SPQHP3 – Successful Public Realms
Promote, develop, and implement policies and initiatives which shape and deliver quality accessible and sustainable public realms, which can facilitate a variety of uses, throughout Fingal including enhancement of existing and developing centres in accordance with the principles of good urban design.
Policy SPQHP4 – Town Centre First: A Policy Approach for Irish Towns
Promote a strategic approach to town centre regeneration through the *Town Centre First: A Policy Approach for Irish Towns* by utilising existing buildings and unused lands for new development, promote increased residential occupancy in rural towns and villages, support high quality design of the public realm and provide for a mix of uses within these areas, including arts, educational, cultural, community and residential uses as appropriate.
Policy SPQHP5 – Quality Placemaking
Add quality to the places where we live, work, and recreate by integrating high quality design into every aspect of the Plan, ensuring good quality accessible public realms, promotion of adaptable residential buildings, and by ensuring development contributes to a positive sense of place, local distinctiveness and character.

Policy SPQHP6 – Urban Design

Enhance and develop the fabric of existing and developing centres in accordance with the principles of good urban design.

Policy SPQHP7 – Clean Air and Noise Reduction

Promote a clean air and noise reduction approach to public realm in town and village centres through pedestrianisation of streets and/or restriction of through traffic where possible and appropriate.

Policy SPQHP8 – Women and Children's Safety

The Council will, during the lifetime of this Plan complete a study of Women and Children's Safety in the public realm in order to identify the factors that make women and children feel safe and unsafe in public spaces, and to make recommendations to guide future public realm changes and developments.

Objective SPQHO3 – Building Height Strategy and Density Study

Prepare a Building Height Strategy and Density Study for the larger urban centres of the County.

Objective SPQHO4 – Public Realm Strategies

Prepare Public Realm Strategies, where appropriate, liaising closely with residents and other relevant stakeholders.

Objective SPQHO5 – Amenity of Town and Village Centres

Enhance the amenity of existing town and village centres, minimising clutter and proliferation of street furniture and provide guidance on public realm design, including wirescape, shopfront design, street furniture, climate resilient and pollinator friendly planting, signage and the adequate provision of bins and recycling options.

Objective SPQHO6 – Universal Design Approach

Promote and facilitate a Universal Design for all developments.

Objective SPQHO7 – Vibrant Town and Village Centres

Support measures required to create vibrant town and village centres with high quality public realms.

Objective SPQHO8 – Our Balbriggan and Sustainable Swords

Support the objectives arising from *Our Balbriggan* and the *Sustainable Swords Strategy*.

Figure 3.1: Healthy Placemaking: Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy

3.5.3 Core Strategy and Housing Growth

Chapter 2 Planning for Growth, Core Strategy and Settlement Strategy sets out the Core Strategy, which informs the growth of the County over the life of the Plan period 2023–2029. These figures are based on the Housing Supply Targets from the *Housing Supply Target Methodology for Development Planning, December 2020*. Based on the population projections over the life of the Plan and the results of the Housing Supply Targets, approximately 16,245 no. housing units will be required within the County. Parallel to this, the Housing Strategy, which includes a Housing Need and Demand Assessment (HNDA), further examines these figures. The HNDA tool projects an annual average requirement of 564 social houses over the lifetime of the Development Plan.

Policies and objectives relating to the Housing Strategy and HNDA are provided below:

Policy SPQHP9 – Core Strategy and Housing Growth

Implement the adopted Fingal County Council Housing Strategy, which includes the *Housing Need and Demand Assessment 2023–2029* (and any superseding Housing Strategy agreed by the Members of Fingal County Council). A review of the Housing Strategy will be carried out as part of the two-year review of the Development Plan.

Policy SPQHP10 – Support Compact Growth

Support the implementation of and promote development consistent with the National Strategic Outcome of Compact Growth as outlined in the NPF and the Regional Strategic Outcome of Compact Growth and Regeneration as set out in RSES.

Objective SPQHO9 – Consolidated Residential Development

Consolidate within the existing urban footprint, by ensuring of 50% of all new homes within or contiguous to the built-up area of Dublin City and Suburbs and 30% of all new homes are targeted within the existing built-up areas to achieve compact growth of urban settlements, as advocated by the RSES.

Objective SPQHO10 – New Residential Development

Focus new residential development on appropriately zoned lands within the County, within appropriate locations proximate to existing settlement centres where infrastructural capacity is readily available, and along existing or proposed high quality public transport corridors and active travel infrastructure in a phased manner, alongside the delivery of appropriate physical and social infrastructure. Active travel options should also be considered while liaising with the National Transport Authority and Transport Infrastructure Ireland to ensure public transport options to and from new developments to local amenities such as shops and libraries.

Objective SPQHO11 – Housing Need

Ensure that adequate and appropriate housing is available to meet the needs of people of all incomes and needs including marginalised groups within our communities, including but not limited to, Traveller households, older persons, people with disabilities, and the homeless, through an appropriate mix of unit types, typologies and tenures provided in appropriate locations and in a manner appropriate to specific needs.

Objective SPQHO12 – Fingal Settlement Strategy

Ensure that all proposals for residential development accord with the Fingal Settlement Strategy and are consistent with Fingal's identified hierarchy of settlement centres.

3.5.4 Ensuring Housing Supply

The Core Strategy prepared in support of the Plan identifies a requirement for approximately 16,245 new homes over the lifetime of the Plan. A phased approach to housing provision is set out in Chapter 2, including the identification of Long-Term Strategic Reserve Lands to accommodate the future housing needs of the County into the future. The Plan must ensure sufficiency of land supply to enable compliance with the consolidation approach advocated by RSES by seeking to provide 50% of all new homes within or contiguous to the built-up area of Dublin City and Suburbs and seeking to provide 30% of all new homes within the existing built-up areas are supplied. To align with the provisions of the NPF, RSES, the Settlement Strategy and overall vision for the County, the Council will continue to utilise all policies available to it to ensure the optimum delivery of residential units over the duration of this Plan. In seeking to secure this objective the Development Plan will seek to:

Increase the supply of housing in a compact and sustainable manner and in appropriate locations.

- Provide housing choice for the residents of the County through an appropriate mix, type and range of units.
- Create attractive, healthy, liveable communities in urban and rural areas.
- Proactively facilitate and support Túsla, the Child and Family Agency, service providers and other relevant agencies in the provision of a domestic violence refuge in the county and work towards the realisation of one refuge space for every 10,000 people, as per the recommendation of the Istanbul Convention, particularly when initiating planning on larger regeneration lands.

Policy SPQHP11 – Ensuring Housing Supply

Ensure that sufficient zoned lands are made available at appropriate locations to meet the housing needs of Fingal over the life of the Development Plan.

Policy SPQHP12 – Active Travel Links

Ensure that all necessary active travel links to access public transport, schools, amenities and neighbouring communities from new or expanded residential developments to be available where possible before the first housing units are occupied, whether the infrastructure is being provided by the Council or by a private developer.

Policy SPQHP13 – Housing Strategy

Ensure that the Housing Strategy recognises the diverse needs of all of Fingal's citizens meeting insofar as is feasible their diverse accommodation needs.

Policy SPQHP14 – Infrastructure Deficits

Accelerate the availability of lands ready for residential development by aiming to address current infrastructural deficits delaying residential development, and by working collaboratively with all infrastructure providers in facilitating such infrastructure.

Objective SPQHO13 – Key Enabling Infrastructure

Identify and support the provision of key enabling infrastructure at strategic sites in Fingal to facilitate their release for development in a timely manner.

Objective SPQHO14 – Cooperation with Stakeholders

The Council will work in cooperation and collaborate with key stakeholders including the DHLGH and the Dublin Housing Supply Co-Ordination Task Force (or any successor) to respond to the current supply challenges in the Dublin region. The Council will also support 'Active Land Management' using appropriate Exchequer funding to ensure the delivery of accessible social and affordable housing in a variety of size and tenure across Fingal County Council lands alongside open space, community and/or educational facilities, where required.

3.5.5 Local Area Plans, Masterplans, Framework Plans

The Council will continue to identify appropriate active land management mechanisms to co-ordinate the phased delivery of new sustainable communities, as detailed in Chapter 2 Section 2.4 Implementation and Active Land Management. The Council will continue to implement the LAPs and Masterplans currently in place at the time of adoption of the Development Plan. The Council proposes a number of LAPs to be prepared during the plan period. These are listed in Section 2.4. This Development Plan will also see the introduction of Framework Plans and it is an objective of this Plan to prepare such Plans for a number of areas throughout the County including areas in urban, rural and industrial settings. It is envisaged that the Framework Plans will include objectives and a programme of actions to maximise the development potential of these areas.

The detailed planning, development and phasing of centres will be promoted through the mechanisms of existing Local Area Plans (LAPs), Masterplans (MP's) Framework Plans (FPs) and

Strategic Development Zones (SDZs) and the preparation and implementation of new Local Area Plans and Framework Plans.

Local Area Plans, Masterplans, and Framework Plans

Objective SPQHO15 – Preparation of Local Area Plans

Prepare Local Area Plans for areas designated on Development Plan maps in co-operation with relevant stakeholders, and actively secure the implementation of these plans and the achievement of the specific objectives indicated.

Objective SPQHO16 – Implementation of Local Area Plans, Masterplans and Framework Plans

Implement existing Local Area Plans, Masterplans and Framework Plans for areas designated on Development Plan maps in co-operation with relevant stakeholders, and actively seek the achievement of the specific objectives within.

Objective SPQHO17 – Preparation of Framework Plans

Prepare Framework Plans where outlined in Chapter 2, liaising closely with landowners, developers Elected Members and other relevant stakeholders (which may include local community and voluntary organisations (e.g. Residents' Associations and Tidy Towns groups). These documents shall indicate the broad development parameters for each site and take cognisance of permitted developments and any potential environmental impacts.

3.5.6 Social Inclusion

Social inclusion is one of the four cross-cutting themes of this Plan. It is a key objective at national, regional, and local level when planning for our communities. The ultimate aim of social inclusion is enabling participation in society for all those who desire it. Creating a more socially inclusive and cohesive society by alleviating social exclusion, poverty and deprivation is a major challenge. This is encapsulated in both placemaking and housing provision ensuring improved access for all groups within society, impacting positively on the lives of citizens. There are key groups within society which must be considered when planning and designing our communities and in relation to housing provision. These include, for example, children, older people, persons with disabilities, new ethnic communities, and the Traveller community.

The creation of a more socially inclusive, equal and culturally diverse society is a requirement of NPO 28 of the NPF which requires Councils to *"plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services"*.

The *Road Map for Social Inclusion-Ambition, Goals, Commitments 2020–2025* states that "*social inclusion is achieved when people have access to sufficient income, resources and services to enable them to play an active part in their communities".* The Plan must ensure that settlements within Fingal provide for a range of housing options, including a choice of typology and tenure and adaptable housing benefiting from universal design to ensure social inclusion and integration for all members of our community. There are several groups with specific requirements in terms of housing design and accommodation needs which must be considered in the design of the built environment and their requirements are considered in this Plan.

Older People

Fingal is synonymous with a young and growing population over consecutive census periods whilst just 9.1% of the population or 27,035 persons are over 65. Conversely, the growth in this cohort between 2011 and 2016 was 36.1%, the highest recorded increase in the 65 years+ age cohort within the State. This figure is expected to increase over the next intercensal period, and it is important the housing requirements of older people are taken into consideration in this Plan. This includes a flexible approach to step-down housing options in the centre of towns and villages, close to amenities and public transport options, flexibility in terms of housing subdivision and policy in relation to family flats.

This Plan is committed to supporting the needs of an ageing population in the community with reference to housing, mobility and the public realm. Fingal has published *Fingal Age Friendly Strategy 2018–2023* and the content considers the new Healthy and Positive Ageing Initiative (HaPAI) data for the County. The Government's Policy Statement – *Housing Options for Our Ageing Population – Policy Statement 2019* provides a framework to support and provide guidance. Fingal will continue to promote policies and objectives which support the needs of older people in the community with reference to housing, mobility and the public realm having regard to Age Friendly Ireland's, *Age Friendly Principles and Guidelines for the Planning Authority 2021*.

Persons with Disabilities

31,970 no. persons registered with a disability in Fingal under the 2016 Census. The Development Plan must take into consideration the needs of persons with disabilities, including sensory disability, physical and intellectual disability and those with mental health concerns. Housing options facilitating an appropriate

range of accommodation and related support services promoting equality of opportunity, individual choice and independent living for people with a disability will be supported by the Plan. The ability for those with additional needs to engage in recreational, play, and sporting opportunities will also be supported and encouraged.

Traveller Community

The Traveller community accounted for 0.45% of the population in Fingal in the 2016 Census. Under Fingal's *Traveller Accommodation Programme 2019–2024*, it is the policy of the Council to provide group and standard housing options as well as Traveller Specific Accommodation for Travellers who are indigenous to the administrative County of Fingal in accordance with the assessment of need carried out under the provisions of the Housing (Traveller Accommodation) Act 1998 and having regard to the accommodation objectives of The National Traveller and Roma Inclusion Strategy 2017–2021.

Children and Young People

Fingal continues to have a young and growing population over consecutive census periods with the latest Census period (2016) indicating that Fingal is home to 87,140 persons under 19 years of age, a significant percentage of the County's population at 29.4%. Facilities catering to children and young people including the provision of childcare and educational facilities, sports and recreation as well as play and socialising are addressed under Chapter 4 Community Infrastructure and Open Space.

Minority Groups

Fingal's *Migrant Integration and Social Cohesion Strategy 2019–2024* is supported by the Plan and promotes inclusive and cohesive communities, where all who live, work and visit are valued. All residents should be enabled to fully participate and contribute to their communities, irrespective of their nationality, ethnicity, religious or cultural background.

Policy SPQHP15 – Social Inclusion
Support all members of society to enjoy a high-quality living environment and to support local communities, healthcare authorities and other bodies, such as those experts within our communities with 'lived experience', involved in the provision of facilities for groups with specific design/planning needs.
Policy SPQHP16 – Accessibility for All
Promote the development of built environments and public realms which are accessible to all, ensuring new developments accord with the seven principles of Universal Design as advocated by the National Disability Authority, Building for Everyone: A Universal Design Approach, and to consider the appointment of a dedicated Access Officer to coordinate disability issues across departments to include liaising with planning and strategic infrastructure departments.
SPQHP17 – Accessibility Audit
To include an accessibility audit as part of urban framework plans as part of improvements to the public realm for wheelchair users and people with impaired mobility, engaging with disability groups and local organisations throughout the duration of this Development Plan.

Policy SPQHP18 – Housing Design for Older People

It is the Policy of Fingal County Council to assess the suitability for provision for specifically designed housing for Older Persons known as Senior Living, when considering Masterplans, Local Area Plans, and other large plans. Senior Living accommodation will specifically provide for people who are aged 55+. Senior Living Developments are non-institutional integrated residential developments for older people that provide the ability for older people to age in place.

Policy SPQHP19 – National and Regional Policy on Social Inclusion

Support and promote social inclusion in line with national and regional policy.

3.5.7 Housing for All

3.5.7.1 Housing for Older People

As people age, their housing needs are likely to change. This Plan is committed to planning for the housing and accommodation needs of older people within the Fingal community ensuring a range of accommodation options are available and to provide meaningful choice. While the population of Fingal remains one of the youngest and growing in the country, it is important that as we age, appropriate housing choice and supports are in place.

The Government's *Housing Options for Our Ageing Population – Policy Statement 2019* provides a framework to support and provide guidance. A key principle underpinning Government housing policy is to support older people to live in their own home with dignity and independence for as long as possible. The aim is to ensure that older people will have greater choice by developing a range of housing options that are suited to their needs, care requirements and lifestyle choices.

NPO 30 of the NPF provides that local planning, housing, transport/accessibility and leisure policies be developed with a focus on meeting the needs and opportunities of an ageing population, along with the inclusion of specific projections, supported by clear proposals in respect of ageing communities as part of the Core Strategy of City and County Development Plans. Fingal County Council will ensure that suitable housing for older people is a mandatory inclusion in all future LAPs and Masterplans.

Fingal is involved in the Healthy Age Friendly Homes Programme which aims to enable older people to continue living in their homes or in a home more suited to their needs. With the long-term aim of the scheme to support the avoidance or early or premature admission to longer term residential care. Fingal has published the *Age Friendly Strategy (Fingal Age Friendly Strategy) 2018–2023* and the content considers the new Healthy and Positive Ageing Initiative (HaPAI) data for the County. In the event, however, that the home is no longer fit for purpose and the provision of care and physical alterations cannot render it so, alternatives, preferably in the same area or community, need to be provided.

By providing a variety of housing options for our older residents, including step down housing, this may in certain instances, free up larger family homes, therefore assisting with the demand for family homes in Fingal.

Policy SPQHP20 – Adaptable and Flexible Housing

Promote all new housing to be designed and laid out in an adaptable and flexible manner to meet the needs of the homeowner as they age as set out in Section 5.2 Flexibility and Adaptability *Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities 2007* published by the Department of Environment, Heritage and Local Government.

Policy SPQHP21 – Accessibility

Ensure existing policies, standards and objectives are in line with current best practice in terms of accessibility including the Irish Wheelchair Association's (IWA) *Think Ahead, Think Housing campaign, the IWA Best Practice Access Guidelines (4th edition)* and the National Disability Authority's Guidelines including *Universal Design Guidelines for Homes in Ireland and Dementia Friendly Dwellings for People with Dementia, their Families and Carers*.

Age Friendly

Objective SPQHO18 – Age Friendly Principles

Support the needs of older people within the community with reference to Housing, Mobility and Public Realm having regard to *Age Friendly Principles and Guidelines for the Planning Authority 2021* and the *Fingal Age Friendly Strategy 2018–2023*.

Objective SPQHO19 – Range of Housing Options for Older People

Promote a range of housing options within Fingal to cater for the housing needs and care requirements of older people. This includes independent and assisted living options and to support and promote the provision of specific purpose-built accommodation, including retirement villages, 'right-sizing' housing options and measures to ensure housing is adaptable to enable older people to continue living in their homes or in a home more suited to their needs. All LAPs and Masterplans will be assessed for suitability to provide housing for older people. Where there is an identified need or local demand, the appropriate housing option(s) will be included in the plan.

Objective SPQHO20 – Dementia Issues in the Built Environment

Promote and encourage schemes which promote innovative ways of addressing dementia friendly issues in the built environment, such as the provision of community managed gardens.

Objective SPQHO21 – Adapting Homes and Intergenerational Living

Fingal County Council will work in partnership with Approved Housing Bodies and other organisations to assist homeowners adapting their homes in a way that meets the needs of an ageing population and will promote initiatives to assist in intergenerational living.

3.5.7.2 Housing for Persons with Disabilities

A new *National Housing Strategy for Disabled People 2022–2027* was prepared by the Housing Agency which facilitates the provision of housing options and related services to disabled persons to allow individual choice

and support independent living. Fingal County Council will continue to support the vision and strategic aims of the Strategy and facilitate access for people with disabilities to the appropriate range of housing, promoting equality of opportunity, individual choice and independent living.

Policy SPQHP22 – Housing for People with Disabilities

Support and promote access, for people with disabilities, to the appropriate range of housing and related support services, delivered in an integrated and sustainable manner, which promotes equality of opportunity, individual choice and independent living.

Policy SPQHP23 – Affordable, Social and Specialised Housing

Promote the provision of affordable and social housing and specialised housing including sheltered housing and housing for persons with disabilities.

Objective SPQHO22 – Accessible Housing

Fingal County Council recognises the importance of social inclusion and aims to make 30% of social housing should be fully accessible and built with a universal design approach which will mean that the property will be flexible and changed as needed over the course of the occupants lifetime.

3.5.7.3 Housing for the Traveller Community

In the 2016 Census, the Traveller population of Fingal was recorded at 1,315 persons. This represents 0.45% of the population overall. The current Traveller Accommodation Programme for Fingal sets out the strategy for the provision of Traveller accommodation and support services during the period 2019–2024. The Programme identifies annual targets for group housing (new), groups housing (refurbishment) and halting site refurbishment to 2024.

Table 3.2: Traveller Specific Accommodation – Annual Targets

	2019	2020	2021	2022	2023	2024
Group Housing review	o	24	13	14	17	10
Group Housing refurbishment	4	4	3	3	3	3
Halting site refurbishment	30	22	7	5	10	
Total	34	50	23	22	30	13

Source: Fingal County Council Traveller Accommodation Programme 2019–2024

All Capital works for Traveller Specific accommodation is funded by the Department of Housing, Local Government and Heritage. The Council will continue to address the provision of accommodation appropriate to the needs of Travellers in line with the requirements of the Traveller Accommodation Programme or any review thereto over the life of the Plan.

Policy SPQHP24 – Housing for the Traveller Community

Implement the *Fingal Traveller Accommodation Programme 2019-2024* and any superseding Programmes agreed by Fingal County Council over the lifetime of this Plan.

3.5.8 Other Housing Provision

3.5.8.1 Homelessness

Reducing and preventing homelessness remains a top priority for national government through *Housing for All: A new Housing Plan for Ireland* which sets out pathways to achieving four overarching objectives, pathway no. 2 of which relates to eradicating homelessness, increasing social housing delivery and supporting social infrastructure. Fingal County Council as a member of the Dublin Region Homeless Executive will continue to implement the *Homelessness Action Plan Framework for Dublin 2019–2021* (and any updates thereof during the life of the Plan). Recognising that homelessness requires an inter-agency approach to address the often-complex combination of health, economic and social needs of homeless persons and those at risk of homelessness, the Council will continue to work with the Dublin Region Homeless Executive, Non-Government Organisations (NGOs), Approved Housing Bodies (AHBs) and the HSE, to support people experiencing homelessness into long-term sustainable accommodation.

Policy SPQHP25 – Homeless Services

Support the implementation of *The Homelessness Action Plan Framework for Dublin 2019–2021* or any subsequent update thereof during the life of the Plan and continue to collaborate with the Dublin Region Homeless Executive, Non-Government Organisations, Approved Housing Bodies and the Health Service Executive to support initiatives to address homelessness.

3.5.8.2 Emergency Accommodation

The Council in conjunction with partner agencies is committed to facilitating the needs of those who require emergency housing provision, which may occur due to a variety of reasons. The Council will work collaboratively with statutory agencies to facilitate and support appropriate emergency accommodation where the need arises.

Policy SPQHP26 – Emergency Accommodation

Facilitate and support State agencies in the provision of specific emergency or other forms of housing need within Fingal as such demand arises.

Objective SPQHO23 – Emergency Accommodation

Facilitate and support Tusla Child and Family Agency, the Health Service Executive and other service providers and State agencies in the provision of specific emergency or other forms of accommodation within Fingal.

Objective SPQHO24 – Inclusive Emergency Accommodation

Facilitate and support relevant agencies in the development of emergency accommodation for families and homeless people of all genders, that is socially inclusive and focused in areas close to facilities and public transport.

Objective SPQHO25 – Istanbul Convention

Proactively facilitate and support Túsla, the Child and Family Agency, service providers and other relevant agencies in the provision of a domestic violence refuge in the County and work towards the realisation of one refuge space for every 10,000 people, as per the recommendation of the Istanbul Convention, particularly when initiating planning on larger regeneration lands.

3.5.8.3 Accommodation for Refugees and Asylum Seekers

The Council will continue to liaise and work with the relevant agencies and stakeholders in securing appropriate accommodation for refugees and asylum seekers in appropriate locations in Fingal.

Policy SPQHP27 – Accommodation for Refugees and Asylum Seekers

The Council will implement government policy in relation to the provision of accommodation for refugees and asylum seekers within Fingal.

3.5.8.4 Student Accommodation

The County benefits from the presence of the TU Dublin which is expanding its Blanchardstown and City campuses together with Connolly Hospital, which is a major teaching hospital in the Fingal area. Other major third level colleges located in adjoining local authority areas are within easy reach of Fingal. The Council will support the provision of high-quality, affordable, professionally managed student accommodation, either within the campus of the third level institution, or on sites in proximity to such institutions which benefit from access to good public transport and walking and cycling networks. The Dublin and Dún Laoghaire Education and training Board (DDLETB) and other institutions, provide opportunities for further education within the county.

Policy SPQHP28 – Student Accommodation

Support the provision of high-quality purpose built, professionally managed, third level student accommodation on the campus of Third Level Institutions or at other appropriate locations with access to public transport corridors which are proximate to third level centres of education.

Objective SPQHO26 – Student Accommodation

Support the provision of on-campus accommodation and consider applications for the provision of student accommodation off-campus having regard to:

- The location and accessibility to Educational Facilities and the proximity to existing or planned public transport corridors, cycle and pedestrian routes and green routes.
- The potential impact on existing residential amenities.
- The level and quality of on-site facilities, including storage facilities, waste management, cycle parking, leisure facilities, car parking and amenity.
- The architectural quality of the design and internal layouts should take cognisance of the need for flexibility for future possible changes of use.
- The number of similar facilities existing in the area.

Development proposals for purpose-built student accommodation will be assessed against the criteria set out in Chapter 14 Development Management Standards.

3.5.9 Housing Types

3.5.9.1 Social and Affordable Housing

Social housing performs a key function in society, ensuring that households who do not have sufficient resources to meet their housing needs are provided with support. Under *Housing for All, A New Housing Plan for Ireland*, the Government has ambitious plans to average over 10,000 social housing homes annually for the next five years and to continue to build social housing to 2030. Given the current supply challenges, it will be necessary to continue to provide social housing via the private rental market to ensure that those who are most vulnerable in society can access support immediately. As new build supply of social housing ramps up, it is anticipated that there will be reducing reliance on assistance such as the Housing Assistance Payment (HAP) and the Rental Accommodation Scheme (RAS). Approved Housing Bodies (AHBs) have been significant partners with local authorities in social housing delivery in Fingal and will continue to have a significant role in new Local Authority Delivery Action Plans which are to be prepared by individual Local Authorities by December 2021 covering a five-year period. The Plans will set out how the Local Authority will deliver their housing targets, including the delivery of affordable homes. In addition, the Dublin Housing Delivery Group, of which Fingal is a partner, has been set up to co-ordinate and drive delivery of social and affordable housing in the Dublin region.

In addition to the continued implementation of Part V of the *Planning and Development Act 2000, (as amended)* the Council will work in partnership with the Department of Housing, Local Government, and Heritage, Approved Housing Bodies, and other key stakeholders to deliver and manage social housing. Other mechanisms of delivery will include direct build, acquisitions, void management, long term leasing, enhanced leasing, repair to lease, and private rental (RAS and HAP).

3.5.9.2 Cost Rental

A new statutory basis is being established for Cost Rental under the Affordable Housing Act 2021, which sets out how this new sector will operate. Under Cost Rental, homes will be provided at rents that are set to cover only the cost of financing, building, managing and maintaining the homes, calculated over a minimum period of 40 years. Tenants will have significantly increased security of tenure, making Cost Rental a long-term rental option. Rents for these homes will be linked to annual inflation, providing greater cost certainty. This measure is being targeted at middle income households, with incomes above the social housing limits with the aim of maximising effectiveness for those who do not already receive support from the State.

3.5.9.3 Build to Rent

It is an objective of the Council to facilitate the provision of Build-to-Rent Accommodation in suitable locations in accordance with the provisions of *Sustainable Urban Housing: Design Standards for New Apartments 2020*. Build to Rent serves an important role in meeting housing demand and provides an additional housing tenure option in the market. It is important to ensure however, that no one housing type dominates and a mix of housing options and tenures is preferable in achieving a sustainable housing mix. Build to Rent Schemes should be located close to high quality public transport networks, settlement and employment centres.

Policy SPQHP29 – Housing for All

Support the initiatives proposed under *Housing for All – A New Housing Plan for Ireland* in providing for Fingal's requirements for social affordable and cost-rental housing provision within Fingal, including with a focus on the development of publicly owned sites with support from state agencies where appropriate and the preparation of Local Authority Delivery Action Plans.

Policy SPQHP30 – Social, Affordable and Cost Rental Housing

Promote the provision of social, affordable and cost rental housing in accordance with the Fingal County Council Housing Strategy, Part V of the *Planning and Development Act 2000, (as amended)* by the *Affordable Housing Act 2021* and government policy as outlined by the Department of Housing Local Government and Heritage *Housing for All – A new Housing Plan for Ireland* to 2030.

Policy SPQHP31 – Housing Type and Tenure

Support Local Authorities, Approved Housing Bodies and other sectoral agencies in the provision of a greater diversity of housing type and tenure including social and affordable housing and explore new models of low-cost rental and affordable home ownership.

Policy SPQHP32 – Build to Rent

The Council will facilitate the provision of Build-to-Rent Accommodation in suitable locations within Fingal in accordance with the provisions of *Sustainable Urban Housing: Design Standards for New Apartments 2020*.

Policy SPQHP33 – Applications for Build to Rent Schemes

Applications for BTR schemes shall be required to be accompanied by an assessment of other permitted BTR developments in the vicinity (3km) of the site including a map showing all such facilities to demonstrate that the development would not result in the overconcentration of one housing tenure in a particular area. In assessing the matter of overconcentration, the Planning Authority will have regard to factors such as:

- The number and scale of other permitted BTR development in the vicinity (3km) of the site,
- The household tenure and housing type of existing housing stock in the approximate vicinity (3km) of the site and
- The proximity of the proposal to high-capacity public transport stops and interchange (such as DART, MetroLink, LUAS and BusConnects).

3.5.10 Housing Typologies in Fingal

3.5.10.1 Apartments, Houses and Adaptable Homes

A suitable mix of housing types should be provided in new residential areas to meet the needs of residents. The provision of quality housing which is suitable for citizens throughout their lives and adaptable to people's changing circumstances is fundamental to creating compact towns and villages. Housing, whether

apartments, traditional houses or otherwise, should be adaptable to the life stage of its occupants. The needs of different family units vary considerably such as elderly couples, single individuals and family units. However, the basic structure of the home should be easily adaptable to accommodate these different life stages. Residential and mixed-use developments should include a range of house sizes and types to allow people to remain in an area at every stage of their lives, if they so wish. This includes housing adaptation and additional housing typologies providing housing options for elderly occupants who may wish to have their housing needs met in a more tailored manner. This may include 'right-sizing' opportunities and Fingal County Council will examine proposals to undertake a pilot study in relation to such housing options. Integrated housing and community developments in appropriate locations, close to community infrastructure, services and transport links can add significantly to the range of accommodation options available, including independent and assisted living which can cater more adeptly for the medical needs of residents.

While more traditional house development continues to be the predominant form of housing type in Fingal, there is evidence to suggest that this is changing particularly in the Dublin City Area and Suburbs. Data collated as part of the 2016 Census regarding private households in Fingal indicates that of 292,989 households, 14% resided in flat/apartments or bed-sits. This figure is expected to rise in the future as housing typologies within the County change and expand and as more apartments become available. This is in line with national forecasts and ensures consistency with national and regional planning policy regarding consolidation of the urban form.

Future development of strategic residential lands and transport corridors within the Dublin Metropolitan area is likely to provide for higher densities and choice of housing. It is important that in providing apartment schemes, design standards encourage a wider demographic profile which actively includes families and older members of the population. This has numerous benefits including the establishment of diverse and balanced communities as well as providing opportunities to down-size and to right-size.

To ensure success, apartment living requires schemes to be designed as an integral part of the neighbourhood in which they are located and it is the policy of Fingal County Council to ensure that planning applications for apartments have regard to the relevant Guidelines for apartment development and sustainable communities including the DEHLG Guidelines on *Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities 2007* and *Sustainable Urban Housing: Design Standards for New Apartments 2020*.

3.5.10.2 Care Facilities

Residential Care Home

The term 'residential care home' refers to several diverse types of property in which accommodation is provided for people in need of care for assorted reasons. The occupants, usually in single rooms, have access to on-site care services. Care can be provided on a 24-hour basis or partial care depending on the person's needs.

Retirement Home

A 'retirement home' is a multi-residence housing facility intended for older persons. The usual pattern is that each person or couple in the home has an apartment style room or suite of rooms. Additional facilities are provided within the building. Often this includes facilities for meals, gathering, recreation, and some form of health or hospice care.

Nursing Home

A 'nursing home' is a facility for the care (usually long-term) of patients who do not require hospital care but are not able to remain at home. Today, nursing homes have a more active role in health care, helping patients prepare to live at home or with a family member when possible. They help conserve expensive hospital facilities for the acutely ill and improve the prospects of the chronically disabled. A retirement home differs from a nursing home primarily in the level of medical care given.

Retirement Village

A 'retirement village' is a complex containing separate and independent homes for residents that are intended to be predominantly or exclusively occupied by retired persons who have entered into contracts with the operator of the complex. The presumption for such retirement villages is that they are located within an urban setting so that services and facilities are accessible.

Policy SPQHP34 – Care Facilities

Promote the provision of high-quality residential care homes, retirement homes, nursing homes and retirement villages within Fingal.

Objective SPQHO27 – Location of Care Facilities

Require that residential care homes, retirement homes, nursing homes, retirement villages and sheltered accommodation be located in towns and villages for reasons of sustainability, accessibility, social inclusion, and proximity to the availability of services, except where a demonstrated need to locate in a rural environment because of the nature of the care required can be clearly established.

Objective SPQHO28 – Character of Area and Compatibility with Care Facility Uses

Consider the existing (and anticipated) character of the area in which a proposed residential care home, retirement home, nursing home or sheltered accommodation is to be located and the compatibility of the use to such an area.

Objective SPQHO29 – High Standard of Care Facilities

Ensure that proposals for care homes, retirement homes, nursing homes, retirement villages and sheltered housing provide for a range of social and care facilities for the use of residents and that such schemes provide for appropriate levels of accessible green outdoor space, finished to a high standard and available for use by residents.

3.5.11 Quality of Residential Development

3.5.11.1 Design Standards

The provision of a mix and range of housing types is essential to accommodate the housing needs and expectations of the County's residents. Mixed and inclusive communities, which offer a choice of housing and lifestyles, have been proven to provide several community benefits. Social housing should be integrated with private housing. Designing new residential areas at appropriate densities with a range of house types and

room sizes is a key factor in achieving sustainable and successful communities which have a sense of identity and community pride.

The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DHPLG 2009 require that new homes offer a high level of amenity, privacy, security and energy efficiency. Standards in relation to the quality of residential development including private open space, dwelling unit sizes, privacy and aspect are set out under Chapter 14 Development Management Standards while public open space is addressed in Chapter 4 Community Infrastructure and Open Space.

3.5.11.2 Energy Efficiency in Buildings

Careful consideration should also be given to the adaptability of buildings over time, to enable the building stock to be retrofitted or refurbished to meet higher energy efficiency standards in the future. Further objectives in relation to energy efficiency, climate change and provision of sustainable buildings are outlined in Chapter 5 Climate Action.

3.5.11.3 Density

Fingal County Council will support higher densities in appropriate locations in accordance with the NPF, RSES and Guidelines issued under Section 28 of the *Planning and Development Act 2000, (as amended)*. The achievement of higher densities ensures the efficient use of land and promotes compact consolidated development in line with national and regional planning policy. This ensures sustainable travel and settlement patterns, enhanced vibrancy and economic vitality of urban and villages centres while ensuring return on investment in key public transport initiatives. Density is not the sole determinant in achieving appropriate consolidation, and it is important that the scheme is respectful of its context, the nature and character of the surrounding area and has regard to prevailing patterns of development locally. The approach must be plan led, incorporating a high-quality urban design and ultimately contribute positively to the urban fabric of the area. In determining densities, regard should be given to *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009* and its companion document *Urban Design Manual – A Best Practice Guide*.

Policy SPQHP35 – Quality of Residential Development

Promote a high quality of design and layout in new residential developments at appropriate densities across Fingal, ensuring high-quality living environments for all residents in terms of the standard of individual dwelling units and the overall layout and appearance of developments. Residential developments must accord with the standards set out in the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG 2009* and the accompanying *Urban Design Manual – A Best Practice Guide* and *the Sustainable Urban Housing; Design Standards for New Apartments (DHLGH as updated 2020)* and the policies and objectives contained within the *Urban Development and Building Heights Guidelines (December, 2018)*. Developments should be consistent with standards outlined in Chapter 14 Development Management Standards.

Objective SPQHO30 – Rainwater Harvesting

Ensure residential new builds include the provision of infrastructure for the harvesting of rainwater where it is feasible and cost-effective.

Objective SPQHO31 – Variety of Housing Types

Encourage the creation of attractive, mixed use and sustainable residential communities which contain a wide variety of housing and apartment types, sizes, tenures and typologies in accordance with the Fingal Housing Strategy, the HNDA with supporting community facilities, amenities and services.

Objective SPQHO32 – Property Management

Promote efficient and effective property management to ensure the satisfactory security, maintenance and upkeep of communal areas.

Objective SPQHO33 – New Residential Development and Energy Efficiency

Ensure new residential development incorporates energy efficiency measures and promotes innovative renewable energy opportunities, for example by passive solar design, natural ventilation, and vegetation (green roofs etc) on buildings and makes most effective and sustainable use of water, aggregates and other resources.

Objective SPQHO34 – Integration of Residential Development

Encourage higher residential densities where appropriate ensuring proposals provide for high quality design and ensure a balance between the protection of existing residential amenities and the established character of the surrounding area with a target minimum amount of 15% (except in cases where the developer can demonstrate that this is not possible, in which case the 12% to 15% range will apply) amount of green space, tree coverage and public space associated with every residential area.

3.5.12 Private, Semi-Private and Public Open Space

In meeting the amenity requirements of residents, appropriate levels of private, semi-private and communal open space must be achieved in new residential developments and in assessing proposals regarding the extension of existing residential schemes. It is also important that new development does not negatively impact the private open space amenities enjoyed by adjacent developments.

All residential units, be they traditional housing or multi-unit apartment schemes are required to provide private open space to serve residents. Schemes incorporating apartments and duplexes where limited private open space may be available may be augmented by high quality, accessible semi-private/communal open spaces. This may take many forms including roof gardens and courtyards provided the space is of a sufficiently high standard to cater for the residential amenity of residents.

Consideration may be given by the Council to the inclusion of civic spaces within overall open space quantum calculations, but only in instances where the space proposed is of a size and layout suitable to cater for civic events, is of an exceptionally high standard of finish, including planting of large trees and associated landscaping and does not fulfil ancillary functions associated with commercial or other land uses, e.g car parking, servicing, etc.

In certain instances and on a case-by-case basis, quantitative standards in relation to private and communal open space may be relaxed when considering small scale residential schemes within town and village centres. This will only be considered subject to the development proposal meeting all qualitative standards,

demonstrating an exceptionally high-quality of the design and finish and its contribution to achieving consolidation of the urban fabric and enhancement of the streetscape.

Public and Private Open Space, including quantitative and qualitative standards are examined in detail respectively in Chapter 4 Community Infrastructure and Open Space and in the Development Management Standards set out in Chapter 14.

Policy SPQHP36 – Private and Semi-Private Open Space

Ensure that all residential development within Fingal is provided with and has access to high quality private open space and semi-private open space (relative to the composition of the residential scheme) which is of a high-quality design and finish and integrated into the design of the residential development.

Policy SPQHP37 – Open Space Hierarchy

Ensure that all residential development in Fingal is served by a clear hierarchy and network of high quality public open spaces providing for active and passive recreation purposes which is easily accessible and integrated with local communities.

Objective SPQHO35 – Private Open Space

Require that all private open spaces for houses and apartments/duplexes including balconies, patios, roof gardens and rear gardens are designed in accordance with the qualitative and quantitative standards set out set out in Chapter 14 Development Management Standards.

Objective SPQHO36 – Public open Space

Public open space provision in new residential developments must comply with the quantitative and qualitative standards set out in Chapter 14 Development Management Standards.

3.5.13 Compact Growth, Consolidation and Regeneration

The Council, in line with national and regional planning policies and objectives seeks to promote the regeneration of Fingal's towns and villages by making better use of under-used land and buildings within the existing built-up urban footprint and to drive the delivery of quality housing and increased housing options. This may be achieved in several ways and by projects of varying scale including small residential extensions, subdivision of large gardens to accommodate infill development and where appropriate, backland development opportunities.

Larger consolidation projects may include the reuse/re-purposing of extensive brownfield sites for residential purposes/mixed-use purposes or repurposing vacant commercial premises for alternative uses. The benefits accruing do not relate solely to the individual site or building but can result in multiple benefits to the wider area including enhancement to the public realm, creation of new public open spaces and with good quality architectural design, significant visual improvements for the streetscape.

Particularly in key town and village locations, the re-purposing of brownfield, under-utilised or vacant sites can result in additional housing options and typologies, including the introduction of residential use above commercial premises facilitating 'step-down', 'right-sizing' and sheltered housing options where community

services, retail provision and public transport are locally accessible. This in turn increases the vibrancy of our towns and villages and compliments the *Town Centre First: A Policy Approach for Irish Towns* addressed earlier.

Special attention to design and in particular, impacts on neighbouring properties should be addressed and the design principles established under the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas* DEHLG 2009 should be followed.

Chapter 14 Development Management Standards should be consulted in relation to residential and mixed-use consolidation proposals.

Policy SPQHP38 – Compact Growth, Consolidation and Regeneration

Promote compact growth in line with the NPF and RSES through the inclusion of specific policies and targeted and measurable implementation measures that:

- Encourage infill/brownfield development
- Focus growth on the County's designated strategic development areas identified in the Metropolitan Area Strategic Plan
- Promote increased densities along public transport corridors.

Policy SPQHP39 – Co-Ordinated Development

Promote residential development addressing shortfalls in housing provision and meeting target guidance figures through a co-ordinated planned approach to developing appropriately zoned lands at key locations including regeneration areas, vacant and underutilised sites.

Policy SPQHP40 – Upper Floor Use

Support proposals to introduce residential use on upper floors of appropriate commercial buildings in Town Centre, Small Town and Village Centres and Local Centres, subject to the achievement of prescribed development standards set out in Chapter 14 Development Management Standards in order to revitalise the social and physical character of the area.

Objective SPQHO37 – Residential Consolidation and Sustainable Intensification

Promote residential consolidation and sustainable intensification at appropriate locations, through the consolidation and rejuvenation of infill/brown-field development opportunities in line with the principles of compact growth and consolidation to meet the future housing needs of Fingal.

Objective SPQHO38 – Residential Development at Sustainable Densities

Promote residential development at sustainable densities throughout Fingal in accordance with the Core Strategy, particularly on vacant and/or under-utilised sites having regard to the need to ensure high standards of urban design, architectural quality and integration with the character of the surrounding area.

Objective SPQHO39 – New Infill Development

New infill development shall respect the height and massing of existing residential units. Infill development shall retain the physical character of the area including features such as boundary walls, pillars, gates/gateways, trees, landscaping, and fencing or railings.

Objective SPQHO40 – Development of Corner or Wide Garden Sites

Favourably consider proposals providing for the development of corner or wide garden sites within the curtilage of existing dwellings in established residential areas subject to the achievement of prescribed standards and safeguards set out in Chapter 14 Development Management Standards.

Objective SPQHO41 – Refurbishment and Refitting of Existing Buildings

Promote measures to reduce vacancy and underuse of existing building stock and to support the refurbishment and retrofitting of existing buildings.

Objective SPQHO42 – Development of Underutilised Infill, Corner and Backland Sites

Encourage and promote the development of underutilised infill, corner and backland sites in existing residential areas subject to the character of the area and environment being protected.

Objective SPQHO43 – Contemporary and Innovative Design Solutions

Promote the use of contemporary and innovative design solutions subject to design respecting the character and architectural heritage of the area.

Objective SPQHO44 – Retention, Retrofitting and Retention of Existing Dwellings

The Council will encourage the retention and retrofitting of structurally sound, habitable dwellings in good condition as opposed to demolition and replacement and will also encourage the retention of existing houses, such as cottages, that, while not Protected Structures or located within an ACA, do have their own merit and/or contribute beneficially to the area in terms of visual amenity, character or accommodation type.

3.5.13.1 Residential Extensions

The need for people to extend and renovate their dwellings is recognised and acknowledged. Extensions will be considered favourably where they do not have a negative impact on adjoining properties or on the nature of the surrounding area.

Policy SPQHP41 – Residential Extensions

Support the extension of existing dwellings with extensions of appropriate scale and subject to the protection of residential and visual amenities.

Objective SPQHO45 – Domestic Extensions

Encourage sensitively designed extensions to existing dwellings which do not negatively impact on the environment or on adjoining properties or area.

3.5.13.2 Family Flats

Family flats are a means of providing additional accommodation with a level of independence for an undefined temporary period of time. Family flats allow for semi-independent accommodation for an immediate family member (dependent on the main occupants of the dwelling). Applications for family flats will be considered favourably subject to criteria set out in Chapter 14 Development Management Standards.

Policy SPQHP42 – Family Flats

Support the provision of family flats on suitable sites within established residential areas subject to specific design criteria.

Objective SPQHO46 – Family Flats

Ensure family flats:

- Are for a member of the family with a demonstrated need.
- When no longer required for the identified family member, are incorporated as part of the main unit on site.
- Do not exceed 75 sq m in floor area.
- Comply with the design criteria for extensions, as above.

3.5.14 Areas of Disadvantage and Derelict Sites

While Fingal may be the second most affluent Local Authority area in the country, pockets of disadvantage are found scattered throughout the area. The Pobal Deprivation index 2016 classified five small areas in Fingal as being 'very disadvantaged' three in the Blanchardstown area and two in the Balbriggan area. Other areas within our larger urban centres are classified as being 'disadvantaged', just under half of these were in the Blanchardstown area in western Fingal with Balbriggan and Swords following as the areas that contained the largest numbers of areas classified as disadvantaged. In addition to improving the quality of the public realm, the careful reuse and regeneration of vacant sites has a significant rejuvenating role to play in supporting disadvantaged areas as part of a multi-layered approach to rejuvenation. The Council will continue to utilise its own capital resources as well as funding streams under Project Ireland 2040, including the Urban and Rural Regeneration and Development Fund (URDF & RRDF) to support regeneration and sustainable development within Fingal.

3.5.14.1 Vacant Sites Levy – Residential and Regeneration Lands

Fingal maintains a Vacant Sites Register as required under *the Urban Regeneration and Housing Act 2015, (as amended)* and will continue to implement a Vacant Sites Levy to ensure that appropriate sites are brought into use for employment, residential or other suitable use, offering opportunities for regeneration and renewal. The Urban Regeneration and Housing Act sets out two broad categories of vacant land which the levy may apply to; lands being zoned primarily for residential purposes and lands in need of regeneration. Lands zoned residential or primarily residential purposes which have the capacity to deliver residential development – RA and RS are subject to the provisions of the levy while lands zoned LC and TC mixed use zonings are included for the purposes of lands in need of regeneration as they play a critical role in the provision of sustainable neighbourhoods with the renewal of key sites. MC and GE zoned lands are also included given the opportunities for renewal and regeneration presented.

3.5.14.2 Residential Zoned Land Tax

To encourage the activation of zoned and serviced land for residential development and in order to increase housing supply, Budget 2022 introduced the Zoned Land Tax (ZLT). The tax, which has a two-year

lead time, will replace the current Vacant Site levy and will come into effect in 2024. The zoned Land Tax will apply to land which is serviced and zoned for residential development or for mixed use land zoning where residential development is permitted, regardless of size. Maps identifying suitable sites will be prepared by the Local Authority.

The Vacant Sites levy will continue to apply in the interim period.

3.5.14.3 Land Development Agency

Fingal will continue to work with the Land Development Agency (LDA) to assist in the regeneration and development of public lands to increase housing supply within Fingal.

Policy SPQHP43 – Areas in Need of Renewal
Identify and secure the redevelopment and regeneration of areas in need of renewal and promote measures to reduce vacancy and underuse of key properties within town and village centres within the County.
Policy SPQHP44 – Inclusiveness
Create a greater sense of inclusiveness in communities by developing and implementing strategies that will generate more jobs and increase tenure diversity in areas that are socially deprived.

Objective SPQHO47 – Vacant Sites Levy
Implement the Vacant Sites Levy for all vacant development sites in the County and update and make available a Register of Vacant Sites, as per the requirements of the *Urban Regeneration and Housing Act 2015*, or any superseding Act.
Objective SPQHO48 – Urban Regeneration and Development Fund
The Council will continue to identify and secure funding including from the Urban Regeneration and Development Fund to promote the sustainable regeneration and development of key areas identified for renewal within the County.
Objective SPQHO49 – Publicly Owned Land and the LDA
Continue to work in partnership with the Land Development Agency to make more effective use of publicly owned land to accelerate regeneration and meet the projected housing needs over the lifetime of the plan to provide a stable sustainable supply of housing.

3.5.15 Housing in Rural Fingal

It is recognised that much of the demand for one-off housing is urban generated. This can result in unsustainable patterns of development, detracting from this important reserve and placing excessive strain on the receiving environment. Both the NPF and RSES, with reference to NPO 19 and RPO 4.80 respectively require that a distinction is made between areas under urban influence i.e., within the commuter catchment of cities and large centres of employment and ensure that in these areas the provision of single houses in the open countryside is based on the core consideration of demonstrable economic or social need to live in a rural area, and compliance with statutory Guidelines and plans, having regard to the viability of smaller

towns and rural settlements. Rural Fingal can be classified as an area under 'Strong Urban Influence' due to its location in proximity to Dublin City, major urban centres and important transport corridors. Accordingly, Fingal's Rural Housing Strategy seeks to achieve a balance in terms of promoting sustainable rural development while also ensuring the protection of Fingal's rich rural heritage, its landscapes and countryside, in line with national and regional policy.

The *Sustainable Rural Housing Guidelines for Planning Authorities* published in 2005 seek to support housing development patterns in rural areas that are sustainable and require Planning Authorities to ensure that the needs of rural communities are identified through the Development Plan process. The Department issued *Circular PL 2/2017 – Sustainable Rural Housing Guidelines for Planning Authorities 2005 – Local Needs Criteria in Development Plans* in May 2017 which indicated that the European Commission originally issued an infringement notice against Ireland in 2007, in relation to the local housing needs criteria contained in the 2005 Rural Housing Guidelines. This infringement notice was subsequently deferred pending the outcome of an infringement case taken against Belgium, now referred to as the Flemish Decree case and on which the European Court of Justice (ECJ) delivered its Judgement in 2013.

As such, revisions to the current 2005 *Sustainable Rural Housing Guidelines* will need to consider the relevant ECJ judgement. Updated and revised Guidelines are proposed by the Department of Housing, Local Government and Heritage however there is no date at present for when these Guidelines will be published.

Fingal County Council is awaiting the publication of guidelines before carrying out a full review of its rural housing policy. Accordingly, in order to protect the finite rural resources of Fingal and to ensure the sustainable growth and vitality of existing towns, Rural Villages and Rural Clusters, the Plan promotes policies necessary to restrict urban-generated 'one-off' housing and only facilitate genuine and bona fide cases for new residential development within the County's rural areas. Rural development in the first instance will be directed to Fingal's towns, Rural Villages and Rural Clusters.

Policy SPQHP45 – Rural Housing
Provide viable options for the rural community through the promotion of appropriate sustainable growth of the rural villages and clusters, balanced by carefully controlled residential development in the countryside.
Policy SPQHP46 – Rural Settlement Strategy
Respond to the rural-generated housing need by means of a rural settlement strategy which will direct the demand where possible to rural villages, rural clusters and permit housing development within the countryside only for those people who have a genuine rural generated housing need in accordance with the Council's Rural Housing Policy and where sustainable drainage solutions are feasible.
Policy SPQHP47 – Review of the Rural Housing Policy and Local Need Criteria
Commence a review of the Rural Housing Policy and Local Need Criteria on completion of a review by the Department of Housing, Local Government and Heritage of the *Sustainable Rural Housing Guidelines for Planning Authorities* 2005.

Policy SPQHP48 – Re-use/Rehabilitation of Existing Housing Stock

Encourage the re-use and re-habilitation of existing housing stock in rural areas in preference to new build and actively promote the protection of rural buildings.

Policy SPQHP49 – Preservation of Greenbelts

Recognise the importance of and preserve greenbelts in Fingal in order to safeguard valuable countryside to ensure that existing urban areas within Fingal do not coalesce enabling citizens to enjoy the County's natural amenities and to strengthen and consolidate greenbelts around key settlements.

Policy SPQHP50 – Safeguarding Agricultural Identity

Ensure that the agricultural identity of North Fingal is safeguarded, promoting the rural character of the County and supporting the agricultural and horticultural production sectors.

Objective SPQHO50 – Rural Community

Ensure the vitality and regeneration of rural communities by facilitating those with a genuine rural generated housing need to live within their rural community.

Objective SPQHO51 – Promote agriculture and landscape value of the rural area

Recognise and promote the agricultural and landscape value of the rural area and prohibit the development of urban generated housing in the open countryside.

Objective SPQHO52 – Re-use of existing rural building stock

Encourage the re-use and adaptation of the existing rural residential building stock and other building types.

Objective SPQHO53 – Ribbon Development

In areas which are subject to either the RU, GB, or HA zoning objective, presume against development which would contribute to or intensify existing ribbon development as defined by *Sustainable Rural Housing, Guidelines for Planning Authorities, 2005*. A relaxation may be considered where permission is sought on the grounds of meeting the housing needs of the owner of land which adjoins an existing house of a member of his/her immediate family where it is clearly demonstrated that no other suitable site is available.

Objective SPQHO54 – Vehicular entrances

Presume against the opening up of a new additional vehicular entrance into the site of any proposed house, unless necessary in the interest of safety or because no viable alternative exists.

Objective SPQHO55 – Preservation of roadside hedging and trees

Require that the provision of safe access to a new house be designed so that it avoids the need to remove long or significant stretches of roadside hedging and trees. Where this is not possible, an alternative site or access should be identified.

3.5.15.1 Rural Villages

In accordance with Fingal's Settlement Hierarchy, rural villages within the County are located within either the Metropolitan or Core areas, relative to their position to Dublin City and Suburbs and Metropolitan area. The Metropolitan Rural Villages comprise Coolquay, Kinsaley, Rivermeade, Rowlestown, while the Core Rural Villages comprise Ballymadun, Ballyboghil, Garristown, Naul, Oldtown, Balscadden. St. Margaret's is a small linear settlement located c.7kms to the south-west of Swords, in the rural area of the County, off the R122 Kilsallaghan/Oldtown Road, immediately to the west of the Dublin Airport ('DA') zoned lands and within close proximity of existing airport infrastructure. St. Margaret's Church, Parochial House, Parochial Hall and St. Margaret's National School are centrally located, with existing residential development to the north and south of the existing centre. This Plan recognises the distinct heritage and recreational assets of the area and supports its enhancement through the roll out of environmental works under any relevant Town and Village Renewal Scheme.

The Rural Settlement Strategy is not applicable to the Rural Villages and settlement is open to all. This approach promotes vitality and critical mass in relation to service provision within rural settlements. The level of growth within Metropolitan and Core Rural Villages will adhere to levels anticipated under the Core Strategy and rapid expansion will not be permitted.

NPO 18b of the NPF advocates a programme for new homes in small towns and villages with Local Authorities, public infrastructure agencies such as Uisce Éireann and local communities, to provide serviced sites with appropriate infrastructure to attract people to build their own homes and reside in small towns and villages. Consideration may be given to the coordinated development of private serviced sites through proposals for outline permission and site development works, effectively providing 'ready to go' serviced sites in Rural Villages. Such sites would then be subject to individual planning applications to determine house type and all development proposals must have regard to development parameters set out in the LAPs and Village Development Framework Plan applicable to the village as well as to applicable Development Management Standards set out in Chapter 14. Such proposals must also have regard to environmental considerations and capacity constraints.

Policy SPQHP51 – Protection of Rural Villages
Support and protect Fingal's Rural Villages by ensuring their appropriate sustainable development to preserve the character and viability of villages and support local services.
Policy SPQHP52 – Growth of Rural Villages
Ensure that Fingal's Rural Villages accommodate additional growth in accordance with levels set out under the Housing Strategy in order to protect and enhance the character of existing settlements.
Policy SPQHP53 – Vitality of Town and Village Centres
Encourage appropriate residential, social and community uses in town and village centres in order to enhance their vitality and viability while recognising diversity within communities and promoting balanced socially and economically sustainable communities.

Objective SPQHO56 – Rural Villages

Facilitate appropriate development within Rural Villages subject to compliance with the following:

i. The scale of new residential development shall be in proportion to the pattern and grain of the existing settlement and shall be located within the defined development boundary.
ii. Encourage and promote compact growth within Rural Villages including infill, brownfield development together with redevelopment of derelict/underutilised properties.
iii. All development shall enhance the existing village character and create or strengthen a sense of identity and distinctiveness for the settlement.
iv. New commercial development should be centrally located within the village and contribute positively to the streetscape and public realm.
v. Encourage new community and social facilities in conjunction with residential development.

Objective SPQHO57 – Village Framework Plans

Prepare Village Framework Plans to guide and inform development within Rural Villages as prescribed.

Objective SPQHO58 – Serviced Sites

Consider the use of serviced sites for residential development within the boundaries of Rural Villages and in accordance with LAP requirements (where applicable) subject to the availability of services, environmental considerations and the achievement of high-quality cohesive design.

Objective SPQHO59 – Cultural Heritage features

Preserve, protect and enhance the natural, built and cultural heritage features of Rural Villages.

Objective SPQHO60 – Existing Building Stock in Rural Villages

Encourage the re-use and adaptation of the existing building stock within the Rural Villages.

Objective SPQHO61 – Rural Village Services

Promote the provision of essential services within Rural Villages to serve the local community including childcare, social infrastructure, employment and retailing services, health, recreation and leisure amenities.

Objective SPQHO62 – School Provision

Work collaboratively with the Department of Education in identifying demand and meeting increased school place requirements in Rural Villages.

Objective SPQHO63 – Care Homes, Health Service Clinics and Education in Rural Villages

Promote suitable uses, including care homes, health service clinics, and educational centres, within areas zoned RV, to a scale appropriate to ensure the proper planning and sustainable development of each village.

Objective SPQHO64 – Enterprise in Rural Villages

Promote the provision of suitable, appropriately sized enterprises within rural villages to minimise the need for commuting.

3.5.15.2 Rural Clusters

Rural Clusters largely comprise areas with limited essential infrastructure and services, generally benefitting from one or more existing community or other local facilities. Development within Rural Clusters will be limited to incremental local growth appropriate to their size and character. For the most part, Rural Clusters provide an opportunity for family members of existing households within the cluster to build a new home, or reuse and adapt an existing structure by sub-dividing large sites. They also provide the rural community with an opportunity to choose more rural-style housing than that which is provided within the Rural Villages.

Future development will be considered having regard to the role and form of the cluster within the wider rural area, taking particular care that clusters do not compete with villages in the services they provide or the role and function they play within the rural area.

Settlement within the Rural Clusters is open to members of the Fingal rural community who demonstrate a rural-generated housing need. For the purposes of the Rural Settlement Strategy for Rural Clusters, rural-generated housing need is defined below as:

- Persons currently living and who have lived continuously for the past ten years or have previously lived for a minimum of ten continuous years, or
- Persons working continuously for the past ten years,

within areas of the County currently zoned rural. These areas are zoned Rural Village (RV), Rural Cluster (RC), Rural (RU), Greenbelt (GB), or High Amenity (HA)

Policy SPQHP54 – Rural Clusters

Permit only persons with a rural-generated housing need, as defined within this section of the Plan, and as set out in Chapter 14 Development Management Standards, planning permission for a house within areas of the County zoned Rural Cluster.

Objective SPQHO65 – Rural Clusters

Encourage consolidation of rural housing within existing Rural Clusters which will cater for rural generated housing demand, as an alternative to housing in the open countryside, and encourage the reuse of existing buildings within the cluster over any new development.

Objective SPQHO66 – On site Treatment Systems

Ensure that the requirements set out by the Council in the Development Management Standards Chapter 14 for on-site treatment systems are strictly complied with, or with the requirements as may be amended by future national legislation or guidance.

Objective SPQHO67 – Character and Role of the Rural Cluster

Permit only development within the Rural Clusters which has regard to the existing character and role of the cluster within the wider rural area, with particular care being taken that clusters do not compete with villages in the services they provide or the role and function they play within their rural area.

Objective SPQHO68 – Appropriate Development within Rural Clusters

Ensure that proposals for new dwellings do not compromise the development potential of adjoining sites by means of on-site layout and house design and both vehicular and pedestrian access. All sites must provide sustainable drainage infrastructure.

Objective SPQHO69 – Vehicular Entrances

Minimise the number of new entrances to sites within a rural cluster with a preference for sharing accesses with existing dwellings or using existing entrances. New entrances will only be considered where the potential for sharing is not possible. Any removal of hedgerows, trees and walls or other distinctive boundary treatment required to accommodate sight lines must be limited in extent and must be replaced with the same type of boundary. The use of native species for replacement planting shall be used where appropriate.

Objective SPQHO70 – Home-Based Economic Activity in Rural Clusters

Allow for small scale home-based economic activity and local services at a level commensurate with the size, scale, and character of the Rural Cluster.

3.5.15.3 Fingal Rural Settlement Strategy Rural Generated Housing Need

The Fingal Rural Settlement Strategy serves to meet settlement needs which are the result of a genuine rural-generated housing requirement. Residential development in areas zoned RU, HA, GB and RC which is urban generated will be restricted to preserve the character of Rural Fingal and to conserve this important limited resource. The countryside for the purposes of this section of the Plan are those areas with the rural zoning objectives identified as Rural (RU), Greenbelt (GB) and High Amenity (HA). Rural-generated housing needs are considered to be the housing needs of people who have long standing existing and immediate family ties, or occupations which are functionally related to the rural areas of the County and are specifically defined as follows:

- Members of farming families who are actively involved in the family farm which is located within rural Fingal as defined in Objective SPQHO80 and Chapter 14 Development Management Standards.
- Persons who have close family ties to the Fingal rural community as defined in Table 3.5 paragraph (i)
- Persons who have been in long term employment, which is related to, and supportive of, the rural community as defined in Table 3.5 paragraph (ii) and where the employment is dependent on the residence of the person within the rural community.
- Persons who are a member of a rural-located family, who are considered because of exceptional and demonstrated health reasons to have a need to reside beside their family home in the rural area as defined in Table 3.5paragraph (iii).
- Persons who are 'a bona fide' applicant, as defined in Table 3.5 paragraph (iv), and who have a demonstrated commitment to set up a rural-related business and who may not already live in the area, nor have family connections there, or be engaged in particular employment or business classified with the local needs criteria. The applicant must have a clearly demonstrated need to live in the rural area to ensure the functioning of the business.

Persons who have genuine rural-generated housing need will be considered for planning permission for a dwelling house in those parts of the open countryside which have zoning objective RU or GB.

Only members of families actively involved in farming within the rural area will be considered for a rural house in areas of the County which have a zoning objective HA.

The maximum number of incremental houses which will receive planning permission within the rural area on the basis of an existing house is limited. Each of the rural zoning objectives has a limit to the number of incremental houses which will be permitted. Where exceptional health circumstances can be demonstrated an additional house will be considered under each of the rural zoning objectives. The maximum number of dwellings permitted under any of the above zonings will be less any additional house which has been granted planning permission since 19th October 1999.

No individual applicant will receive planning permission for more than one house.

The maximum number of houses permitted for each rural zoning type is shown in Table 3.3.

Table 3.3: Maximum Number of Houses which will be permitted per existing house

Area Zoning Objective	Max no. of houses to be granted planning permission per existing house
RU	2 (+1 for exceptional health reasons + 1 for exceptional farming circumstances)
GB	1 (+1 for exceptional health reasons)
HA	1 (+1 for exceptional health reasons)

Eligibility for housing in the open countryside under the Rural Settlement Strategy is set out in Table 3.4

Table 3.4: Who is Eligible for Planning Permission

Zoning Objective	Involved in the family farm	Close family ties	Employment related to the community	Exceptional health reasons	'Bona Fide' business
RU	✔	✔	✔	✔	✔
GB	✔	✔	✔	✔	✔
HA	✔			✔	

Objective SPQHO71 – Maximum Number of Dwellings under Rural Zonings

Provide that the maximum number of dwellings permitted under any of the rural zonings will be less any additional house which has been granted planning permission to a family member since 19th October 1999.

Objective SPQHO72 – Maximum Number of Incremental Houses in RU Zoned Areas

Permit a maximum number of two incremental houses for those who meet the relevant criteria set out in this chapter and Chapter 14 within areas with zoning objective RU plus one house for a person with exceptional health circumstances plus one where exceptional farming circumstances prevail.

Objective SPQHO73 – Maximum Number of Incremental Houses in HA or GB Zoned Areas

Permit a maximum number of one incremental house for those who meet the relevant criteria set out in this chapter and Chapter 14 within areas with the zoning objective HA or GB plus one house for a person with exceptional health circumstances.

Objective SPQHO74 – Houses in HA Zoned Areas

Permit houses in areas with zoning objective HA, only to those who have a defined essential housing need based on their involvement in farming or exceptional health circumstances.

Objective SPQHO75 – Houses Granted Permission in RU, HA or GB Zoned Areas

Require that any house which is granted planning permission in areas with the zoning objective, RU, HA, or GB will be subject to an occupancy requirement whereby the house must be first occupied as a place of permanent residence by the applicant and/or members of his/ her immediate family for a minimum period of seven years.

3.5.15.4 New Housing for Farming Families

Planning permission will be considered for one incremental house in areas which have the HA or GB zoning objective, and up to two houses in areas with the RU zoning objective, on a family farm for close family members who are demonstrated to be actively and directly engaged in the running of the family farm. In recognition that farming is no longer a full-time occupation for many farmers, consideration will also be given to farmers whose income is supplemented by off-farm work. In all applications for planning permission for a rural house on the basis of involvement in an existing farm, proof of direct participation in farming must include verifiable evidence of family ownership of a working farm.

New Housing for Farm Families

Objective SPQHO76 – Additional Dwellings per Farm Family

Permit up to two additional dwellings per farm family in areas with the zoning objective, RU, and one additional dwelling per farm family within areas with the zoning objective GB or HA, where the applicant demonstrates their direct participation in running the family farm and is considered to have a demonstrated need related to the working of the farm to reside on the family farm.

Objective SPQHO77 – Members of Family Actively Involved in Running of Family Farm

In exceptional circumstances in the RU zoning where two members of the family (excluding the occupier of the family farm) are actively engaged in the running of the family farm, permission may be considered for both. Documentation in support of an application must reflect the requirements set out under Chapter 14 Development Management Standards.

Objective SPQHO78 – Primary Residence Criteria

Demonstrate that any proposed dwelling is for use as the applicant's primary residence and the proposed dwelling will be located on a farm where the applicant's family currently resides.

Objective SPQHO79 – Consideration of Additional House on a Fragmented Farm

Allow for consideration of any additional house, in the case of a fragmented farm, to be located on an area of the farm not physically connected to the main portion of the farm, and which area has been in the applicant family's ownership and part of the overall active farm holding for at least three years prior to the date of application.

Objective SPQHO80 – Family Farm Criteria

Demonstrate that the farm has been a working and actively managed farm in the ownership of the applicant's family for a minimum of three years preceding the date of the application for planning permission. The applicant will be required to demonstrate full compliance with all relevant standards set out in Chapter 14 Development Management Standards. In particular, the applicant will be required to demonstrate the following in relation to their working of the family farm:

i. The applicant is a member of a family which operates a farm within the rural area of Fingal, and is actively engaged in farming the family farm. Verifiable documentary evidence (such as dated and stamped Land Registry Documentation) showing details of the farm ownership, details of the family relationship with the farm owner, and the nature of the applicant's involvement in farming the family farm will be required.
ii. The farm on which the application for planning permission for a rural house has been submitted has been a working and actively-managed farm in the ownership of the applicant's family for a minimum of three years preceding the date of the application for planning permission.
iii. The location of the family home on the existing farm.
iv. The location of all other houses on the family farm which have been granted planning permission since the 19th October 1999. Submission details will include the date of grant of planning permission and the Council's file Register Reference under which any Planning Permissions were granted.
v. The family farm has been a working farm for the preceding three years. The criteria which are considered to constitute a working farm and the size thresholds for various types of farms are set out below. The minimum threshold area of a farm excludes the area of the farm occupied by the farm yard and farm buildings, the area of the existing family home and its curtilage, and the area of the site of the proposed dwelling.
vi. Documentary evidence that the applicant resides on a working family farm within the planning application.

Documentary evidence (i.e., of a working farm) which is required is detailed below:

a) For livestock (including equestrian), tillage and mixed livestock/tillage farms:

i. A Herd Number or other Business Number which is allocated by the Department of Agriculture, Food and the Marine.
ii. Single Farm Payment details for the preceding three years.
iii. A GLAS number for those farmers who participate in the GLAS Scheme (or any subsequent scheme).
iv. A Forestry number for those farmers who manage forestry.
v. For dairy farms, details of the previous years' supplies to a milk processor.
vi. For equestrian farms, depending on the type of equestrian farm, current horse training licences issued by the Irish Turf Club, racing licences, documentation demonstrating that the farm is a recognised teaching school, records of bloodstock sales, details of stud production for the preceding three years or equine identification documents, i.e., passports issued by Horse Board Ireland or by Wetherbys.

b) For horticulture farms:

- Confirmation of involvement in the Quality Assurance Scheme managed by An Bord Bia for the previous three years.
- Evidence of investment within the farm to demonstrate its current active engagement in the horticulture sector.
- Details of the supply of product from the farm which demonstrates that the applicant was supplying substantial produce to market in the preceding year.

c) Size thresholds for farms:

- The minimum size for an active livestock, tillage, or mixed livestock/tillage farm is 15 hectares.
- The minimum size for a horticultural farm is:
  - For a vegetable farm, 6 hectares.
  - For an apple farm, 13 hectares.
  - For glasshouse production, 0.4 hectares.

Applications for planning permission will be considered where the documentary evidence clearly and comprehensively demonstrates that a farm has been an active and viable holding for the preceding three years, even though it falls below the thresholds set above, or is a specialist operator not of the types described above. The applicant must demonstrate a need for the applicant to be resident on the farm in such cases.

3.5.15.5 New Housing for the Rural Community other than those who are Actively Engaged in Farming

New dwellings will be considered in areas of Fingal which have a RU or GB zoning objective for members of the rural community who are not involved in farming.

Objective SPQHO81 – RU and GB lands

Permit new rural dwellings in areas which have zoning objectives RU or GB on suitable sites where the applicant meets the criteria set out in Table 3.5.

Table 3.5: Criteria for Eligible Applicants from the Rural Community for Planning Permission for New Rural Housing

i. One member of a rural family who is considered to have a need to reside close to their family home by reason of close family ties, and where a new rural dwelling has not already been granted planning permission to a family member by reason of close family ties since 19th October 1999. The applicant for planning permission for a house on the basis of close family ties shall be required to provide documentary evidence that:

- S/he is a close member of the family of the owners of the family home.
- S/he has lived in the family home identified on the application or within the locality of the family home for at least fifteen years.

ii. A person who has been in employment in a full-time occupation which is considered to satisfy local needs by predominantly serving the rural community/economy for fifteen years prior to the application for planning permission, and has not already been granted planning permission for a new rural dwelling since the 19th October 1999. Documentary evidence of such employment is required.

iii. A person who is an immediate member of a rural family who has not been granted permission for a rural dwelling, since the 19th October 1999, and is considered to have a need to reside adjacent to the family home by reason of that person's exceptional health circumstances. The application for a rural dwelling must be supported by two sworn affidavits from relevant and qualified professionals, with at least one from a registered medical practitioner. A qualified representative of an organisation which represents or supports persons with a medical condition or disability may supply the other.

It is to be noted that criterion no. (iii) applies in areas which have zoning objective, HA, as well as in areas with zoning objective GB and RU.

iv. A 'bona fide' applicant who may not already live in the area, nor have family connections there or be engaged in particular employment or business classified with the local needs criteria, subject to the following considerations:

Such applicants will be required to satisfy the Council of their long-term commitment to operate a full-time business from their proposed home in a rural area, as part of their planning application.

The applicant will outline within a submitted Business Plan how their business will contribute to and enhance the rural community and will demonstrate to the satisfaction of the Council that the nature of their employment or business is compatible with, and addresses and satisfies local needs, and will protect and promote the rural community.

The applicant will satisfy the Council that the nature of their employment or business is dependent on its location within the rural area so as to discourage applicants whose business is not location dependent.

The applicant will demonstrate their commitment to the proposed business through the submission of a comprehensive and professionally prepared Business Plan, and through submission of legal documentation that they have sufficient funding committed to start and operate the business.

Applicants whose business is not location-dependent will not be considered.

Verifiable documentary evidence to demonstrate compliance with Table 3.5 will be required in all planning permission applications for a new house in the open countryside including a sworn affidavit by the applicant stating that the applicant conforms to the requirements of the objective.

3.5.15.6 Housing within the Airport Noise Zones

The development of new housing for those who are not involved in farming will be actively resisted within the area delineated by Noise Zone A for Dublin Airport. However, consideration will be given to the development of new housing for those not involved in farming but who have family homes within Noise Zone A, in locations on suitable sites outside Noise Zone A but within five kilometres from that noise zone. To ensure that the need to live as close as possible to the existing family is met and to avoid undue pressure on certain areas of the Greenbelt, the M1 will provide an east-west boundary, with those living to the east being considered for housing on suitable sites to the east, and those living to the west being considered for housing on suitable sites to the west. Site selection should ensure that the rural character of the area is maintained and that multiple sites on single landholdings are avoided.

Housing within Airport Noise Zones

Objective SPQHO82 – Rural Settlement Strategy and Airport Noise Zone A

Apply the provisions of the Rural Settlement Strategy, only with regard to 'New Housing for Farming Families' as set out within this Chapter, within the Airport Noise Zone A, and subject to the following restrictions:

- Under no circumstances shall any dwelling be permitted within the predicted 69dB LAeq 16 hours noise contour.
- Comprehensive noise insulation shall be required for any house permitted under this objective.
- Any planning application shall be accompanied by a noise assessment report produced by an independent specialist in noise assessment which shall specify all proposed noise mitigation measures together with a declaration of acceptance of the applicant with regard to the result of the noise acceptance report.

Objective SPQHO83 – Rural Settlement Strategy within Five Kilometres Outside Noise Zone A

Apply the provisions of the Rural Settlement Strategy as it applies to 'New Housing for the Rural Community other than for those who are actively engaged in farming' for rural community members located within Noise Zone A on suitable sites located within five kilometres outside Noise Zone A. For those living to the east of the M1, only suitable sites located to the east of the M1 will be considered, and for those living to the west of the M1, only suitable sites located to the west of the M1 will be considered.

3.5.15.7 Layout and Design for Housing in Rural Fingal

In order to limit the visual impact of new development, it is imperative that new dwellings and extensions to existing dwellings in Rural Fingal exhibit high quality design and demonstrate full consideration for the context of the site and its rural surroundings. The siting of new dwellings should consider existing site contours, and the scale, form and layout of adjoining dwellings, where appropriate. Design and materials will be required to reflect the County's rural built tradition and high-quality contemporary designs which reflect this tradition will be supported. Dwelling designs which are suburban in influence, are dominant, intrusive, or incongruous in the rural setting should be avoided. All residential development in rural areas must comply with design guidance set out in Chapter 14 Development Management Standards.

The development of houses between a road and the sea will be discouraged because of the possible impact of climate change, potential impacts upon scenic landscapes or vistas and the potential for cumulative impacts on Natura 2000 sites. No new houses will be permitted on lands with a High Amenity zoning objective which are located between the sea and the coast road. In the case of applicants for planning permission for a dwelling who comply with the settlement strategy for houses in the countryside, where the existing family farm is located entirely between the coast and the road, and no opportunities exist to convert existing/ vernacular buildings to a new dwelling on the farm or extend the existing farmhouse, a suitable alternative site will be considered on the land holding.

Policy SPQHP55 – Layout and Design of Rural Housing

Require that all new dwellings in the rural area are sensitively sited, demonstrate consistency with the immediate Landscape Character Type, and make best use of the natural landscape for a sustainable, carbon efficient and sensitive design.

Objective SPQHO84 – Compliance with Development Management Standards in Rural Areas

Applications for dwellings in rural areas of Fingal will be required to demonstrate compliance with layout and design criteria set out in Chapter 14 Development Management Standards including the carrying out of an analysis/feasibility study of the proposed site and of the impact of the proposed house on the surrounding landscape in support of applications for planning permission.

Objective SPQHO85 – Visual Impact Statement for Applications in GB or HA Zoned Areas

Ensure that any planning application for a house within an area which has a Greenbelt or High Amenity zoning objective is accompanied by a comprehensive Visual Impact Statement.

Objective SPQHO86 – High Amenity Zoned Land between the Sea and the Coast

Require that no new houses are permitted on High Amenity zoned lands which are located between the sea and the coast except in such cases indicated in Objective SPQHO87.

Objective SPQHO87 – Alternative Site for a New House

Consider a suitable alternative site for a new house, in the case of applicants who comply with the Settlement Strategy for houses in the countryside and whose existing family farm is located entirely between the coast and the road, and where no opportunities exist to convert existing/vernacular farm buildings as a new dwelling or to extend the existing house.

Objective SPQHO88 – Development of Coastal Sites

Ensure that the development of any coastal site through the extension or replacement of existing buildings or development of any new buildings is of an appropriate size, scale and architectural quality and that it does not detract from the visual amenity of the area or impact negatively on the natural or built heritage.

Objective SPQHO89 – Proximity to the Family Home

Encourage new dwellings in the rural area to be sited at a location in close proximity to the family home where the drainage conditions can safely accommodate the cumulative impact of such clustering and where such clustering will not have a negative impact on the amenities of the original house. Where this arrangement is clearly demonstrated not to be available, permit the new dwelling to be located on an alternative site which is within two kilometres from the family home, or, where the applicant has land zoned HA within 2km from the family home and this arrangement is demonstrated not to be available to build, and the applicant has land zoned RU on lands within 3.5km of the family home, permit the new dwelling to be located on the RU zoned site which is within 3.5km of the family home, or, in the case of applications made under Objective SPQHO83 within five kilometres outside Noise Zone A and subject to the East / West of the M1 stipulation.

Objective SPQHO90 – Entrances and Front Boundary Treatment

Ensure that the design of entrances and front boundary treatment is sensitive to the rural setting. In this regard, block walls and ornamental features will be discouraged, and native hedging will be utilised where appropriate.

Objective SPQHO91 – Retention of Hedgerows and Other Distinctive Boundary Treatments

Ensure the retention of hedgerows and other distinctive boundary treatments in rural areas. Where removal of a hedgerow, stone wall or other distinctive boundary treatment is unavoidable, provision of the same type of boundary/provision of agreed species of similar length will be required within the site.

3.5.15.8 South Shore Rush

The South Shore area of Rush consists mainly of small landholdings with a mixture of market gardening and single and cluster housing. The pattern of development is increasingly residential with a road infrastructure which is limited in terms of modern road requirements, but which forms part of the overall rural residential

character of the area. The area also borders on Rogerstown Estuary, which hosts two Natura 2000 sites, Rogerstown Estuary SAC and Rogerstown Estuary SPA. Certain areas of the South Shore are also prone to flooding and are at risk from coastal erosion. Recognising the established mix of horticulture and residential land uses within this area, and the availability of water services infrastructure, the settlement strategy for housing in the open countryside will be more flexible within the area demarcated on the Plan maps. This area is located to the south and east of the R128 from the junction with Spout Road, immediately to the west of Rush.

Housing will be considered for persons who have been resident in the South Shore, or within the development boundary of Rush or within one kilometre by road of either of these areas for a minimum of ten years. Housing will also be considered for a mother, father, son or daughter of a resident who qualifies. Houses will be sympathetic to the rural and coastal character of the area. Given the sensitivities of the area, because of its location adjacent to the coast and to Rogerstown Estuary, there will be a requirement on applicants to demonstrate that any proposed new development will not be at risk of flooding or erosion and will not negatively impact, either directly or indirectly, the designated sites within Rogerstown Estuary.

South Shore Rush

Objective SPQHO92 – Applications for Houses within the South Shore Area

Consider planning applications for a house located within the South Shore area of Rush from persons who have been resident for a minimum of ten years within the South Shore area or within the development boundary of Rush or within one kilometre by road of either of these areas, subject to sustainable planning and consideration of climate change impacts.

Objective SPQHO93 – Applications for Houses in the South Shore Area from Relatives of Residents

Consider planning applications for a house located within the South Shore area of Rush from a mother, father, son or daughter of a resident who qualifies under Objective SPQHO92 and subject to sustainable planning and consideration of climate change impacts.

Objective SPQHO94 – Occupancy Requirement for House in the South Shore Area

Require that any house which is granted planning permission in the South Shore area will be subject to an occupancy requirement whereby the house must be first occupied as a place of permanent residence by the applicant and/or members of his/her immediate family for a minimum period of seven years.

Objective SPQHO95 – Flooding and Coastal Erosion in the South Shore Area

Require that an applicant for a house in the South Shore area demonstrates, to the satisfaction of the Planning Authority, that the site is not and will not be subject to flooding or erosion in line with national climate change predictions.

Objective SPQHO96 – Ecological Integrity of Sites in the South Shore Area

Require that an applicant demonstrates that the impact of any proposed house will not adversely affect, either directly or indirectly, the ecological integrity of any European site.

Objective SPQHO97 – Connection to the Public Sewer on Sites in the South Shore Area

Allow for new houses within the South Shore area, subject to normal sustainable planning criteria and in line with climate change impacts, which have demonstrated to the satisfaction of the Planning Authority that they cannot connect to a public sewer within a reasonable period of time, on suitably sized sites and subject to the requirements of the EPA Code of Practice.

3.5.15.9 Residential Accommodation for Seasonal Workers

The requirement for residential accommodation to accommodate seasonal workers within Fingal having regard to the rich and diverse farming enterprises within the county is acknowledged. The provision of new on-site residential accommodation for seasonal farm workers shall be designed in an innovative, cohesive and purpose-built manner resulting in a high standard of quality accommodation, minimising visual impacts on the surrounding rural area. In this regard, new purpose-built on-site accommodation shall be single storey only. It is considered residential accommodation for seasonal workers will only be required for larger operations. In this regard, a minimum farm size of 25 hectares applies. This type of accommodation will only be permitted within the RU, GB and FP zonings. No accommodation of this nature will be permitted within the HA zoning.

Farmers wishing to provide accommodation for their workers are advised to consider the following sequential approach:

- Is other accommodation available, i.e. in an existing house (this includes agricultural workers housing and other rural dwellings), hotel, other types of residential building either in the rural area or adjoining towns or villages?
- Are other buildings available to convert to residential accommodation, either on or off-site?
- The onus is on the farmer/employer to demonstrate special circumstances for the requirement of accommodation and all other alternatives have been considered.
- The subject site must be the most suitable within the land holding.
- Adequate arrangements must be made for the disposal of refuse and sewage from the site.

Objective SPQHO98 – Seasonal Worker/Temporary Worker Accommodation

Use of land associated with a farm for seasonal / temporary workers will be considered subject to the following requirements and demonstrate the following:

- The farm is a working and actively managed farm with a minimum size of 25 hectares.
- There is an essential need for the amount and type of accommodation, and this cannot be met anywhere else. The onus is on the farmer/employer to demonstrate this.
- The accommodation is for use by the workers associated with the farm only and shall not be for sale or rental independent of the farm.

- New on-site residential accommodation for seasonal farm workers shall be designed in an innovative, cohesive and purpose-built manner resulting in a high standard of quality accommodation whilst minimising visual impacts on the surrounding rural area. In this regard, new purpose-built on-site accommodation shall be single storey only.
- A viable landholding can facilitate up to a maximum of 200 seasonal workers.
- New purpose-built accommodation shall be provided in the form of a maximum 26 bed space unit.
- No bedroom shall accommodate more than 2 persons.
- Each unit shall provide:
  - Accommodation and open space provision sufficient to provide an adequate level of comfort and amenity for occupants.
  - Room sizes in accordance with minimum Development Plan standards. Shared kitchen, living and dining room based on a minimum 4 sq. per bed space in the unit, in addition to any circulation space.
  - Each bedroom, or at a maximum, each pair of two bedrooms shall have an individual dedicated bathroom facility with shower, toilet and basin. Communal facilities below this standard shall not be permitted.
  - Appropriate indoor and outdoor communal and recreational facilities at a combined level of 5-7 sq.m per bedspace. These facilities shall be provided prior to occupation.
  - Communal facilities and services shall be provided for and include laundry and refuse facilities. These facilities shall be provided prior to occupation.
  - Compliance with Building and Fire Regulations.
  - That Residential Accommodation for Seasonal Workers should be in line with Health and Safety at Work guidelines and accommodation and facilities should be appropriate to support the needs of the workers.
- Transport arrangements to allow workers ease of access to nearby towns and villages, each worker will be provided with a working bicycle or electric bicycle or shared mobility scheme and one of the following:
  - Footpaths linking the development to the nearest town or village,
  - Footpaths linking the development to the nearest public transport link,
  - Provision of a private shuttle bus or car for transport to the nearest town or village.
- Design, height, scale and finishes shall have regard to the landscape context.
- Existing trees and hedgerows shall be maintained in so far as possible and new planting shall be of native species.

- A Landscape Plan shall accompany applications for new purpose-built accommodation.
- Sufficient drainage and wastewater infrastructural capacity to serve the development.
- Sufficient access and car-parking arrangements to serve the development.

Objective SPQHO99 – HA Zoning

Seasonal worker accommodation will not be permitted within the HA zoning.

3.5.15.10 Houses Displaced by Infrastructural Works

The Council recognises situations in which dwelling houses must be acquired, whether compulsorily or by agreement, to facilitate infrastructural improvements and works which are in the interest of the common good. The Council will undertake to consider any planning application by a member of the family of such a homeowner for a rural house subject to the same provisions that would apply if the dwelling, which has been acquired, were the original and long-standing family home of the applicant.

Policy SPQHP56 – Housing Displaced by Infrastructural Works

Consider any planning application by a member of the family whose house has been acquired in the interest of the common good, whether compulsorily or by agreement, for a rural house subject to the same provisions that would apply if the dwelling which has been acquired was the original and long-standing family home of the applicant.

Ribbon Development

Ribbon development is formed by the development of a row of houses along a country road (resulting in five or more houses on any one side of a given 250m of road frontage). It can promote the unsafe proliferation of vehicular entrances onto country roads, negatively impact on views and the character of the area, and reduce biodiversity, in particular, by loss of hedgerows. Therefore, ribbon development will be discouraged. The Planning Authority will determine whether a particular proposal would create ribbon development, having regard to the following;

- The type of rural area and circumstances of the applicant.
- The degree to which the proposal might be considered infill development
- The degree to which existing ribbon development would be extended or whether distinct areas of ribbon development would coalesce as a result of the development.
- Local circumstances such as planning history and normal planning considerations.

3.5.15.11 Replacement of Chalets and Seaside Huts

There are a number of areas in Fingal, such as Portrane, Donabate and Rush, where chalets and seaside huts have been constructed prior to and after the coming into effect of the Local Government (Planning and Development) Act 1963. Fingal County Council will assess proposals to replace these holiday homes with structures for permanent dwellings retain having regard to the context, location, drainage provision, and appropriate site development standards. The Council is aware that in relation to the above locations, the following issues arise:

- A considerable number of such structures are located within the coastal regions and could be liable to the impacts of climate change in the form of coastal erosion and flooding.
- A considerable number of such structures are located in proximity to European sites.
- Given the ad-hoc nature of some of these developments, there is little or no sewerage infrastructure.
- There are limited services including roads infrastructure or utilities in these areas.
- The creation of permanent housing may be unsustainable and significantly alter the character of the areas in which they are located.

The replacement or conversion of existing seasonal chalets and seaside huts by dwellings which can be resided in all the year round will only be considered in exceptional circumstances where the criteria set out in Chapter 14 Development Management Standards is fully complied with.

Policy SPQHP57 – Replacement of Chalets and Seaside Huts

The replacement or conversion of existing coastal chalets and seaside huts by dwellings which can be resided in all the year round will only be considered in exceptional circumstances.

Objective SPQHO100 – Replacement of Chalets and Seaside Huts

Proposals to replace or convert existing coastal chalets and seaside huts by dwellings which can be resided in all the year round will only be considered in exceptional circumstances and where all Development Management Standards set out in Chapter 14 in relation to such applications are complied with.

3.5.15.12 Fingal's Greenbelts

The targeted development of strategically identified towns and villages will be supported by a greenbelt policy which will safeguard the innate rural value of the Fingal countryside. Greenbelt zoning will underpin the settlement strategy by ensuring:

- Existing urban areas within Fingal do not coalesce and merge into one another leading to unsustainable development and travel patterns.
- The identity and unique character of rural and urban areas in the vicinity of administrative boundaries will be maintained where this would be beneficial.
- That citizens can enjoy the visual and natural amenities of the countryside in close proximity to the urban areas in which they reside.
- Proposed development within the Greenbelt shall clearly demonstrate a functional need for such a location, and consistency with the established character of the landscape of the area.

Policy SPQHP58 – Preservation of Greenbelts

Preserve Greenbelts in Fingal in order to safeguard valuable countryside; to ensure that existing urban areas within Fingal do not coalesce to ensure that citizens can enjoy the County's natural amenities and to strengthen and consolidate greenbelts around key settlements.

Objective SPQHO101 – Strengthening of Greenbelt Lands

Strengthen greenbelt lands by identifying opportunities for infill development and consolidation within existing towns to reduce the need to zone additional greenfield lands and ensure the preservation of strategic greenbelts between our towns and villages.

Objective SPQHO102 – Development within the Greenbelts

Promote development within the Greenbelts which has a demonstrated need for such a location, and which protects and promotes the permanency of the Greenbelt, and the open and rural character of the area.

3.5.15.13 Vernacular Buildings

To encourage the viable re-use of historic vernacular dwellings, applications for the sensitive restoration of disused vernacular houses and cottages will not be subject to the Rural Settlement Strategy for housing in the countryside which applies to new dwellings, provided that the following parameters are complied with:

- The structure must have been a residence. Where the dwelling has been unoccupied for a prolonged period, evidence must be supplied to prove that it was previously in residential use.
- The distinctive vernacular character of the dwelling is retained.
- The original historic fabric is repaired using appropriate traditional construction methods and materials.
- Where the building is derelict, it must be proven that it is structurally capable of supporting the proposed works.
- Measures are taken to support and protect the building from collapse prior to, and during, the construction works.
- The proposal complies with the drainage standards for new dwellings in rural areas.

Policy SPQHP59 – Vernacular Buildings

Promote the sensitive restoration and re-use of historic vernacular dwellings and outbuildings within Fingal.

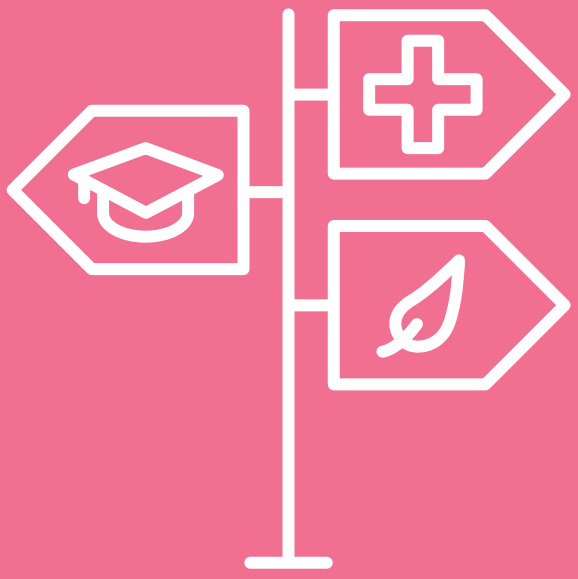
Objective SPQHO103 – Retention of Vernacular Buildings

Retain, appreciate and revitalise appropriately the vernacular buildings of Fingal by deterring the replacement of good quality vernacular buildings with modern structures and by protecting and promoting the sympathetic maintenance, adaptation and re-use of vernacular buildings where they contribute to the character of the rural area.

Objective SPQHO104 – Protection of Vernacular Buildings

Discourage the demolition or replacement of vernacular rural buildings and encourage their sensitive restoration and/or conversion where they contribute to the character of the area.

4. COMMUNITY INFRASTRUCTURE AND OPEN SPACE



4.1 Introduction

Healthy placemaking is a key ambition of this Plan and National and Regional policy place a strong emphasis on the need to create urban areas that are well-designed, resilient to change and which provide for high-quality public spaces which add character to an area and which are accessible to all. *The Sustainable Residential Development in Urban Areas Guidelines 2009* define sustainable communities as "*areas where an efficient use of land, high quality urban design and effective integration in the provision of physical and social infrastructure such as public transport, schools, amenities and other facilities combine to create places where people want to live*".

While healthy placemaking is discussed in detail in Chapter 3 Sustainable Placemaking and Quality Homes, it is a key factor in delivering successful and sustainable development within the County and is particularly relevant in the provision of community infrastructure and open space. Community or social infrastructure includes facilities, services, places and spaces that provide a community with their social needs. The provision in appropriate accessible locations of good community infrastructure, such as education, sports and recreational facilities, libraries, childcare facilities, places of worship, health and community centres, is vital as it contributes positively to enhanced quality of life. The physical appearance of these facilities can also have a defining role in an area, strengthening the sense of identity and character.

This chapter sets out the policy context by which community infrastructure and open space is guided. A brief of Fingal's community infrastructure and open space is provided in Section 2. Section 3 of the chapter outlines the opportunities in the County and the strategic aims are provided in Section 4. The final section, Section 5, details the strategic policies and objectives which will form the basis for community infrastructure and open space provision for the lifetime of this Plan. This chapter is in accordance with National, Regional and local economic development policies and objectives.

4.2 Context

The provision and access to locally based community infrastructure and essential services, which are central to our health and wellbeing, is vital for a community to thrive, to engender a sense of place, ensure social inclusion and build resilience. The Council will continue to support the work of both Council and non-Council owned community centres in recognising the important role they play for citizens in the County. Ideally, services and facilities which improve quality of life for residents of an area should be provided within close proximity of homes and within neighbourhoods to facilitate greater access and opportunity for local people. These facilities must also be relevant to the community's needs. In addition, making these facilities accessible to all and by sustainable transport means is also encouraged. The Plan has a key role to play in enhancing and developing healthy, sustainable and inclusive communities by ensuring that residents have access to a range of accommodation options, quality facilities and healthy environments which in turn help to foster and strengthen local identity and community spirit.

While many of these services already exist in established urban and rural areas, it is important that new facilities are located close to the communities they intend to serve, and clustering and multi-functional uses will be encouraged where appropriate. Community infrastructure can be provided by the public and private

sectors and in some cases by the communities themselves. While the Council and other public bodies provide much of the community infrastructure in the County, it is also the responsibility of developers, frequently as part of larger mixed-use or residential schemes, to provide appropriate facilities such as childcare, sports, recreation, play and healthcare facilities.

The Council is involved in the delivery, funding and operation of many community facilities throughout the County and works collaboratively with Boards of Management in existing community facilities to secure funding for additional facilities which can used by schools during the day and by the community outside of school hours. Examples of facilities where this collaboration has been successful is Mulhuddart Community Centre, Donabate/Portrane Community Centre, Mountview Youth Centre and Parslickstown House. Community campus models, whereby facilities are grouped together and managed in clusters, creating enhanced synergies and greater efficiencies. In Mulhuddart, the Council is exploring the possibility of extending the Mulhuddart Community Centre to maximise local community facilities in the area. This would ensure that the new residents would enjoy the provision of a state-of-the-art community centre as they move into their new community.

A successful community is made up of many components, the result being a place where people want to live, work and visit. National and Regional guidance focuses on compact growth and the need for urban and village centres to provide the focus for a wide range of activities, contributing to a sense of place and identity. Many towns, villages and neighbourhoods within Fingal have seen significant population growth and expansion over recent years. Such centres have an important economic, social and cultural role to perform, and it is a priority for the Council to consolidate development in existing centres, thereby supporting businesses and activities in order to maintain vibrancy. The Council will continue to provide community infrastructure to meet the demands of the County's increasing population and will build on significant investment in Fingal's social infrastructure, including the provision and expansion of services such as healthcare, education, community facilities, libraries, recreational facilities, public parks, heritage restoration projects and playgrounds.

In addition, the importance of accessible, high-quality public open space to Fingal's residents is widely acknowledged. The County's regional parks within the historic demesnes of Malahide, Newbridge and Ardgillan and parks such as Millennium Park and St. Catherine's Park and smaller neighbourhood and pocket parks are an invaluable resource for so many in recent times. The provision of new parks and the upgrading of existing open space is continuously reviewed by the Council. Good design principles of multi-functionality, inclusivity, accessibility as well as active and passive surveillance are key factors in the design of new parks, playgrounds, and open spaces. Initiatives to promote the use of outdoor recreation, health and well-being and general enjoyment of Fingal's many and varied open spaces is supported by the Council. The high quality of Fingal's parks is recognised in the awarding of Green Flag status to Ardgillan Demesne, Malahide Demesne, Millennium Park, Newbridge House and Farm, Santry Demesne and St. Catherine's Park for exceeding environmental standards in green space management and excellence in visitor attractions. New park facilities including the first phase of the Rogerstown Park, Lusk as well as the completion of major restoration works at Shackleton Gardens, Clonsilla and the delivery of new playgrounds at Bremore Balbriggan, Skerries Town Park, Lusk Village, Glebe Park, Balrothery and new skateparks in Balbriggan and Skerries are providing invaluable facilities to local communities.

4.3 Opportunities

The Council acknowledges that the provision of good quality and multi-functional social and community infrastructure in existing and newly developing areas is a key element in the development of successful and sustainable communities. The need to collaborate with all relevant stakeholders to ensure that community and social infrastructure is provided in a timely manner in line with residential development is also a key factor.

Equally, the provision of community services and facilitation of a range of social infrastructure in the correct locations is important in realising the sustainable growth of our settlements and in limiting the need for unnecessary travel, thereby contributing positively to climate change. This includes the identification of appropriate sites for schools, libraries, community facilities, as well as the inclusion of objectives within the Plan to secure the delivery of childcare facilities and other supports for children and families.

The Council recognises the wide range of benefits accruing to communities through the provision of high-quality public open spaces and opportunities to expand and improve on such spaces throughout the County. *Keeping it Green, An Open Space Strategy for Fingal* provides a vision for the planning, development and sustainable management of our open spaces which will ensure high quality and sustainable spaces are provided throughout the County.

Community and stakeholder engagement is paramount in the provision of community facilities, including open space. Non-statutory and statutory consultation will be employed by all relevant Council Departments in proposing, planning and delivering community infrastructure and public engagement and contributions is vital to successful outcomes.

As the County's population grows, there is a responsibility and opportunity for the Council to ensure that the needs of the most vulnerable in our communities are met, including across the different age groups. The Council is committed to developing a more socially inclusive society and promoting participation and access for all. In Fingal, a number of plans and strategies have been developed to foster social inclusion in our communities. These include:

- **Fingal Local Economic and Community Plan 2016–2020**, which is designed to promote and support the local economic and community development of Fingal over the period 2016-2021. The Plan includes a range of actions designed to foster economic growth in the County over the medium-term.
- **Fingal Age Friendly Strategy 2018–2023**, in conjunction with Fingal Age Friendly Alliance, is committed to enhancing the quality of life of older people by guiding and coordinating the strategic development of Fingal as an age friendly County, through the development and oversight of cross-sectoral age-friendly initiatives.
- **Migrant Integration & Social Cohesion Strategy 2019–2024**, which aims to support inclusive and cohesive communities, where all who live, work and visit are valued, and all residents are enabled to fully participate and contribute to their communities, irrespective of their nationality, ethnicity, religious or cultural background.

- **Traveller Accommodation Programme 2019–2024**, which highlights the need to maximise usage of existing resources including occupancy of existing accommodation, management and maintenance of existing sites and establishing structures to encourage greater resident participation in building active and inclusive communities.
- **Fingal Public Participation Network (PPN)**, which is a network of community, voluntary, social inclusion and environmental organisations, working to build a better County for the community of Fingal.
- **Social Inclusion Community and Activation Programme (SICAP)**, which provides funding to tackle poverty and social exclusion through local engagement and partnerships between disadvantaged individuals, community organisations and public sector agencies.
- **Fingal Comhairle na nÓg**, the recognised youth council for consulting on the development of policies relevant to young people.

There are also several other plans and strategies that have been developed by the Council to provide mechanisms for future opportunities in community development throughout the County. These include:

- **Fingal Community Development Office Strategy/ Vision Statement 2019–2021** Seeks to guide and ensure the continued delivery of focused and appropriate community development work in Fingal. This strategy specifically identifies mechanisms to support community facilities to enhance wellbeing and meet the changing needs of communities. Key goals include the following:
  - Develop and improve community facilities
  - Support the development of the community facilities network
  - Develop suitable structures to manage Council community facilities
- **Healthy Fingal Strategic Plan 2021–2025** – Sets out to support the implementation of Healthy Ireland across Fingal by addressing health inequalities. It identifies 19 actions, corresponding to the five pillars of the National Healthy Ireland Strategy. Together these actions provide a roadmap for improving health in Fingal.
- **Flemington Community Research Project** – Liveability and Flemington: An analysis of the issues of most concern to the community in the hinterland of Flemington Community Centre, Balbriggan and to identify the issues experienced by residents living around the Flemington Community Centre, to analyse them and to provide a range of recommendations to efficiently address the mentioned issues.
- **Tyrrelstown, Our Future** – A report on the needs of the Tyrrelstown Community.
- **2017 Mulhuddart Strategic Development and Implementation Plan, A Plan for Mulhuddart** – Seeks the development of a collaborative and prioritised approach to Service Provision and Community Development work in the Mulhuddart area.

- **Sports and Recreation Facilities Audit – for the local electoral areas of Balbriggan, Swords, Rush-Lusk, February 2021** – The aim of the audit was to develop a comprehensive overview of the existing provision of recreation, leisure and sports facilities within the study area, in order to determine recreational priorities for the study area and demonstrate commitment, cooperation and shared vision in developing equitable, accessible sport and recreational opportunities for all.

The Council also recognises the work/studies that local communities carry out and these form another valuable source of information utilised by the Council in the provision of community infrastructure and services. For example, the *Lusk Vision 2030: Lusk for Life* is a unique community-led action plan for Lusk town.

4.4 Strategic Aims

The policies and objectives of the Plan must be consistent with National and Regional policy. In this regard, policies and objectives relating to the provision of community facilities such as childcare, education, health, recreational and social facilities, including the overarching theme of social inclusion are very much to the forefront of Government policy at national level and regional level.

4.4.1 Social Inclusion

Social inclusion is a key objective at national, regional and local level when planning for our communities. The ultimate aim of social inclusion is enabling participation in the mainstream of society for all those who desire it. Creating a more socially inclusive and cohesive society by alleviating social exclusion, poverty and deprivation is a major challenge. Steps taken towards this can include the provision of recreational and community infrastructure and improving access to information and resources. This infrastructure should meet the social, health and educational needs of the community. Social inclusion is embedded in the Plan with policies in particular, focused on improving access for all groups within society, impacting positively on the lives of citizens. There are key groups within society which must be considered when planning and designing our communities and providing social and community facilities. These include for example, children and younger people, older people, persons with disabilities, new ethnic communities and the Traveller community.

This Plan seeks to contribute to the creation of a more socially inclusive, equal and culturally diverse society by providing for appropriate community infrastructure, quality public realm and improving access to information and resources. This is in line with the requirements of NPO 28 of the National Planning Framework (NPF) which requires Councils to "*plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services*".

4.4.2 Provision of community and social infrastructure

Through placemaking, which is advocated in the NPF and the RSES, the Council will continue to ensure the development of sustainable communities by supporting the development of adequate housing, retail, leisure, and employment uses, quality public realm, community facilities, design and standards and open space throughout the County. The need for community infrastructure to be accessible and inclusive for a range of users is a priority and is supported by the RSES. RPO 9.14 which specifically states that "*Local Authorities shall seek to support the planned provision of easily accessible social, community, cultural and recreational facilities and ensure that all communities have access to a range of facilities that meet the needs of the communities they serve*". Through compact growth and in line with the Core Strategy set out in Chapter 2, the provision of key social infrastructure such as quality childcare, education and health services will be provided at locations where they are required most in accordance with NSO 10 of the NPF. The Council will continue to provide a diverse, network of attractive, sustainably managed open spaces to enhance the quality of life of the citizens of Fingal.

4.4.3 Stakeholder and Community Engagement

Fingal County Council will continue to engage with public and private stakeholders, such as developers, Government and other key agencies to ensure the effective and timely provision of community infrastructure. The Council is also committed to supporting voluntary and community groups to take a leading role in the management and operation of their local community facilities.

4.4.4 Climate Action

In order to mitigate and reduce the effects of climate change, the Council will continue to ensure the provision of community infrastructure and open space at locations which are accessible by active travel, including walking or cycling and which are close to transport routes. This will reduce the need to drive to access services and facilities. In addition, Fingal County Council has launched Fingal's *Keen To Be Green Facilities Project* which will see community facilities from around Fingal take part in a 5-stage plan to become sustainable and take action against the effects of climate change. The project is a collaboration between Fingal's Community Development Office, Fingal Environment, Climate Action and Active Travel Department and the Fingal Community Facilities Network.

4.5 Policies and Objectives

4.5.1 Community/Social Infrastructure

Community or social infrastructure within a County plays a significant role in facilitating spaces where citizens can come together to meet, enjoy group activities, find social support and public information, exercise and enjoy nature amongst other uses. Such facilities promote activity across all ages and promote inclusion, bringing together diverse groups of people from within the community. As the County grows, Fingal County Council continues to provide a range of facilities which support the provision of valuable community infrastructure in existing and new communities. While the delivery of community and social infrastructure

is the responsibility of a number of stakeholders, the Council will use its financial resources and/or external funding to deliver new facilities while also maximising the potential of existing quality facilities, e.g Donabate/ Portrane Community and Leisure Centre and Mulhuddart Community Centre. This avoids duplication and prevents the creation of smaller spaces, which may not always result in long term viability nor lasting benefit for the wider community. External funding mechanisms include the Urban Regeneration Development Fund (URDF) and the Rural Regeneration Development Fund (RRDF). In addition, the Council will work with public and private stakeholders to provide facilities throughout the County.

As Fingal continues to grow in line with projected population, it is proposed over the lifetime of this Plan to undertake an audit of community infrastructure which will provide direction in terms of future investment in this area. Given that community facilities are provided by a range of departments in Fingal, a collaborative approach is considered the best practice approach.

As part of the Development Management process, a developer may be required to provide space for a new community facility or contribute towards the provision or improvement of new or existing facilities and infrastructure by way of a development contribution under Section 48 of the *Planning and Development Act 2000 (as amended)*. This legislation permits the Council to include conditions requiring the payment of a contribution in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority. The Development Contribution Scheme 2021–2025 includes a range of applicable community and open space infrastructure which may be provided in this manner. These include new and extended community centres and libraries, new children's play facilities, recreational facilities and open space provision and upgrade. A social infrastructure audit will be required for large scale residential developments in the planning application process.

Land-use management plans also play important roles in achieving community and recreational facilities as part of the plan-making process. Such plans may set specific objectives or direct that community infrastructure is provided as part of development proposals within a plan area, setting clear design principles and specifying standards to be achieved. Provision of social/community facilities should always incorporate a universal design approach, taking account of location, layout and design to ensure maximum accessibility and connectivity to the surrounding area.

4.5.1.1 Community Centres

In Fingal, there is a strong network of community centres in both established and growing communities which offer a wide range of facilities and services. They play a vital role in bringing people together and reducing isolation, encouraging people to take part in both educational and recreational activities. Through social interaction, these centres help build inclusive communities. Fingal's Community Development Office provides support to community centres to deliver initiatives that specifically meet community need. The Fingal Community and Sports hub in Mountview, Tyrrelstown and Flemington through the work of a designated Community Officer, is supporting community group development and increasing community service delivery in these community centres.

These facilities offer a range of social and recreational opportunities for the local community. Fingal County Council currently owns and operates 15 no. community centres and has shared arrangements through the Department of Education for a further 6 no. centres as well as multiple other buildings throughout the County. In addition, there are numerous centres around the County which are privately owned and managed by individual communities. Multi-purpose community facilities proposed for Lanesborough/Meakestown and Baldoyle are currently at design/planning stage and the Council is actively engaging with the community in Howth to identify suitable options for community facilities. The need for additional and extended community facilities within the County is kept under active review and the Council will support the provision of such facilities where there is an identified need in line with population projections. In addition, the Council will support the extension and refurbishment of existing centres.

Fingal County Council is committed to ensuring the provision of high-quality state of the art facilities. A Community Facilities Management Support Unit provides support to 33 no. community facilities across Fingal through the provision of a range of funding, technical and mentoring supports. The Council also engages a facility operator to support the day-to-day management of a further 15 no. community facilities. This ensures that such resources are provided to a very high and safe standard for community enjoyment.

A Community Facilities Network has also been established which supports a wide range of collaborations and training options promoting greater synergies. Such projects include a 'remobilisation working group' which was established during Covid-19 to provide support and assistance to community centres post lockdown.

4.5.1.2 Recreation and Sports Facilities in Fingal

It is imperative that as our communities grow, the expanding recreational and amenity needs of the community are also met. The provision of open spaces, recreational facilities and areas which encourage physical activity in general are key factors in contributing to improved physical and mental health. The Council supports national and regional objectives to ensure an active population thereby significantly enhancing public health and RPO 9.15 of the RSES which requires that *"Local Authorities shall support the vision and objectives of the National Sports Policy, including working with local sports partnerships, clubs, communities and partnerships within and beyond sport, to increase sport and physical activity participation levels locally"*. The Council directly provides the majority of facilities used for sports and outdoor recreation in Fingal. Currently almost 200 no. outdoor sports pitches are provided by the Council for use by a range of sporting codes. These are generally applied for and allocated on an annual basis to local clubs in response to their demand for facilities. The maintenance of sports grounds is of critical importance to clubs in Fingal, some of which rely almost exclusively on the Council for their facilities. Over 400 teams from more than sixty sports clubs use these outdoor facilities.

The Council supports the *National Physical Activity Plan – Get Ireland Active: Strategic Plan 2017–2020* and its target to increase the proportion of the population across each life stage undertaking regular physical activity by 1% per annum across the lifetime of Healthy Ireland[2]. *The Fingal Sports Office Vision Statement 2019–2021* is based on a vision to build stronger, healthier and more sustainable sporting communities across Fingal. This is an interim policy statement to allow the Council to carry out certain functions and procedures as outlined in the National Sports Policy 2018 – 2027. These procedures include a facility audit, which will help inform the basis of Local Sports Plans as outlined in the National policy document.

2 Government-led initiative which aims to create an Irish society where everyone can enjoy good physical and mental health, and where wellbeing is valued and supported at every level of society.

The *National Sports Policy 2018–2027* recognises the importance of developing a comprehensive, up-to-date database of facilities as the basis for a long-term planned approach to facility management, investment and addressing future needs. In line with this, a *Sports and Recreation Facilities Audit* was published in February 2021 for the local electoral areas of Balbriggan, Swords, Rush-Lusk. The aim of the audit was to develop a comprehensive overview of the existing provision of recreation, leisure and sports facilities within the study area. One of the key objectives was to identify a gap and needs analysis, focusing on what is required in the study area in order to develop and maintain facilities. A similar audit will be carried out for the remainder of the County during the lifetime of this Plan.

Active Recreational Hubs

Fingal County Council is pioneering the provision of Active Recreational Hubs strategically located in parks and open spaces around the County. This programme is in line with Council's *Keeping It Green – Open Space Strategy* adopted in 2015. Recreational Hubs include high specification, well-serviced sports facilities designed for high-intensity use, catering for a range of sporting codes and located so that they facilitate ease of access with good connectivity via active travel infrastructure. Proximity to primary and post-primary schools is also a factor in determining the optimum location for these facilities. Where hubs are located close to schools, this increases the daytime use of the facilities and ideally associated infrastructure adding greatly to the financial sustainability of the facilities. The intensification of use in these hubs is achieved by the inclusion of professionally designed and constructed grass pitches, all-weather sports pitches and athletics facilities which are floodlit and available for evening use when demand is high. The Recreational Hub model is predicated on the Council liaising with local clubs with a view to these clubs becoming major stakeholders in the facilities and forming Special Purpose Vehicles (SPVs) to manage the facilities via a Management Agreement between the clubs and the Council. The Capital investment provided by the Council by way of open space levies and grant funding is protected by a 'not for profit' sustainable financial model. Currently in Fingal, four of these facilities have received planning approval and several more are at various stages in the planning and development process including Porterstown Park and Ballymastone Recreational Hubs.

The state-of-the-art National Sports Campus (NSC) is located at Abbottstown and is home to world-class indoor and outdoor facilities which host local, national, and international events and which are used for team and individual training. The Campus also provides valuable amenities for the local community with facility rentals, children's camps, sports academies, team-building events, corporate conferences and more. Fingal County Council recognises the importance and potential of the NSC and to support the growth of the campus, it has been given its own unique zoning (NSC). This will allow for the continued expansion of the campus in a sustainable manner, which will give greater scope for the provision of associated and ancillary facilities at this location.

4.5.1.3 Facilities for Older People

The RSES recognises that many of the factors which contribute to a good quality of life for older people are community-based and that all sectors have a role to play in creating an age-friendly society. High quality healthcare, community facilities and accessible transport networks are important factors for older people, and it is imperative that the Council plays a role in achieving age-friendly communities in the County.

It is vital for Fingal County Council to plan to meet changing needs as the population age profile of the County changes and RPO 9.23 of the RSES requires that the Council *"Facilitate the development of primary health care centres, hospitals, clinics, and facilities to cater for the specific needs of an ageing population in appropriate urban areas in accordance with RSES settlement strategy and core strategies of development plans"*.

Fingal County Council signed the Dublin Declaration on Age Friendly Cities and Communities, a World Health Organisation Initiative in 2011 and proceeded to develop the *Fingal Age Friendly Strategy 2012–2017* and update in 2018–2023. From this came Fingal Age Friendly Facilities, which are places where older people may

enjoy the best possible local facilities as they grow older. Fingal County Council is committed to supporting older people to live healthily and independently and to be active participants within their own communities.

Policy CIOSP1 – Community and Social Infrastructure

To identify vacant commercial units and encourage their transition to potential community infrastructure.

Objective CIOSO1 – Community Facilities and Social Infrastructure Audit

Support the preparation of a Fingal cross-departmental community facilities and social infrastructure audit of the County.

Objective CIOSO2 – Community Centres

Support the provision of new community centres and facilitate the refurbishment and extension of facilities where there is a need for such works. Such facilities shall be accessible by a range of travel modes with an emphasis on walking, cycling and public transport use, while providing appropriate car parking facilities to meet anticipated demand of non-local visitors to the centre.

Objective CIOSO3 – Community Infrastructure Guidelines

Comply with the aims, objectives and principles in relation to community infrastructure as outlined in the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas* and the accompanying Urban Design Manual – A Best Practice Guide and any amendment thereof.

Objective CIOSO4 – Vacant Commercial Units

To identify vacant commercial units and encourage their transition to potential community infrastructure.

Policy CIOSP2 – Community and Social Infrastructure Audits

Promote the preparation of community and social infrastructure audits for large-scale developments which will inform policy on infrastructure provision within Fingal.

Objective CIOSO5 – Residential Developments and Community Facilities

Ensure proposals for large scale residential developments include a community facility, unless it can be established that the needs of the new residents can be adequately served within existing or committed community facilities in the area.

Policy CIOSP3 – Timely Provision of Community Facilities

Ensure the timely provision in conjunction with housing development of community services, resources and infrastructure, including schools, community, religious, and health facilities, required for the creation of sustainable communities.

Objective CIOSO6 – Existing Community Infrastructure

Resist the loss of existing social and community facilities such as community centres and youth clubs or any sports facilities including playing fields, unless satisfactory alternatives are available.

Objective CIOSO7 – Community Infrastructure and Local Amenity

Ensure that proposals do not have a detrimental effect on local amenity by way of traffic, parking, noise or loss of privacy of adjacent residents.

Objective CIOSO8 – Community Hall at Naul

A new Community Hall centrally located be provided to service the needs of the people of the village of Naul.

Objective CIOSO9 – Community Hall at Ballyboughal

A new Community Hall centrally located be provided to serve the needs of the people of the village of Ballyboughal.

Policy CIOSP4 – Social Inclusion

Ensure provision of accessible, adequate and diverse community facilities and services in new and established residential areas to provide for the well-being of residents.

Policy CIOSP5 – Community Engagement

Support community engagement initiatives and the objectives of the Fingal Corporate Plan 2019–2024.

Policy CIOSP6 – Facilities for Children, Teens and Young Adults

Provide appropriate recreational, community, social and educational facilities for children, teens and young adults.

Objective CIOSO10 – Flexibility in Design

Ensure community facilities are flexible in their design and promote optimum usage, for users of all age and abilities.

Policy CIOSP7 – Variety of Community Facilities

Ensure the timely provision of community services, recreational facilities (including playgrounds) and resources, including schools, community, religious, burial and health facilities, required for the creation of sustainable communities.

Objective CIOSO11 – Clustering Community Facilities

Promote the clustering of accessible community, recreational and open space facilities, with community facilities being located in local centres or combined with school facilities as appropriate.

Policy CIOSP8 – Sports Facilities

Ensure that all communities in the County are facilitated with a variety of sporting facilities that are fit for purpose, accessible and adaptable.

Objective CIOSO12 – Sports and Recreation Facilities Audit

Support the preparation of further sports and recreation facilities audit for the County, in accordance with the *National Sports Policy 2018–2027*.

Objective CIOSO13 – Active Recreational Hubs and Multi-Use Games Areas

Promote the development of high-quality and multi-functional recreational facilities throughout Fingal, including Active Recreational Hubs and Multi-Use Games Areas to meet existing and future community needs, in accordance with the *National Sports Policy 2018–2027*.

Objective CIOSO14 – Fingal Sports Office Vision Statement 2019–2021

Support the strategic goals of the *Fingal Sports Office Vision Statement 2019–2021*, or any superseding sports strategy for the County.

Objective CIOSO15 – Healthy Ireland and the National Physical Activity Plan

Promote public health policy including Healthy Ireland and the National Physical Activity Plan in line with NPO 26 of the NPF and RPO 9.16 of the RSES.

Objective CIOSO16 – National Sports Campus Zoning (NSC)

Facilitate the provision of sporting facilities and associated infrastructure in accordance with the National Sports Campus zoning (NSC), incorporating appropriate office, administration, training, accommodation and other associated and ancillary development.

4.5.1.4 Education – Primary and Post-Primary

Fingal County Council is the youngest Local Authority in the State (at 33.8 years) which is 3.7 years lower than the State, 2.2 years lower than the region and 2.5 years lower than Dublin average. As such, the demand for school places and new schools is high in the County. School facilities play a key role in their respective communities and can be a determining factor as to why people chose to live in a certain area. Fingal is home to a wide range of both primary and post-primary schools. Many schools provide a broader function in the communities they serve and often provide meeting rooms and facilities for evening classes, sports clubs and other activities. The facilitation of school premises outside of school hours for community use is supported and encouraged.

The Code of Practice issued by the Department of Environment, Heritage and local Government in 2008 entitled *The Provision of Schools and the Planning System 2008*, has three core objectives for the effective integration of the school and the planning system. These include the following:

- That schools provision should be an integral part of the evolution of compact sustainable urban development and the development of sustainable communities.
- The provision of any new schools (both primary and post-primary) should be driven by and emerge from an integrated approach between the planning functions of Planning Authorities and the Department of Education and Science; and
- Local Authorities, as Planning Authorities, will support and assist the Department in ensuring the timely provision of school sites.

Fingal County Council continues to work collaboratively with the Department of Education in relation to the identification of schools and associated facilities. Under the Memorandum of Agreement, Fingal County Council makes land in its ownership available at a reduced cost to the Department of Education. In return the Department of Education, in co-operation with Fingal County Council, make a greater investment in enhanced sports and community and recreational facilities for schools being provided throughout the County. Based on extensive experience in the management and operation of community facilities, Fingal County Council's Architects and Community Departments have developed a design brief which may be duplicated across various sites ensuring facilities can meet the needs of the community.

Enhanced facilities are designed to meet varied community needs as identified by the Community Culture and Sports Division of Fingal County Council. The range of facilities includes amenities such as full-size sports hall, dressing rooms, storage areas, community meeting rooms, childcare spaces, all weather pitches and playgrounds. (This may vary from site to site). These additional facilities exceed the Department's standard specification for schools and are also made available to the local community outside of school hours. Facilities constructed under the Memorandum of Agreement are leased by the Department of Education to Fingal County Council, who in turn issue a management licence to a local Board of Management. This ensures that community facilities are operated to meet community and educational needs in tandem.

Table 4.1: New Primary and Post-Primary Schools opened in Fingal since 2016

School Name	Location	School Type	Opening year
Rivervalley Community National School	Swords	Primary	2019
Broadmeadow Community National School	Swords	Primary	2020
Gealscoil na Mara	Donabate	Primary	2020
Danu Community Special School	Hansfield, Dublin 15	Primary	2019
Bremore Educate Together Secondary School	Balbriggan	Post-Primary	2016
Edmund Rice College	Blanchardstown	Post-Primary	2017
Malahide & Portmarnock ETSS	Kinsealy	Post-Primary	2018
Swords Community College	Swords	Post-Primary	2018
Eriu Community College	Porterstown, D15	Post-Primary	2020

While the provision of new schools is the responsibility of the Department of Education, Fingal County Council has and will continue to work collaboratively with the Department and with the Department of Further and Higher Education, Research, Innovation and Science in relation to the identification of suitable sites for the delivery of new and expanded educational facilities in Fingal. Fingal County Council will engage with all relevant stakeholders and identify sites that could be used to provide much needed schools as identified in the Kilmartin Plan for the people of Tyrrelstown, Hollystown and Hollywoodrath that are in real need for a primary and secondary school.

Policy CIOSP9 – Education and Health

Continue to work collaboratively with Educational and Health care providers to ensure the timely provision of educational facilities, health care and community resources throughout Fingal. The Plan will support the provision of education and healthcare facilities in line with national and regional policy objectives.

Objective CIOSO17 – Educational Infrastructure

Encourage the continued use and possible intensification of existing educational infrastructure where appropriate. Facilitate the development of new schools, the re-development of existing schools and extensions planned as part of the Government's School Building Programme.

Objective CIOSO18 – Sites for Primary and Secondary Schools

Identify sites for primary and secondary schools in consultation with the Department of Education based on future population growth projections and in accordance with the Core Strategy and Settlement Hierarchy.

Objective CIOSO19 – Additional Schools

Facilitate the development of additional schools, including Gaelscoileanna and Gaelcholáistí, at both primary and secondary level in a timely manner in partnership with the Department of Education and Skills and/or other bodies.

Objective CIOSO20 – Design of Schools

Require new schools and other education centres to meet the Council's standards regarding quality of design with an emphasis on contemporary design, landscaping and vehicular movement and vehicular parking. Design of schools and other educational centres should also take account of sustainable building practices, water and energy conservation as well as air quality and climate change. Such standards are to be considered and demonstrated in any application for an educational centre.

Objective CIOSO21 – Multiple Usage of School Buildings

Promote and encourage the multiple usage of school buildings and associated infrastructure so that school facilities are also available for use by the local community after school hours.

Objective CIOSO22 – School Streets Principles

Require new schools to be designed in accordance with 'School Streets' principles incorporating traffic free, clean air zones around schools either permanently or on a time controlled basis coinciding with school opening and closing times wherever possible.

4.5.1.5 Higher and Further Education

Fingal is home to one third level institution, Technological University Dublin – Blanchardstown Campus. With over 30,000 students on its three main campuses, TU Dublin is one of the largest universities in the country, with campuses in Blanchardstown, Grangegorman and Tallaght. Connolly Hospital, a major teaching hospital is also located within the County. Educational attainment is an important factor when planning for the future and 39.6% of the population in Fingal have a third level education – which is higher than the national average at 33.4%. The importance of a well-educated population is recognised and fully supported by Fingal County Council.

Fingal County Council recognises the importance of a well-educated population and of promoting access to education, including in new emerging communities. Other third level institutions within close proximity to Fingal and accessible to Fingal's residents include Dublin City University (DCU), TU Dublin (City campus locations) and Trinity College Dublin (TCD).

Objective CIOSO23 – Higher Education

Promote and facilitate the development of existing and new third and higher-level education centres where practicable and in proximity to public transport.

Objective CIOSO24 – Existing and New Further Education Centres

Promote and facilitate the development of existing and new further education centres where practicable and in proximity to public transport, particularly in areas of high socio-economic disadvantage.

4.5.1.6 Healthcare

The Health Service Executive (HSE) is the primary body responsible for the provision of health care facilities in the County. There are currently three public hospitals within the Fingal area including, Connolly Hospital in Blanchardstown, and the more specialised facilities of the National Orthopaedic Hospital at Cappagh and the new National Forensic Mental Health Service (NFMHS) which is a new state-of-the-art facility, located at St. Ita's in Portrane. There are 14 no. health centres in Fingal, with a centre located in each of the urban population centres, including 3 no. in the Blanchardstown area.

The HSE's Sláintecare established in 2018, seeks to achieve a universal single-tier health and social care system where everyone has equal access to services based on need, and not ability to pay, with a focus on delivering the majority of services in the community. Fingal County Council will continue to support the provision of public and private healthcare facilities throughout the County on suitably zoned lands and will promote the location of same close to new and existing communities where services can be easily accessed.

Objective CIOSO25 – Healthcare Facilities

Support and facilitate the development of health centres, hospitals, clinics and primary care centres where new communities are proposed and in towns, villages and local centres, with good accessibility for all.

Objective CIOSO26 – Primary Care Centre Swords

Encourage and facilitate the delivery of a primary care centre for Swords.

4.5.1.7 Childcare and Early Learning

The provision of high-quality accessible childcare and early learning facilities in existing and new communities is an important factor for economic and social wellbeing. Fingal County Childcare Committee (FCCC) currently has 320 no. registered childcare services in the Fingal area. The Council will seek to facilitate the provision of childcare facilities in appropriate locations throughout the County. In line with the DEHLG *Childcare Facilities – Guidelines for Planning Authorities 2001*, the Council will encourage the provision of such facilities in new and existing residential developments, within employment zones, town and neighbourhood centres, within educational buildings and close to public transport nodes. The Council will also continue to engage with FCCC regarding proposals for new facilities. The detailed standards required for such facilities are contained in the Chapter 14 Development Management Standards of the Plan.

Policy CIOSP10 – Childcare Facilities

Support the provision of appropriate childcare facilities.

Objective CIOSO27 – Optimum Childcare Locations

Encourage the provision of childcare facilities in appropriate locations, including residential areas, town and local centres, areas of employment and areas close to public transport nodes. Encourage the co-location of childcare facilities and community facilities where appropriate, such as community centres and schools, with an emphasis on community and not for profit childcare facilities where appropriate.

Objective CIOSO28 – Childcare Facilities and New Development

Require the provision of appropriate childcare facilities as an essential part of new residential and mixed-use developments in accordance with the provisions of the *Childcare Facilities Guidelines for Planning Authorities 2001* or any superseding Guidelines, or as required by the Planning Authority. Such facilities should be provided in a timely manner and be an integral part of the development proposal.

Objective CIOSO29 – Community-Based Childcare

Promote the establishment of community-based, non-profit, childcare in future Fingal community facilities.

4.5.1.8 Libraries

Since the early 1990s, Fingal Libraries have been a progressive and innovative service, building and developing new branch libraries, renovating and enhancing existing buildings and adopting new technologies and work practices. Libraries form a fundamental part of the community and cultural infrastructure within the County. The Council currently operates 10 no. libraries and key developments in recent years include a branch library co-located with a community and leisure centre at Donabate, the introduction of self-service using RFID (radio-frequency identification) technology, 3 no. new mobile library vans, new library management and book distribution systems and the increased use of digital resources and eServices.

The *Fingal Libraries Development Plan* provides a road map for the period 2018–2023, setting out the vision for the future of Fingal Libraries as a dynamic and inclusive space supporting culture, recreation, literacy, education and economic development in the County.

The aim is to continue to provide accessible, democratic, inclusive and dynamic spaces in which people can engage, enjoy, create and learn. The key challenges of having a young, diverse and growing population present opportunities to respond with innovative uses of space and technology, with relevant print and digital collections and with imaginative cultural and educational programmes. Fingal County Council will continue to expand and develop this service subject to need and available resources.

Policy CIOSP11 – Libraries

Continue to support the expansion and growth of libraries as key community and cultural assets within the County.

Objective CIOSO30 – Fingal Libraries Development Plan

Support the development of the County's library services and the implementation of key objectives, as set out in the *Fingal Libraries Development Plan 2018–2023* or any superseding document.

Fingal Libraries & Council Offices
Balbriggan Library
Skerries Library
Garristown Library
Rush Library
Donabate Portrane Library
MEATH
Swords Library
Libraries HQ, County Hall
Archives and Local Studies
Malahide Library
Blanchardstown Library
Mobiles/Housebound Service
Blanchardstown Offices
Baldoyle Library
Howth Library
DUBLIN CITY
DUBLIN SOUTH
DUN LAOGHAIRE/ RATHDOWN

4.5.1.9 Places of Worship/Multi-Faith Facilities

In line with the growing population is an increase in the number of faith communities and demand for additional places of worship throughout the County. Fingal County Council will continue to facilitate the development of new places of worship, ideally proximate to residential communities, where it is shown that these developments do not give rise to noise or traffic related issues which may adversely affect the amenity of adjacent residents. Places of worship will be encouraged to utilise existing shared community facilities where appropriate.

Objective CIOSO31 – Places of Worship

Facilitate the development of additional places of worship through the designation and/or zoning of lands for such community requirements and examine locating places of worship within shared community facilities.

Objective CIOSO32 – Appropriate Locations for Places of Worship

Encourage and facilitate the development of places of worship in appropriate locations in urban centres or within existing community facilities and proximate to residential communities.

4.5.1.10 Burial Facilities

Fingal County Council acknowledges that many existing burial grounds within the County have reached or are nearing full capacity, particularly older or historic graveyards. Demand has grown in recent years for graveyards to include Columbarium walls. The future burial requirements of the County including Columbarium walls will be accommodated within Regional graveyards.

Policy CIOSP12 – Burial Grounds

Continue to support and facilitate the provision of appropriate burial facilities across Fingal.

Objective CIOSO33 – Burial Grounds and Local Amenity

Facilitate the development of extended and additional burial grounds, including green graveyards/ natural burial grounds in Fingal, bearing in mind the needs of multi-faith and non-religious communities, subject to traffic, noise and environmental considerations.

Objective CIOSO34 – Future Burial Requirements

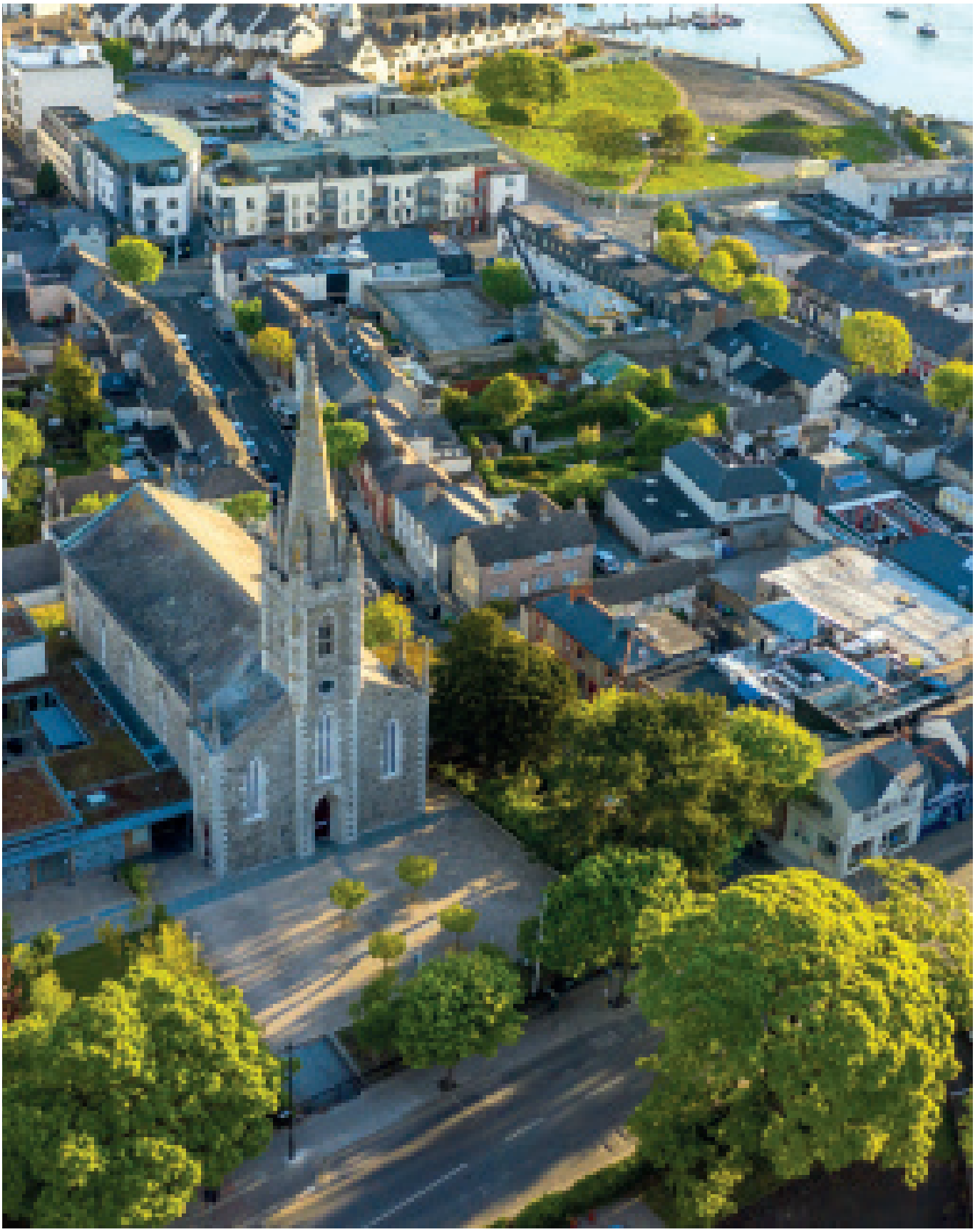
Facilitate the future burial requirements of the County including the provision of Columbarium walls where possible, within existing and regional graveyards.

4.5.1.11 Fire Stations

Fingal County Council will continue to support the development and upgrading of the fire service in conjunction with Dublin City Council who act as the lead authority in the provision of the Regional fire services.

Objective CIOSO35 – Fire Stations

Continue to support the provision of a modern and efficient fire service as required and in conjunction with Dublin City Council.



4.5.2 Open Space

Fingal's open spaces, including its public parks, its demesne landscapes, coastal amenities, playgrounds and other outdoor facilities are prized resources within the County and Fingal County Council promotes an inclusive approach to access and accessibility. The variety of open space comprises a major component of the green infrastructure network of the County. In recent times, the importance of our outdoor parks and open spaces for physical exercise and for the enjoyment of nature has increased exponentially. The availability of good quality, highly accessible public spaces in close proximity to our homes is a vital local resource and an important element in the establishment of successful neighbourhoods and in fostering a sense of place. Fingal has a well-defined network of open spaces and recreational facilities that are accessible to significant numbers of the County's population. The Council has approximately 2,000 hectares (5,000 acres) of public open space, sixty per cent of which has been generated through the planning process. The quantitative standard used through the planning process requires that 25 hectares is provided per 10,000 of population.

Types of open spaces in the County range from small pocket parks to large Regional parks such as the historic demesnes of Malahide, Newbridge and Ardgillan. Fingal County Council's *Keeping It Green, An Open Space Strategy for Fingal 2015* provides the strategy for the provision and management of the County's public open spaces. The strategy seeks to improve open space provision through better and more sustainable approaches to its management and outlines qualitative standards for the provision of existing and future open spaces. The focus of the strategy is on publicly owned and/or maintained land, the primary use of which is for outdoor recreation and amenity in Fingal. This Plan will continue to support the objectives and actions of the strategy, and this is discussed further in Chapter 9 Green Infrastructure and Natural Heritage.

The five basic principles regarding open space provision in the County will continue to apply for this Plan and appropriate policies and objectives will guide the provision of a hierarchy of high quality, attractive and secure public and private open spaces, ranging from Regional parks and major local parks to smaller pocket parks, private gardens and balconies, as well as intensive recreational, amenity and community facilities such as Active Recreational Hubs and Multi-Use Games Areas (MUGAs). Private amenity space for new residential developments is addressed in Chapter 3 Sustainable Placemaking and Quality Homes and Chapter 9 Green Infrastructure and Natural Heritage. Standards in relation to open space provision are included in the Chapter 14 Development Management Standards.

To achieve high quality open space, Fingal County Council has five basic principles of open space provision; Hierarchy, Accessibility, Quantity, Quality and Private Open Space.

4.5.2.1 Hierarchy

The public open space hierarchy and accessibility standards are detailed in Table 4.2 below. The standards allow the provision of a wide variety of accessible public open spaces to meet the diverse needs of the County's residents. For all developments with a residential component, a mix of public open space types should be provided where achievable.

Table 4.2: Public Open Space and Play Space Hierarchy and Accessibility Standards

Type of Public Open Space	Size of Park / Open Space	Distance from homes	Level of Play provision	Age group catered for	Description of Play Space
Pocket Parks (Class 2 as per Development Contribution Scheme) Facilities for smaller children, but not necessarily formal play facilities. Have an important visual and social function also. Pocket parks must not be to the side or back of houses and must be adequately overlooked.	Between 500 sq.m. – 0.2 hectares	Within 100–200 metres walking distance of homes	**LAP** (Local Area for Play) Minimum 10m x 10m to approximately 20% of public open space depending on calculated provision	Intended primarily for children up to the age of 6, though it will be used by older children at different times of the day or evening	Accessible and inclusive landscaped areas for play Imaginatively designed and contoured, using as far as possible natural materials such as logs or boulders with associated planting which create an attractive setting for play.
Small Parks (Class 2 as per Development Contribution Scheme) Depending on their size, these will accommodate playground facilities, kick about areas, and passive recreation.	Between 0.2 – 2 hectares	Within 500–1000 metres walking distance of homes	**LEAP** (Local Equipped Area for Play) Minimum activity zone of 200 square metres	Intended, in the context of play, for use by children up to the age of 12.	Accessible and inclusive landscaped areas for play Imaginatively designed and contoured, using as far as possible natural materials such as logs or boulders in combination with traditional play equipment and associated planting. Where natural landscape such as woodland is in proximity to the play space, this should be incorporated and play opportunities dispersed throughout the available space as appropriate.
Local Parks (Class 1 as per Development Contribution Scheme) Accommodate playground facilities and a number of playing fields. Passive recreational and biodiversity areas will also be accommodated in these parks.	Between 2 hectares – 20 hectares	Within 500–1000 metres walking distance of homes	**LEAP** (Local Equipped Area for Play) Minimum activity zone of 400 square metres	Intended, in the context of play, for use by young and older children.	Accessible and inclusive landscaped areas for play Imaginatively designed and contoured, using as far as possible natural materials such as logs or boulders in combination with traditional play equipment and associated planting. Where natural landscape such as woodland is in proximity to the play space this should be incorporated and play opportunities dispersed throughout the available space as appropriate. Provision for older children up to 17 years old such as hangout zones with bespoke seating and wi-fi connectivity in combination with such features as a MUGA or skating elements. The play space should reflect local heritage or folklore by linking design to local theme.

Urban Neighbourhood Parks (Class 1. As per Development Contribution Scheme) A wide variety of facilities and uses can be provided here due to their size. Biodiversity areas will also be accommodated in these parks.	Between 20 hectares – 50 hectares	Within 1000–1500 metres walking distance of homes	**NEAP (Neighbourhood Equipped Area for Play)** Minimum activity zone of 1,000 sq. metres comprising an area for play equipment and structures and a hard-surfaced area of at least 465 sq. metres (the minimum needed to play 5 aside football)	Intended for use by accompanied young children and older children of relative independence, who have the freedom to range further from home.	Accessible and inclusive landscaped areas for play Imaginatively designed and contoured, using as far as possible natural materials such as logs or boulders in combination with traditional play equipment with associated planting. Where natural landscape such as woodland is in proximity to the play space this should be incorporated and play opportunities dispersed throughout the available space. Provision for older children up to 17 years old such as hangout zones with bespoke seating and wi-fi connectivity. The larger space available in such provision should facilitate extended provision of MUGA and other informal, non-structured activity such as a skate park, BMX track or Callisthenics equipment. The play space should reflect local heritage, or folklore by linking design to a local theme.
Regional Parks (Class 1 as per Development Contribution Scheme) Provide for a large range of uses. Formal and informal play areas, passive recreation areas, biodiversity areas and often a distinct attraction will be available on site.	Over 50 hectares	Within 15 km	'Destination' Playground Popular facilities include meeting areas and youth shelters within local open space, floodlit multi-games areas, skateboard parks and BMX track	Intended as a destination where all ages will find a broad range of amenities to enjoy both as family units and independently.	Within regional parks, all ages of the community can be catered for with the provision of the features of LAPs, LEAPs and NEAPs on a larger scale. The play spaces should reflect local heritage. The park landscape should also be evaluated for it's potential to offer natural play and adventurous opportunities.

***Areas not counted in the Open Space calculation include:**

- Environmental Open Space, i.e. incidental or narrow pieces of open space used for the preservation of trees/ hedgerows and or as a visual relief and screen planting e.g. along roads.
- Green corridors
- Areas of open space under high voltage electricity lines and wayleave areas.
- Areas of open space where the presence of archaeology prohibits the development of the required play provision for a development in accordance with Development Plan standards.

4.5.2.2 Accessibility

Public open space and recreational facilities should be accessible by sustainable means of transport namely walking, cycling and public transport, depending on the catchment of the facility in question. The provision for cycling in parks is permitted under Fingal's current Parks and Open Spaces Bye-laws. Infrastructure for Electric Vehicle (EV) charging is provided for in all new car parks developed in parks and open spaces. Retrospective EV charging provision in existing car parks is being addressed by the Council's Operations Department.

4.5.2.3 Quantity

It is important that a wide variety of public open space is provided throughout Fingal. For all developments with a residential component, the overall standard for public open space provision is a minimum 2.5 hectares per 1000 population. In general, this shall be provided at a ratio of 75% Class 1 and 25% Class 2. In order to provide existing and future communities with adequate recreational and leisure opportunities, the Council will employ a flexible approach to the delivery of public open space and more intensive recreational/amenity facilities. It is the intention of the Council, however, to ensure, except under exceptional circumstances, public open space provision is not less than 12% of a development site area. This provision recognises the contribution residential open space makes to multi-functional urban green infrastructure and nature-based solutions such as Sustainable Urban Drainage (SuDS), biodiversity and active travel. The development site area cannot include lands zoned RU, GB, OS or HA.

Consideration may be given by the Council to the inclusion of civic spaces within overall open space quantum calculations, but only on a case-by-case basis and only in instances where the space proposed is of a size and layout suitable to cater for civic events, is of an exceptionally high standard of finish, including the planting of large street trees and associated landscaping and does not fulfil ancillary functions associated with commercial or other land uses.

Table 4.3: Recommended Quantitative Standards (Sustainable Residential Developments in Urban Areas, Guidelines for Planning Authorities (2009)

Land use	Minimum public open space standards
Overall standard	2.5 hectares per 1000 population
New residential development on greenfield sites/LAP lands	12% - 15% of site area
New residential development on infill/brownfield sites	12% of site area

(Target minimum amount of 15% except in cases where the developer can demonstrate that this is not possible, in which case the 12% to 15% range will apply.)

Intensive Recreational Facilities/Amenities

In certain circumstances, where the open space standards cannot be achieved or where more intensive recreational uses are deemed to be desirable, the Council, at its discretion, may consider arrangements whereby appropriate intensive facilities may be provided in lieu of open space of lesser utility. Intensive

recreational/amenity facilities may include indoor or outdoor all-weather recreational facilities. Intensive recreational/amenity facilities are defined as any resource, which is used by a variety of 'not for profit' voluntary organisations usually to advance their interests in community, culture, sports or other similar group activities. Schools, churches, childcare facilities, health centres and credit unions or similar are not included in this definition.

4.5.2.4 Quality

High quality open space and recreational facilities will ensure that these spaces are frequently used and enjoyed by residents. Different types of open space and recreational facilities meet different needs and therefore have different functions. The larger open spaces and recreational facilities should ideally combine passive and active recreational uses.

Careful consideration should go into the design of public open spaces, and they should be provided to a high specification. Emphasis must be placed on quality, and details of the proposed landscaping, hard and soft, of these spaces will be required at the planning application stage. Public open spaces should be overlooked and designed in a manner to reduce the occurrence of anti-social behaviour.

4.5.2.5 Private Open Space

All residential units must be provided with appropriate levels of private open space for the amenity of residents. These standards are detailed in Chapter 14 Development Management Standards.

4.5.2.6 Playgrounds and play facilities

Within the Fingal area, play facilities are located in Regional, Local and Neighbourhood Parks and within residential open space. Providing excellent play facilities for all the children of Fingal and visitors to the County, is a priority. Fingal County Council currently manages a network of play spaces on Council managed land ranging from playgrounds of various sizes in local and regional parks, to MUGA's and skate parks. The Council has approved Fingal's first Play Policy, *Space for Play – A Play Policy for Fingal*, which aims to provide a framework for the provision of safe, accessible, inclusive, natural and engaging play spaces for all children and adolescents up to the age of seventeen. The Play Policy provides the basis on which the current and future play provision throughout the County will be developed to the highest quality in line with international best practice.

In residential and mixed-use developments, it will be a requirement of the Council to provide play facilities as part of the landscape plan for the site. The requirements for same are detailed in Table 4.2 and Chapter 14 Development Management Standards.

Table 4.4: Public Sports and Playing Facilities in Fingal

Facilities	Quantity
Grass Pitches	168
Playgrounds and play trails	49
Changing rooms	46

Tennis Courts	46
Outdoor Exercise gyms and callisthenic areas	38
Multi Use Games Areas (MUGA's)	9
Mini pitches	5
Cricket pitches	6
Skateparks	4
Golf courses (full size)	2
Golf course (par 3)	2
Trim trails	2
Bowling greens	2
BMX track	1
Driving range	1
Traditional farm	1

4.5.2.7 Tree Policy

Trees provide both valuable amenity and wildlife habitat. Visually they add to an area, softening the impact of physical development on the landscape while also fulfilling an important role in the improvement of air quality in urban areas and providing wildlife habitats. *The Forest of Fingal – A Tree Strategy for Fingal* sets out the Council's policy for street tree planting, management and maintenance. In addition to contributing to visual amenity and a sense of place, trees are increasingly recognised as a significant component of green infrastructure. Trees provide nature-based solutions to the challenges of urbanisation including improved air quality (levels of particulate pollution on tree-lined streets can be up to 60% lower than those without trees) and surface water management (100 mature trees can capture as much as 1,137,500 litres of rainwater each year). Trees also have a role in mitigating climate change and in decarbonising the urban environment (single mature tree absorbs carbon at a rate of 21.6kg per year). The vision of the Tree Strategy is *"To protect and enhance Fingal's trees to maximise both the benefits they offer and the character they bring to the County to ensure a greener, healthier Fingal for now and future generations"*. The strategy sets out a series of policies, objectives and actions aimed at achieving this vision.

4.5.2.8 Sustainable Urban Drainage Systems (SuDS)

Sustainable Drainage Systems (SuDS) can best be defined as offering a 'total' solution to rainwater management and must be included in all new developments. Ponds, artificial wetlands and water features can make a positive contribution to the provision of SuDS and to the amenity of an area. Properly designed and located SuDS features can be incorporated within and can complement the amenity and aesthetic value of open spaces. There is a requirement to ensure that the design of SuDS enhances the quality of

open spaces.

SuDS shall be incorporated into all parts of a development (open spaces, roads, footpaths, private areas) as per the *FCC SuDs Guidance Document – Green/ Blue Infrastructure for Development*, *as amended* (Appendix 11 refers), and shall ensure:

- That the design of SuDS enhances the quality of open spaces and when included as part of any open space provision, it must contribute in a significant and positive way to the design and quality of the open space.
- Open space areas shall not be dominated by SuDS features.
- Underground tanked systems, whether concrete or plastic, are the least favoured means for surface water management and shall only be used when green solutions have proven not feasible.

4.5.2.9 Allotments, Community Gardens and Community Initiatives

Allotments and community gardens represent an important element of green infrastructure in Fingal. Fingal County Council manages approximately 900 no. allotments at four sites within the County. Three of the sites are located in the North County at Turvey in Donabate, Skerries and Balbriggan. The fourth site is located at Powerstown, close to Mulhuddart in the Dublin 15 area. The Council works closely with the Allotment Committees to deliver improvements to all sites, which results in increased benefits and enjoyment experienced by all plot holders. A number of successful Community Gardens have been sponsored and supported by the Council in parks and open spaces around the County. Community Gardens have been the recipients of special Green Flag Community Awards in recognition of the creativity and innovation demonstrated by these groups, e.g. Rock Garden, Rathbeale Road, Swords.

The importance of allotments, community gardens and re-wilding initiatives are recognised throughout the County and will continue to be supported in the Plan. The Council is supporting local community groups such as Tidy Towns and Men's Sheds to develop Local Biodiversity Action Plans with specific and tailormade initiative and projects they can implement in line with best practice.

Policy CIOSP13 – Open Space/Parks
Continue the development of a hierarchy of multifunctional active and passive recreational open spaces and facilities to serve all age cohorts.
Policy CIOSP14 – Sports, Recreation and Play Amenities
Support sports, recreational and play amenities in the County for all ages and abilities; encourage sporting and recreational organisations to achieve their aims and goals and support platforms for new and alternative sports to develop.

Objective CIOSO36 – Variety of Open Space

Provide a wide variety of resiliently designed, sustainably managed and accessible public open spaces, including allotments, community gardens, parklands and sporting facilities, on a hierarchical basis throughout the County in order to achieve a choice of open space facilities. Best practice Green Infrastructure Guidelines should be used to determine the location and type of open spaces to be provided.

Objective CIOSO37 – Increase Allotment Spaces

Increase the number of allotment spaces throughout the county during the lifetime of the Development Plan.

Objective CIOSO38 – Public Open Space Provision

Require a minimum public open space provision of 2.5 hectares per 1000 population. For the purposes of this calculation, public open space requirements are to be based on residential units with an agreed occupancy rate of 3.5 persons in the case of dwellings with three or more bedrooms and 1.5 persons in the case of dwellings with two or fewer bedrooms.

Objective CIOSO39 – Clustering of Active Recreational Open Space Facilities

Ensure coherent clustering of active recreational open space facilities into a recreational hub arrangement unless a more practicable solution is demonstrated.

Objective CIOSO40 – Intensive Recreational/Amenity Facilities

Require that intensive recreational/amenity facilities be agreed with and given in ownership to the Council. The Council may directly manage these facilities and may grant management licences and/or sporting leases in respect of the operation of these facilities, and uses shall be consistent with the provisions of any deed of dedication to which the lands are subject. In areas which are subject to Local Area Plans, the general policy will be decided in the first place at Local Area Plan level, rather than when considering individual planning applications.

Objective CIOSO41 – Accessible and Safe Open Space

Ensure public open space is accessible and safety is prioritised by incorporating passive surveillance.

Objective CIOSO42 – Accessible Toilet and Changing Places Facilities

Support the provision of fully accessible toilet facilities for all ages and abilities including changing places facilities in Regional Parks.

Objective CIOSO43 – Exceptional Circumstances for Certain Facilities

Consider in exceptional circumstances particularly desirable open space/ recreation/ amenity facilities which do not comply with the foregoing provisions, but only with the specific approval of the Council.

Objective CIOSO44 – Playgrounds

Facilitate the provision of appropriately scaled children's playground facilities within new and existing residential development in line with the Council's Play Policy.

Objective CIOSO45 – Feasibility Studies

Carry out appropriate feasibility studies and ensure the locating of sites to increase the alternative play and recreational facilities, within the county's townlands by 25%, throughout the lifetime of this Plan.

Objective CIOSO46 – Multi-Functional Buildings

Encourage the development of multi-functional buildings which are not used exclusively by any one group.

Objective CIOSO47 – Intensive Recreational/Amenity Facilities

Allow recreational/amenity facilities (indoor or outdoor) of a more intensive nature to be provided in tandem with larger developments in place of the open space requirement, within a specified timeframe. Such provision shall be at the sole discretion of the Planning Authority. Such facilities shall either be on site or located within the open space 'accessibility from homes' specified in Table 4.2.

Objective CIOSO48 – Use of Intensive Recreational/Amenity Facilities

Ensure intensive recreational/amenity facilities are not used exclusively by any one group or sporting code.

Objective CIOSO49 – Smaller Developments and Open Space

Require an equivalent financial contribution in lieu of open space provision in smaller developments where the open space generated by the development would be so small as not to be viable.

Objective CIOSO50 – Monetary Value of Specific Intensive Facilities

Require the monetary value of specific intensive facilities to be equal to or greater than the full cost of the open space they replace, inclusive of the development costs of such open space.

Objective CIOSO51 – Permeability

Ensure permeability and connections between public open spaces including connections between new and existing spaces, in consultation with residents.

Objective CIOSO52 – Trees

Protect, preserve and ensure the effective management of trees and groups of trees.

Objective CIOSO53 – Open Space and Privacy

Ensure all areas of private open space have an adequate level of privacy for residents through the minimisation of overlooking and the provision of screening arrangements.

Objective CIOSO54 – Pets and Wildlife

Ensure that all animals including pets and wildlife are adequately catered for and protected in parks and open spaces.

Policy CIOSP15 – Open Seawater Facilities and Open Water Pools

Promote, develop and support the provision and upgrade of 'Open Seawater' facilities (to include consideration of changing and toilet facilities), including fully accessible open water public pools to the highest specifications and standards at suitable locations across the Fingal region.

5. CLIMATE ACTION

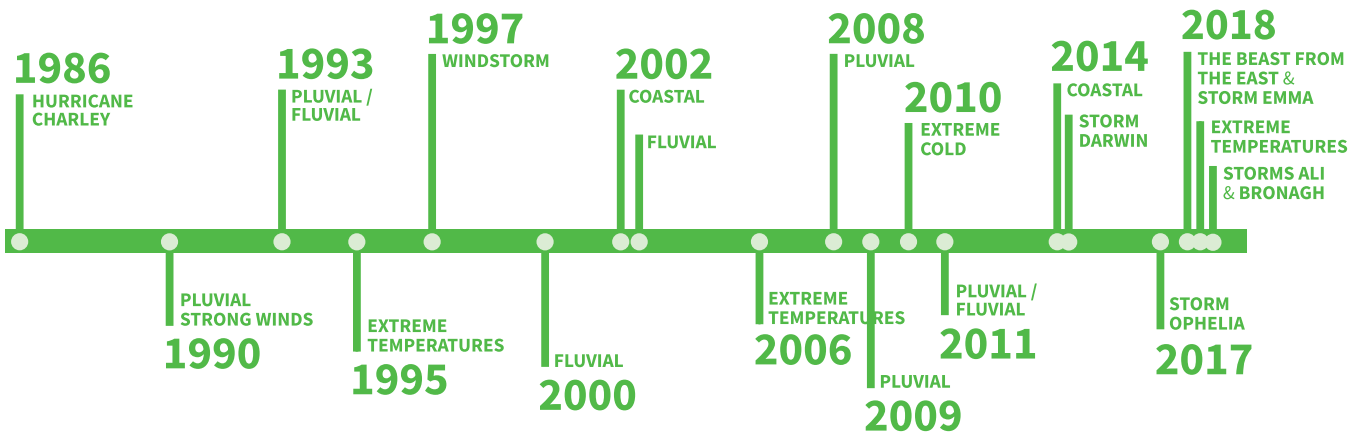
5.1 Introduction

Our climate is changing rapidly and the effects on the Country and on our lives is becoming more evident. Greenhouse gases (GHGs), which includes carbon dioxide (CO_2), methane (CH_4) and nitrogen oxide (NOx), accumulate in the Earth's atmosphere and trap heat, resulting in what is referred to as the greenhouse effect. The effects of increased concentrations of GHGs are experienced as changes in average weather or climate change impacts. These include a rise to the average air and ocean temperature which results in extreme weather events, rising sea levels, occurrences of drought and increased rainfall. None of these events occur in isolation, but rather as compound events with cascading impacts that are wide ranging and have economic, environmental and social costs associated with them.

The 'business as usual' model cannot continue, as levels of atmospheric carbon dioxide will continue to increase, average temperatures will continue to rise and the climate will become more volatile. With the above in mind, there is a need to reconsider the approach to the way we live our daily lives in terms of reducing the impacts of climate change, human activities are increasingly influencing the climate and the earth's temperature. If we continue to do nothing, levels of atmospheric carbon dioxide will continue to increase, average temperatures will continue to rise and the climate will become more volatile.

This Plan has an important role to play in helping Fingal realise its potential to be a low carbon society and mitigating the impacts of climate change. In terms of climate change and land-use planning, this Plan plays an important role by guiding the sustainable growth of the County, encouraging more compact mixed-use development and greater use of sustainable transport options such as cycling, walking and public transport, the use of construction materials with low environmental impact and which store carbon, restricting development in areas that are at risk of flooding or coastal erosion and protecting the natural landscape and biodiversity.

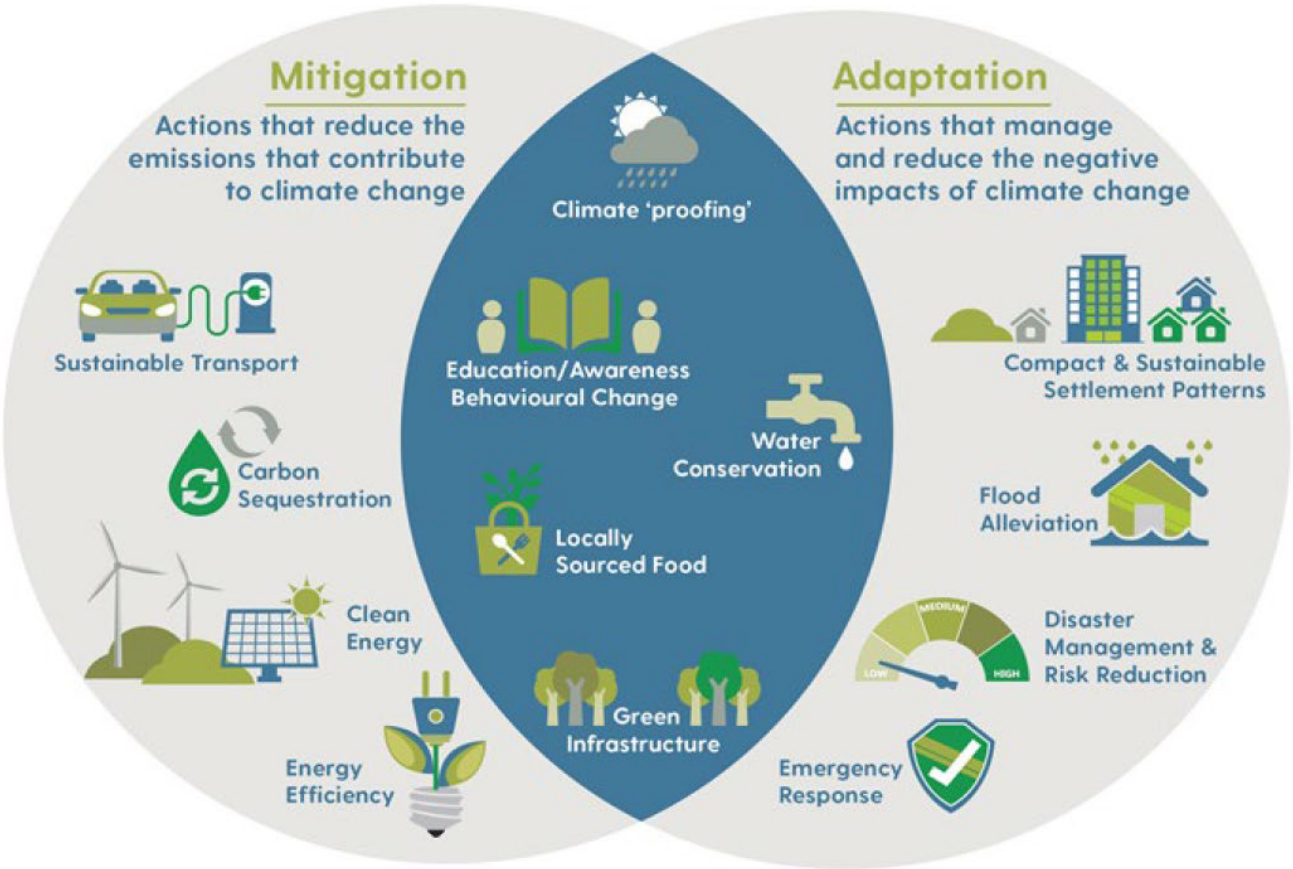
Timeline of Major Climatic Events in Fingal



The impacts and risks of climate change can be reduced and managed through mitigation and adaptation actions. Adaptation is the process of adjustment to actual or expected climate and its effects. Climate mitigation is a human action/intervention to reduce the sources or enhance the sinks of greenhouse gases to reduce the severity of climate change occurring or reduce its impact. This can include reducing the causes of climate change (for example, emissions of GHGs), which in turn will reduce future risks associated with climate change.

The aim of climate adaptation is to reduce the vulnerability of our environment, society and economy and increase resilience. Climate adaptation involves taking steps to adjust human and natural systems in response to existing and anticipated impacts and to take advantage of new opportunities that may arise. Adaptation also brings opportunity through green growth, innovation, jobs and ecosystem enhancement as well as improvements in areas such as water and air quality.

Figure 5.1: Mitigation and Adaptation Actions (Source: Eastern and Midland Climate Action Regional Office).



Spatial planning and particularly land-use planning is a key instrument by which both adaptation and mitigation measures are placed and delivered within the broader perspective of sustainable development. Spatial planning offers a multi-faceted and evidenced-based approach for the integration and coordination of

relevant 'climate-proofed' policies and investment decisions for the delivery of key projects and infrastructure at appropriate locations.

The National Planning Framework confirms that the planning process provides an established means through which to implement and integrate climate change objectives, including adaptation, at local level and the transition to a low carbon and climate resilient society. The NPF also states that; *"in addition to legally binding targets agreed at EU level, it is a national objective for Ireland to transition to be a competitive low carbon, economy by the year 2050"*.

There are a range of cross cutting National Policy Objectives included in the NPF, which address a variety of climate action issues including:

- Integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives;
- Promoting renewable energy use and generation at appropriate locations within the built and natural environment;
- Ensuring flood risk management informs place making by avoiding inappropriate development in areas at risk of flooding;
- Integrating sustainable water management solutions, such as Sustainable Urban Drainage (SUDS), permeable surfacing and green roofs;
- Integrating planning for green infrastructure and ecosystem services will be incorporated into the preparation of statutory land-use plans; and
- Improving air quality and helping to prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land-use and spatial planning.

In the context of planning for the mobilisation of mitigation and adaptation efforts at local level, it is important to recognise the multi-faceted impact of the climate challenge and the need to support the ability of all sectors, communities and individuals to scale up response efforts. The statutory requirements of the Development Plan in relation to climate action are set out as a mandatory objective in the Planning Act:

Section 10(2)(n) of the Act requires that a Development Plan shall include objectives for:

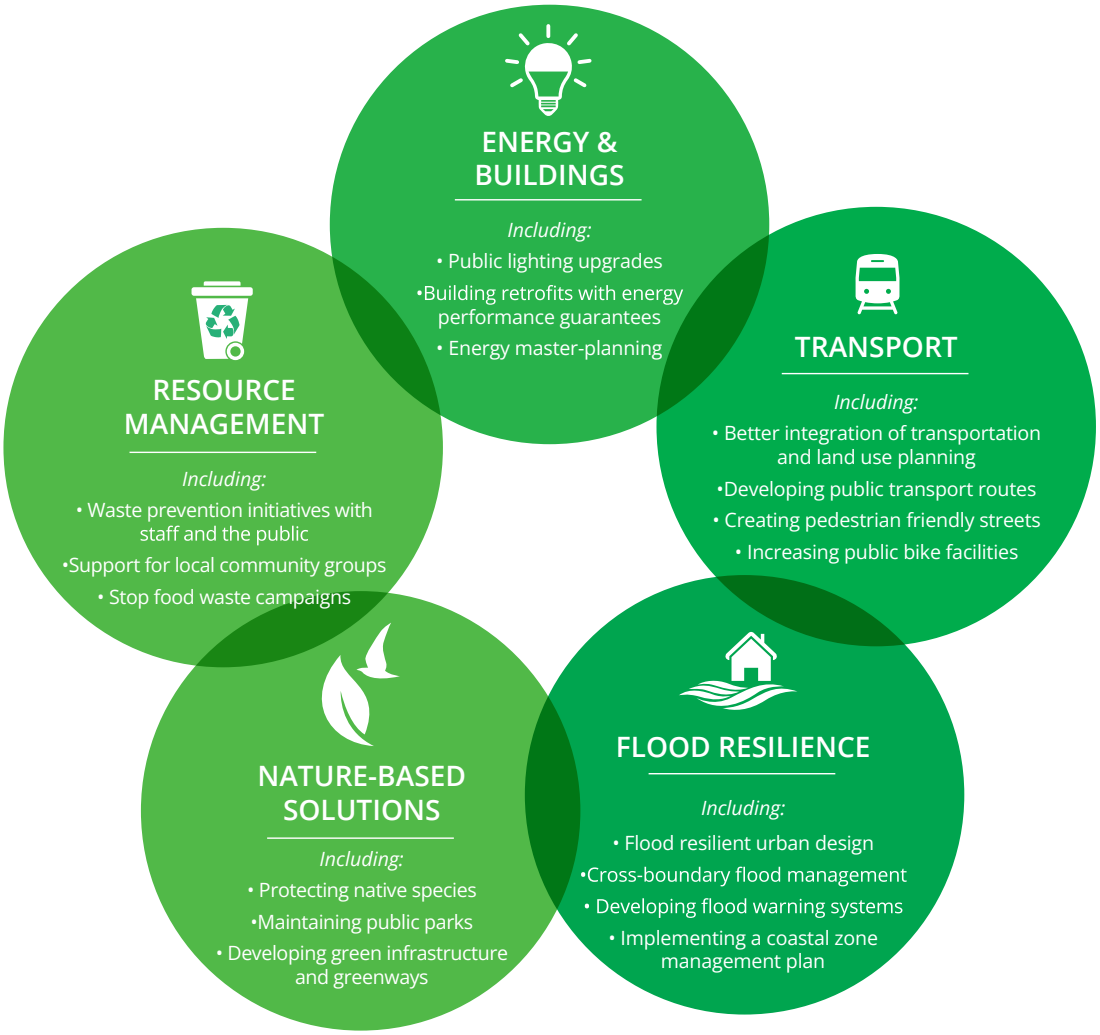
the promotion of sustainable settlement and transportation strategies in urban and rural areas including the promotion of measures to,

i. *reduce energy demand in response to the likelihood of increases in energy and other costs due to long-term decline in non-renewable resources, and*
ii. *reduce anthropogenic greenhouse gas emissions and address the necessity of adaptation to climate change, taking account of the Local Authority climate action plan (within the meaning of section 14B of the Climate Action and Low Carbon Development Act 2015), where such a plan has been made for the area in question; in particular, having regard to location, layout and design of new development.*

This Plan provides an opportunity to focus on particular land-use aspects of climate action and how the planning system can be utilised to effect positive change and action. Several components of the Plan are directly and indirectly related to climate action. These include:

- Compact Growth and Sustainable Mobility
- Importance of Sustainable Transport Measures
- Energy Related Objectives
- The role of Nature-based Solutions
- Flooding and Water Management in Mitigating and
- Adapting to Climate Change

Climate action is an overarching and cross-cutting theme across this Plan in line with the policies and objectives contained in the NPF, the RSES, FCC's *Climate Change Action Plan 2019–2024*, as well as other relevant national, European legislation and agreements in relation to climate action.



5.2 Context

The *Fingal Development Plan 2017-2023* is underpinned by the principles of sustainable development, climate change adaptation, social inclusion, high-quality design and contains adaptation and mitigation measures and actions to address climate change. Fingal County Council recognises the need for the development of a robust strategy to increase climate resilience. The importance of factoring climate change adaptation measures into the Development Plan is also recognised. The *Fingal Development Plan 2017-2023* had regard to the *National Climate Change Adaptation Framework, Building Resilience to Climate Change 2012*, which requires the integration of adaptation and mitigation measures. This Plan seeks to build on the progress made by the previous Plan with respect to tackling climate change. Since the adoption of the previous Plan and as part of the response to climate change, Climate Action Regional Offices have been established and Fingal sits within the Dublin Metropolitan Region. The Dublin Metropolitan Climate Action Regional Office (CARO) is one of four regional climate change offices that have been set up in response to Action 8 of the 2018 National Adaptation Framework (NAF).

One of the roles of the Dublin CARO is to assist the Local Authorities within the region in preparing their own Climate Change Action Plan. Fingal County Council adopted the *Fingal County Council Climate Change Action Plan 2019–2024* which further demonstrates Fingal County Council's commitment to transitioning to a low carbon society and economy. This *Climate Change Action Plan* features a range of actions across five key areas including Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions and Resource Management, that collectively address the four targets of this Plan:

- A 33% improvement in the Council's energy efficiency by 2020
- A 40% reduction in the Council's greenhouse gas emissions by 2030
- To make Dublin a climate resilient region, by reducing the impacts of future climate change-related events
- To actively engage and inform citizens on climate change

In order for Fingal County Council to achieve these targets, this Climate Change Action Plan sets out the greenhouse gas emission levels in the County and the current and future climate change impacts, through the development of mitigation and adaptation baselines. It also examines the future impacts that climate change may have on the region and then sets out a first iteration of actions that will be used to reduce the source and effects of these impacts.

Fingal County Council has prioritised the promotion of active travel as part of our ongoing commitment to Climate Action with the creation of the Environment, Climate Action and Active Travel Department, which will have responsibility for mobility planning and the delivery of the NTA's Cycle Network within the County.

Fingal County Council continues to develop a network of high-quality greenways as part of a wider sustainable transport infrastructure programme. This sustainable infrastructure will improve quality of life for our residents as they will increase the numbers of people who will chose to cycle and walk, thereby reducing dependency on private car use and lowering carbon emissions, improving air quality levels and reducing congestion.

5.3 Opportunities

The factors that contribute to climate change as well as its effects are wide ranging and relate to a significant number of other issues that are informed by the Plan. As such, climate action is a central theme and an ever-present factor/principle throughout this Plan.

This Plan seeks to promote healthy placemaking and provide well serviced neighbourhoods which will ensure permeability and promote walking and cycling as the primary, default choice by making these options easier and safer. This will be achieved through the principles of compact growth and integration of land-use and transport planning that underpin this Plan and that inform the policies and objectives of the Plan. This approach has a dual benefit, reducing reliance on the private car, which will 'help' climate change and our transition to a low carbon society, but also improving the day to day lives of residents of Fingal.

The Fingal County Council *Climate Change Action Plan 2019–2024* concentrates on two approaches required to tackle climate change. The first, mitigation, consists of actions that will reduce current and future greenhouse gas emissions and examples of these include reductions in energy use and switching to renewable energy sources. The second approach, adaptation, consists of actions that will reduce the impacts that are already happening now from our changing climate and those that are projected to happen in the future. These include flood protection, reduced impact of rising sea levels, increased resilience of infrastructure and emergency response planning.

This Plan adopts this approach when responding to climate change through climate mitigation and climate adaptation. This Plan plays an important role through the implementation of its policies and objectives to help address mitigation and adaptation requirements and move towards a low-carbon, resilient County.

This Plan builds on the five key areas which feature in Fingal's *Climate Action Plan* (Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions and Resource Management) and with a focus on evidence-based and spatially appropriate policies. The Plan aims to influence a reduction in carbon emissions and the negative impacts of climate change by promoting compact urban growth and sustainable transport as well as measures to minimise coastal erosion and flooding, enhance green infrastructure and biodiversity,

minimise energy use, promote energy conservation and use of renewable energy sources. The Plan provides for effective management of our resources to ensure that our carbon footprint is reduced.

Fingal has been and continues to be impacted by coastal erosion. The National Coastal Change Management Strategy Steering Group was set up and had its first meeting in September 2020. The group is tasked with considering the development of an integrated, whole of Government coastal change strategy. These recommendations, when published, will play an important part in any Coastal Change Management Policy of the Development Plan.

5.4 Strategic Aims

5.4.1 National Level

The national *Climate Action Plan 2023 (CAP23)* is committed to achieving a net zero carbon energy system for Irish society and create a resilient and sustainable country. Decarbonisation is a must if the world is to contain the damage from the impact of GHG emissions and build resilience for our countries and communities. The Climate Action Plan sets out 180 actions, together with numerous sub-actions, that need to be taken at a time when the warning signs are growing, and the time for taking action is rapidly reducing. It identifies how Ireland will achieve its 2030 targets for carbon emissions and puts us on a trajectory to achieve net zero carbon emissions by 2050. Every relevant sector is addressed: electricity, enterprise, housing, heating, transport, agriculture, waste, and the public sector.

The National Adaptation Framework (NAF); *Planning for a Climate Resilient Ireland 2018* by Department of Communications, climate action and Environment (DCCAE) which was developed in accordance with section 5 of the *Climate Action and Low Carbon Development Act 2015* sets out the national strategy to reduce the vulnerability of the Country to the negative effects of climate change and to avail of positive impacts. It outlines a whole of government and societal approach to climate adaptation. Under the Framework, a number of Government departments will be required to prepare sectoral adaptation plans in relation to a priority area that they are responsible for. The Framework states that regardless of how successful efforts to reduce GHG emissions prove to be, the impact of climate change will continue over the coming decades because of the delayed impacts of past and current emissions.

This NAF and its successors will set out the context to ensure Local Authorities, regions and key sectors can assess the key risks and vulnerabilities of climate change, implement climate resilience actions and ensure climate adaptation considerations are mainstreamed into all local, regional and national policy making.

The NPF has as a National Strategic Outcome; *"transition to a low carbon and climate resilient society"*. Every year Government issue an Annual Transition Statement which includes an overview of climate change mitigation and adaptation policy measures adopted to reduce GHG emissions and to adapt to the effects of climate change in order to enable the achievement of the national objective of transitioning to a low carbon, climate resilient and environmentally sustainable economy by the end of 2050.

The *National Mitigation Plan (NMP) 2017* by Department of Communications, Climate Action and Environment (DCCAE) includes over 100 individual actions for various Ministers and public bodies to implement in an effort

towards decarbonising our economy, progress of which will be reported to Government annually in its Annual Transition Statement. The actions relate to decarbonising electricity generation, the built environment, transport and agriculture, forestry and land-use sectors. The NMP will be succeeded by new NMPs at least every 5 years as provided for under the *Climate Action and Low Carbon Development Act 2015*.

5.4.2 Regional Level

The Regional Spatial and Economic Strategy (RSES) 2019 for the Eastern and Midland Region sets out an integrated policy to enable the creation of a sustainable region with the capability to be resilient to future climate change. The RSES identifies a number of key Regional Strategic Outcomes which include, the need to conserve and enhance the biodiversity of our protected habitats and species including landscape and heritage protection, to identify, protect and enhance our green infrastructure and ecosystem services, to ensure the sustainable management of our natural resources, to build climate resilience, to support the transition to a low carbon economy by 2050 and the protection of the healthy natural environment to ensure clean air and water for all.

In terms of addressing the future challenges of climate change, the Council will work closely with the Climate Action Regional Offices (CAROs). The Dublin Metropolitan Climate Action Regional Office (run by the four Dublin Local Authorities assisted by Codema) and the Eastern and Midland Climate Action Regional Office (run by Kildare County Council) will be responsible for planning and actions regarding Climate Change mitigation and adaptation in their regions. CARO's shall ensure coherence and coordination with the RSES when formulating regional climate change adaptation plans.

5.5 Policies and Objectives

The approach taken with our policies and objectives in relation to climate action is to set out broad or high-level policies and objectives, such as indicating that Fingal County Council will support the implementation of applicable European and National legislation and policy in relation to climate action as well as the general principles of mitigation and adaptation.

As we move through this chapter, the policies and objectives will become more localised and specific, focusing on the various elements of mitigation and adaptation such as compact and sustainable settlement patterns, a resilient built environment, green infrastructure, energy efficiency and clean energy and sustainable transport.

The policies and objectives set out below accord with the overall objectives of national climate action policy, the Fingal County Council CCAP as well as the climate action principles set out in the NPF and RSES.

Policy CAP1 – National Climate Action Policy

Support the implementation of national objectives on climate change including the national *Climate Action Plan 2023 (CAP23)*, the *National Adaptation Framework 2018* and the *National Energy and Climate Plan for Ireland 2021–2030* and other relevant legislation, policy and agreements in relation to climate action.

Objective CAO1 – Climate Action Legislation

Consider a variation of the Plan to align with amended/new climate action legislation.

Objective CAO2 – Fingal County Council Climate Change Action Plan

Implement Fingal County Council's *Climate Change Action Plan 2019–2024* in consultation and partnership with stakeholders including the Dublin Metropolitan Climate Action Regional Office (CARO) and Codema.

Objective CAO3 – Quantification of Greenhouse Gases

Support the Eastern and Midland Regional Assembly (EMRA) in identifying a robust method for quantifying the relative GHG impacts of alternative spatial planning policies as part of the European Union ESPON 'QGasSP' research programme.

Policy CAP2 – Mitigation and Adaptation

Prioritise measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.

5.5.1 Compact and Sustainable Settlement Patterns

In terms of climate change and land-use planning, the Development Plan plays an important role, by guiding the sustainable growth of the County, encouraging more compact mixed-use development and greater use of active and sustainable transport options such as cycling, walking and public transport, restricting development in areas that are at risk of flooding or coastal erosion and protecting the natural landscape and biodiversity.

Both the NPF and the RSES establish the importance of addressing climate action and the need to promote sustainable and compact growth and to progress climate change mitigation and adaptation through land-use planning. The NPF includes National Strategic Outcome No. 8 to *"Transition to a Low Carbon and Climate Resilient Society"* and at a regional level, the RSES outlines climate action as one of the three key principles underpinning the Strategy in line with national policy. Good planning policies, which promote a compact urban form, linking of transportation and land-use planning and the protection and enhancement of biodiversity create climate resilient communities and neighbourhoods. The policies and objectives that result in proper planning and sustainable development are consistent with those that result in a climate resilient society and this is recognised and supported in Fingal's recently adopted *Climate Change Action Plan 2019–2024*.

Chapter 2 Planning for Growth sets out a sustainable settlement strategy for the County in which compact growth, including brownfield redevelopment and urban infill, is a priority in line with the NPF and the RSES.

Chapter 3 Sustainable Placemaking and Quality Homes sets out a strategy which places a focus on the development of lands located within the footprint of existing settlements, centred around convenient public transport options and developed to increased densities to prioritise sustainable low carbon movement and the creation of walkable mixed-use neighbourhoods. This strategy is also reflected in Chapter 6 Connectivity and Movement.

Policy CAP3 – Climate Resilient Settlement Patterns
Promote sustainable settlement and transport strategies within the county and identify measures, including targets for modal shift, to reduce energy use, GHG emissions and adaptation to climate change.

5.5.2 Resilient Development

It's important that existing and future development within the County responds and is resilient to the impacts of climate change. As such, there is a need for both new and existing development not only to mitigate against climate change, but also to respond and adapt to such changes.

Chapter 14 Development Management Standards contains comprehensive guidance regarding the standards and criteria by which development proposals within the County will be assessed. A central guiding principle of this chapter is to ensure that climate action forms an integral consideration in the Development Management process.

Policy CAP4 – Sustainable Environmental Infrastructure
Ensure that the County's need for sustainable environmental infrastructure is addressed in a way which contributes to wider climate action goals and targets.
Policy CAP5 – Climate Mitigation and Adaptation in the Built Environment
Ensure the built environment is equipped for the impacts of climate change by supporting climate change mitigation and adaptation measures as part of new and existing developments.
Policy CAP6 – Climate Mitigation and Adaptation in relation to the Archaeological and Built Heritage of the County
Advance and support mechanisms through which the Council can develop resilience, adapt or mitigate the impact of Climate Change on the archaeological and built heritage of the County.
Policy CAP7 – Appropriate adaptation of Ireland's built and Archaeological Heritage
Promote awareness and the appropriate adaptation of Ireland's built and archaeological heritage to deal with the effects of climate change.

5.5.2.1 Climate Mitigation Actions for Buildings

With regard to climate mitigation actions, existing commercial and residential development require targeted intervention in order to reduce their impact on climate change. The government's Housing for All Plan will support the retrofit of 500,000 homes in Ireland by 2030 to a B2 Building Energy Rating (BER).

In line with this overall approach, proposals for major retro-fitting of existing buildings should seek to reduce carbon dioxide emissions, improve the efficiency of resource use (such as water) and minimise the generation of pollution and waste from existing building stock. Such retro-fitting projects should also seek to use innovative energy efficiency measures, such as de-centralised and renewable energy in order to further reduce their carbon footprint.

Another key mitigation measure in relation to the built environment is to ensure that proposals for substantial demolition and reconstruction works can be justified having regard to the 'embodied carbon' of existing structures as well as the additional use of resources and energy arising from new construction relative to the reuse of existing structures.

Climate mitigation actions will also be required to be integrated into the building design, construction and operation of new development within the County. In this regard, sustainable building design will include consideration of the building fabric, energy efficient services, energy generation and material resource conservation.

A key climate mitigation action which shall be implemented into all new development relates to the need to reduce energy demand, to increase energy efficiency and to provide renewable energy on-site if possible.

5.5.2.2 Climate Adaptation Actions for Buildings

With regard to climate adaptation actions for buildings, both existing and future development should be resilient to climate change. This should include promoting nature-based solutions such as green and natural infrastructure as the key component of Sustainable Drainage Systems (SuDS), as well as grey infrastructure such as walls, embankments and attenuation tanks.

The Council will seek to add green spaces to Fingal County Council owned buildings where appropriate, including roof tops, car parks and appropriate areas to contribute to air purification within our towns and villages.

Climate change will have a huge impact on Fingal. Addressing challenges in all areas is vital. The addition of green spaces to office roofs including County Hall and all Fingal owned buildings and top floors of car parks and apartment buildings will add important air purifiers to our towns and villages. We have seen this done successfully in other European cities.

5.5.2.3 Climate Action Energy Statements

In order to ensure that all future development aligns with the principles of energy efficiency and the use of efficient and renewable sources of energy, all applications for significant new developments, or for significant refurbishment projects, shall be required to submit a Climate Action Energy Statement as part of any overall design statement for a proposed development. Chapter 14 Development Management Standards refers in further detail.

This statement shall also provide outline information relating to the anticipated energy performance and CO_2 emissions associated with the development.

Details as to the required contents of any such Climate Action Energy Statement are included in Chapter 14 Development Management Standards.

Policy CAP8 – Retrofitting and Reuse of Existing Buildings

Support the retrofitting and reuse of existing buildings rather than their demolition and reconstruction where possible.

Policy CAP9 – Energy Efficiency in Existing Buildings

Support high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing buildings, including retro-fitting of appropriate energy efficiency measures in the existing building stock.

Policy CAP10 – Climate Mitigation Actions in the Built Environment

Promote low carbon development within the County which will seek to reduce carbon dioxide emissions and which will meet the highest feasible environmental standards during construction and occupation. New development should generally demonstrate/provide for:

a. Building layout and design which maximises daylight, natural ventilation, active transport and public transport use;
b. Sustainable building/services/site design to maximise energy efficiency;
c. Sensitive energy efficiency improvements to existing buildings;
d. Energy efficiency, energy conservation, and the increased use of renewable energy in existing and new developments;
e. On-site renewable energy infrastructure and renewable energy;
f. Minimising the generation of site and construction waste and maximising reuse or recycling; and
g. The use of construction materials that have low to zero embodied energy and CO_2 emissions.

Policy CAP11 – Climate Adaptation Actions in the Built Environment

Development proposals should demonstrate sustainable design principles for new buildings/services/site. The Council will promote and support development which is resilient to climate change. This would include:

a. Measures such as green roofs and green walls to reduce internal overheating and the urban heat island effect;
b. Ensuring the efficient use of natural resources (including water) and making the most of natural systems both within and around buildings;
c. Minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS);
d. Reducing flood risk, damage to property from extreme events– residential, public and commercial;
e. Reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply;
f. Promoting and protecting biodiversity and green infrastructure.

Policy CAP12 – Climate Action Energy Statements

All new developments involving 15 residential units and/or more than 1,000 sq. m. of commercial floor space, or as otherwise required by the Planning Authority, will be required to submit a Climate Action Energy Statement as part of the overall Design Statement to demonstrate how low carbon energy and heating solutions, have been considered as part of the overall design and planning of the proposed development.

5.5.3 Energy

It is clear that a key part of our efforts to tackle the climate emergency is a switch to renewable sources and to make our current use of energy more efficient. In this regard, Fingal County Council welcomes and supports the use of renewable energy generated either by large renewable energy facilities, by micro-renewable technologies installed in buildings, or through the adaptation of existing facilities in the County to utilise their existing outputs such as heat generation.

The drafting of a Local Authority renewable energy strategy (LARES) is currently being progressed by the Council. The LARES will promote the use of renewables throughout the County. This Plan supports renewable energy projects through the inclusion of appropriate policies and objectives, while also having regard to relevant National and Regional policy for both on-shore and off-shore renewable energy.

The decarbonisation of the energy sector by shifting from fossil fuels to low or zero-carbon energy sources is a key element of climate action policy. This will require the energy sector to embrace a more diverse range of low, zero-carbon and renewable energy sources and to provide for secure, resilient, decarbonised and decentralised utilities.

In addition, area-based initiatives, such as Decarbonising Zones, and initiatives aimed at changing how energy is produced and consumed, such as the SEAI's Sustainable Energy Communities play an important role in transitioning towards low carbon energy solutions.

5.5.3.1 Renewable Energy

A renewable energy source means energy that is sustainable, something that can't run out, or is endless, like the sun and is, therefore, a more sustainable alternative to fossil fuels, which are finite. Renewable energy sources includes wind energy, solar energy, water energy (hydro, wave and tidal energy), geothermal energy (from heat below the surface of the earth), ambient energy (from air) and biogas (anaerobic digestion).

Ireland's *Climate Action Plan 2023 (CAP23)* includes a commitment that 80% of our electricity needs will come from renewable sources by 2030. The plan states that achieving this target will involve phasing out coal and peat-fired electricity generation plants, increasing our renewable electricity, reinforcing our grid (including greater interconnection to allow electricity to flow between Ireland and other countries), and putting systems in place to manage intermittent sources of power, especially from wind.

Currently within Fingal, the principle renewable energy sources include solar, wind and micro-renewables, but opportunities exist for other renewable energy sources to be provided in the future including green hydrogen and biofuels such as biomethane and this Plan seeks to assist in the diversification of renewable energy provision in the County.

5.5.3.2 Solar Energy

With regard to solar energy, there are a range of technologies available to exploit the benefits of the sun, including photovoltaic panels (PV), solar thermal panels, solar farms and solar energy storage facilities. Small to medium scale solar rooftop PV installations are suitable for urban areas, particularly large industrial roof spaces, where land availability is limited. Solar PV can be installed in new developments or retro-fitted on to existing buildings.

5.5.3.3 Wind Energy

In terms of wind energy micro-renewable wind energy generation has a significant part to play in reaching national targets for renewable electricity and potential may exist for on-site and micro wind energy production in industrial areas and business parks subject to the requirement to protect residential amenity in surrounding areas. In residential areas of the County, micro-renewable wind energy generation is currently permissible under the provisions of the *Planning and Development Regulations, 2001 (as amended)*.

Potential also exists for the production of electricity from large-scale off-shore wind energy facilities off the coast of Fingal in the Irish Sea. In this regard, Fingal County Council supports the implementation of the *Offshore Renewable Energy Development Plan 2014* and subsequently reviewed in 2018 and will co-operate with state and semi-state agencies in relation to the implementation of projects in the Irish Sea.

Where appropriate, Fingal County Council will also seek to facilitate infrastructure such as grid infrastructure on the land side of any renewable energy proposals of the offshore wind resource, in accordance with the principles of the National Marine Planning Framework.

5.5.3.4 Geothermal Energy

Geothermal energy refers to the heat energy generated and stored in the Earth. This energy can be used for heating our homes and if the source is hot enough, electricity generation. To support its commitments under the national *Climate Action Plan 2023* and the 2019 Programme for Government, the government carried out an Assessment of Geothermal Resources for District Heating and also prepared a *Roadmap for a Policy and Regulatory Framework for Geothermal Energy in Ireland*.

According to these documents, Ireland has a recognised potential for low-to-medium temperature geothermal energy resources (> 400 m deep) suitable for large-scale or district heating and cooling in municipal, residential and industrial areas. To support the greater deployment of geothermal energy in Ireland, the government is developing a policy regulatory framework to facilitate the exploration for, and development of, geothermal energy resources.

5.5.3.5 Other Sources of Renewable Energy

In addition to the primary sources of renewable energy addressed above, other sources of renewable energy exist, including green hydrogen and biofuels such as biomethane (and associated infrastructure) which have the potential to contribute to the overall goal of decarbonising the energy sector. Another source of renewable energy would be biomass, which is plant or animal material used as fuel to produce electricity or heat and examples include wood, energy crops and waste from forests, yards, or farms.

Policy CAP13 – Energy from Renewable Sources
Actively support the production of energy from renewable sources and associated electricity grid infrastructure, such as from solar energy, hydro energy, wave/tidal energy, geothermal, wind energy, combined heat and power (CHP), heat energy distribution such as district heating/cooling systems, and any other renewable energy sources, subject to normal planning and environmental considerations.
Policy CAP14 – Wind Energy Strategy
Prepare a Wind Energy Strategy.
Policy CAP15 – Micro-Renewable Energy Production
Support and encourage the development of small-scale wind renewable facilities / micro-renewable energy production.
Policy CAP16 – Offshore Wind-Energy Production
Support the implementation of the 2014 *Offshore Renewable Energy Development Plan (OREDP)* and any successor thereof, and to facilitate infrastructure such as grid facilities on the land side of any renewable energy proposals of the offshore wind resource, where appropriate and having regard to the principles set out in the National Marine Planning Framework.
Policy CAP17 – Geothermal Energy
Support the exploration for, and development of, geothermal energy resources having regard to emerging government policy on geothermal energy.

5.5.3.6 District Heating and Waste Heat

District heating and waste heat recovery are a highly significant source of low carbon energy, and as set out in the RSES. District Heating is a system for distributing heat generated in a centralised location through a system of insulated pipes for residential and commercial heating requirements such as space heating and water heating. These networks typically use locally sourced heat energy and distribute to local homes and businesses, therefore, reducing the County's reliance on imported energy and fuel. District heating utilises low carbon heat sources such as renewable energy and waste heat recovery, reducing the County's CO_2 emissions, while achieving energy efficiency and climate change mitigation. District heating is specifically referred to in the national *Climate Action Plan 2023*. Furthermore, a number of actions have been included in the *Climate Action Plan 2023* to provide for a switch to alternative sources of heating such as district heating and renewable gases.

In order to ensure the future development of District Heating in the County, it will be necessary to ensure that significant new residential and commercial developments, in close proximity to potential heat sources (such as datacentres) are 'district heating enabled', where feasible, so as to ensure that valuable opportunities to capture and utilise waste heat are realised. Where this is not feasible, the proposed energy and heating solution should offer a similarly efficient and low carbon solution.

Details as to the requirements a development must meet in order to be considered 'district heating enabled' is provided in Chapter 14 Development Management Standards.

Policy CAP18 – Waste Heat, District Heating and Decentralised Energy
Actively encourage the development of low carbon and highly efficient district heating and decentralised energy systems across the County utilising low carbon heat sources such as renewable energy and waste heat recovery and to promote the connection of new developments to district heating networks where such systems exist/can be developed in a given area.
Policy CAP19 – Supporting the Potential of District Heating in Fingal
Support the potential of district heating in Fingal, all Climate Action Energy Statements submitted to the Council (see Policy CAP12) shall include an assessment of the technical, environmental and economic feasibility of district or block heating or cooling, particularly where it is based entirely, or partially on energy from renewable and waste heat sources.
Policy CAP20 – Capture and Utilisation of Waste Heat
Encourage proposed and existing developments and facilities (such as data centres) to capture and utilise otherwise wasted heat, and use waste heat either on-site, or in an adjoining, and nearby sites, in compliance with all relevant Energy Efficiency Regulations.

Objective CAO4 – District Heating Systems
Identify suitable location(s) for the delivery of district heating systems within the plan area.

5.5.3.7 Decarbonising Zones, Energy Initiatives and Energy Zones

A number of significant strategies and initiatives have been introduced or are being prepared in order to further drive the transition towards low carbon energy use across the County as a whole as well as in local communities.

5.5.3.7.1 Decarbonising Zones

Action 165 of the 2019 *Climate Action Plan* identified the need to engage at a local level and included a specific action which requires Local Authorities to identify and develop plans for at least one Decarbonising Zone (DZ) in their administrative area. A Decarbonising Zone is a spatial area identified by the Local Authority, in which a range of climate mitigation measures can co-exist to address local low carbon energy, greenhouse gas emissions and climate needs. Fingal County Council is working to identify a Decarbonising Zone and work is progressing in conjunction with Codema and CARO on the identification and implementation of this zone to provide for the development of demonstrator projects which will harnessing a range of energies technologies and initiatives.

5.5.3.7.2 Energy Initiatives

Public and stakeholder engagement is extremely important in addressing climate change and it is recognised that there is a need to foster and build momentum on wider citizen engagement in climate change, across all age groups. A successful established example of community engagement in this regard is the SEAI's Sustainable Energy Communities initiative, which assists groups of people to come together to improve how

energy is used for the benefit of their community with the common goals of using less energy, using clean, renewable energy and using smart energy.

5.5.3.7.3 Energy Zones

This ongoing work will also assist in the identification of potential 'Strategic Energy Zones' in accordance with Regional Policy Objective (RPO) 7.35 of the RSES which states that "*EMRA shall, in conjunction with Local Authorities in the region, identify Strategic Energy Zones as areas suitable for larger energy generating projects, the role of community and micro-energy production in urban and rural settings and the potential for renewable energy within industrial areas*".

5.5.3.7.4 Dublin Regional Energy Masterplan

Codema is developing the Dublin Region Energy Master Plan, which will develop evidence-based, and costed pathways for the Dublin region to achieve its carbon emission reduction targets to 2030 and 2050, building on the energy areas identified in the Spatial Energy Demand Analyses (SEDAs) for the four Dublin Local Authority areas.

Policy CAP21 – Decarbonising Zones
Support the designation and implementation of a Decarbonisation Zone or Zones within the County in order to address local low carbon energy, greenhouse gas emissions and climate needs.
Policy CAP22 – Strategic Energy Zones
Support the designation of potential Strategic Energy Zones within the County in conjunction with the Eastern and Midland Regional Authority.
Policy CAP23 – Strategic Energy Communities
Support the ongoing efforts and future development of Sustainable Energy Communities in Fingal through the SEAI 'Sustainable Energy Communities' Initiative.
Policy CAP24 – Dublin Regional Energy Masterplan
Support the preparation of the Dublin Regional Energy Masterplan by Codema and to support its implementation in conjunction with neighbouring Dublin Local Authorities, Dublin Metropolitan CARO and other relevant stakeholders.

5.5.4 Waste

5.5.4.1 Circular Economy

Chapter 11 Infrastructure and Utilities and Chapter 14 Development Management Standards of this Plan, seeks to integrate a more sustainable approach to waste based on circular economy principles. National climate action policy emphasises the need to take action to address climate action across all sectors of society and the economy. In the waste sector, policy on climate action is focused on a shift towards a 'circular economy', encompassing three core principles: designing out waste and pollution; keeping products and material in use; and regenerating natural systems.

Fingal County Council's approach to waste management is consistent with the EU Waste Hierarchy and the circular economy approach to waste which promotes the principles of prevention, re-use, recycling, energy recovery and sustainable disposal. The transition towards a circular economy is already well underway and the *Government's Waste Action Plan for a Circular Economy 2020–2025* outlines the new focus which goes beyond simple management of waste and moves towards how we look at resources more broadly, thereby capturing the maximum value of all materials. This Waste Action Plan provides Ireland with a roadmap for waste planning and management and is supported by the *Circular Economy Act 2022*, and the *Whole of Government Circular Economy Strategy 2022* to comply with EU Waste Directive obligations.

Fingal will continue to facilitate the implementation of national legislation and national and regional waste management policy having regard to the waste hierarchy, including the *Eastern Midlands Region Waste Management Plan 2015–2021* (EMRWMP), which informs Development Plan policies and objectives. The implementation of the EMRWMP must ensure that European and national mandatory targets are achieved and, in doing so, that the health of communities in the region, its people and the environment are not compromised. A *National Waste Management Plan for a Circular Economy* is currently in preparation and this will replace the existing Regional Waste Management Plans.

5.5.4.2 Construction and Demolition Waste

In addition to setting out policy measures relating to issues including municipal waste, food waste and single use plastic, the Waste Action Plan addresses the issue of construction and demolition waste as it relates to the planning system.

The Waste Action Plan highlights the ongoing revision of the *2006 Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Waste Projects* as well as the intention to bring construction and demolition waste within the framework of statutory planning Guidelines. It also notes that construction and waste management plan Guidelines will be updated to ensure that there is a consistent application of planning requirements.

Policy CAP25 – Circular Economy
Support the shift towards the circular economy approach as set out in the *National Waste Policy for 2020–2025*.
Policy CAP26 – Waste Management Plans for Construction and Demolition Projects
Have regard to existing *Best Practice Guidance on Waste Management Plans for Construction and Demolition Projects* as well as any future updates to these Guidelines in order to ensure the consistent application of planning requirements.

5.5.5 Sustainable Transport

According to data collected by the SEAI, the transport sector was the single largest consumer of energy in Ireland, accounting for 42.3% of energy use in 2018. In terms of greenhouse gas emissions, data collected by the EPA indicates that the transport sector was responsible for 20.4% of total greenhouse gas emissions in

2019, second only to the agriculture sector. This data demonstrates the need not only to reduce transport by private vehicles, but also to reduce the direct emissions from vehicles themselves.

Promoting and delivering more sustainable forms of transport and movement in the County is central to the overall approach to the development of the County during the lifetime of this Plan. This approach recognises the benefits of providing better infrastructure and facilities for pedestrians and cyclists and incorporating these with our rich natural heritage resource, limiting the use of the private car to essential use only and promoting a switch to electrical vehicles through the provision of EV charge points in suitable locations throughout the County. It should also be noted that the Local Authority is providing EV charge ducting in all new social housing units and ensures the provision of EV chargers in accordance with the building regulations in all new developments.

With regard to the provision of enhanced, suitably located, integrated, more frequent and sustainable public transport, Fingal County Council will continue the work with the NTA and TII to ensure the delivery of key public transport projects that will directly benefit Fingal and encourage a move away from dependency on the private car and towards a low carbon society. Fingal County Council also continues to prioritise the promotion of active travel as part of its ongoing commitment to climate action through the work of the Environment, Climate Action and Active Travel Department which is responsible for the delivery of sustainable active mobility solutions. Chapter 6 Connectivity and Movement of this Plan sets out a strategy which responds to key transport challenges by seeking to minimise the need to travel and by promoting a shift from private car use towards more sustainable forms of transport.

5.5.5.1 Decarbonising Transport and Electric Vehicles (EVs)

The national *Climate Action Plan* calls for the combination of measures to influence the spatial pattern of development, urban structure and overall mobility, with low carbon technology measures, such as a significant increase in the EV fleet. The Plan sets out a government target to accelerate the take up of EV cars and vans so that Ireland reaches 100% of all new cars and vans being EVs by 2030. Approximately one third of all vehicles sold during the decade will be Battery Electric Vehicles (BEV) or Plug-in Hybrid Electric Vehicles (PHEV).

In order to cater for this growth in electric vehicles, it will be necessary to ensure that sufficient charging points and rapid charging infrastructure are provided to appropriate design and siting considerations and having regard to the *Planning and Development Regulations 2001 as amended*, which have been updated to include EV vehicle charging point installation. Regard will be had to advances being made in EV charging technology as well as the development of new, efficient, innovative and accessible ways of providing charging points.

Policy CAP27 – Electric Vehicles

Ensure that sufficient charging points and rapid charging infrastructure are provided on existing streets where such infrastructure does not impede persons with mobility issues and in new developments subject to appropriate design, siting and built heritage considerations and having regard to the *Planning and Development Regulations 2001 as amended*, which have been updated to include EV vehicle charging point installation, so that EV Street Charging Points be provided to every community of the County.

5.5.6 Flood Resilience

Surface water management and flood prevention remain the responsibility of the Local Authorities and the Office of Public Works (OPW). The management of surface water drainage in Fingal over the lifetime of this Plan and beyond will be key to reducing surface water run-off both mitigating and adapting to climate change and flooding. With more extreme rainfall events anticipated with climate change, Fingal is likely to experience increased flooding (pluvial, fluvial and coastal, groundwater and network) in vulnerable areas of the County.

The Floods Directive calls for member states to undertake strategic flood risk assessments and to identify flood risk management measures. The Office of Public Works (OPW) has prepared flood maps for future climate scenarios and Flood Risk Management Plans outlining measures such as flood alleviation schemes / flood defense works (grey infrastructure) to manage flood risk within the relevant river catchments.

Fingal County Council will actively encourage and promote the use of green solutions such as swales, tree pits, green roofs, downpipe planters, ponds and wetlands for drainage, which minimise negative environmental impacts resulting from development. Green infrastructure as part of Sustainable Drainage System (SuDS), also has a role to play in reducing flood risk and in integrated water resource management. Green infrastructure reduces the rate and volume of water entering the drains by intercepting it, providing temporary and permanent storage areas, and allowing water to infiltrate into the ground rather than being directed to drains. Facilitating run-off to percolate through natural features such as the natural ground, tree pits, green roofs and swales, will provide for staged water treatment helping to remove pollution and sediments and thereby, improving the water quality of our rivers in line with the requirements of the *Water Framework Directive*.

Establishing space for rivers corridors also plays a role in adaptation responses to achieve flood resilience. Protecting existing river corridors and landscaping and providing natural flood management measures such as the creation of wetlands within river corridors can help to manage river flooding by reducing the volume of runoff, by promoting water infiltration into the soil and slowing runoff to streams, and by delaying the downstream passage of flood flows.

This Plan has been subject to and is accompanied by a Strategic Flood Risk Assessment (SFRA), prepared in accordance with the *Guidelines for Planning Authorities* DEHLG and OPW, *2009*. Consequently, this Plan zones appropriate sites for development and identifies how flood risk can be reduced.

Chapter 11 Infrastructure and Utilities sets out a riparian corridor policy approach for the County's rivers including policies and objectives relating to SuDS. Chapter 14 Development Management Standards sets out additional supportive objectives and required standards in relation to Surface Water Management, foul and surface water drainage systems, water conservation and green roofs.

Policy CAP28 – Flood and Water Resource Resilience

Support the delivery of soft, green and grey adaptation measures to enhance flood and water resource resilience where appropriate in the County.

Policy CAP29 – Flood Risk Assessment and Adaptation
Address flood risk at strategic level through the process of Strategic Flood Risk Assessment, and through improvements to the County's flood defences.
Policy CAP30 – Natural Flood Risk Mitigation
Encourage the use natural flood risk mitigation or nature-based solutions including integrated wetlands, green infrastructure, and Sustainable Drainage Systems (SuDS) as part of wider adaptation and mitigation responses to achieve flood resilience.

5.5.7 Coastal Management

Fingal continues to be impacted by coastal erosion. The National Coastal Change Management Strategy Steering Group was set up and had its first meeting in September 2020. The group, tasked with considering the development of an integrated, whole of Government coastal change strategy.

Best practice in coastal zone management suggests non-interference with the coast and coastal processes if at all possible. This is mainly due to the often complex and unforeseen consequences on other parts of the coast that can be caused by protective measures and the costs associated with the installation and future maintenance of coastal protection structures.

Fingal County Council will continue to work with relevant authorities such as the Office of Public Works on the identification and development of additional flood protection measures where necessary. This Plan acknowledges the dynamic nature of the coastline and includes a range of policies and objectives on how coastal change is to be managed.

Coastal monitoring continues to be an integral part of coastal management. With this in mind, the OPW in consultation with Fingal County Council is piloting the Rogerstown Outer Estuary as one of 5 National locations. Drone flights have commenced, and this pilot will inform the roll out of a National programme.

Coastal defence proposals for Portrane, Rush and Rogerstown Outer Estuary are progressing, and an Options Report has been completed and the preferred option has been communicated to the community through a series of virtual information meetings. The installation of specially designed Y-shaped groynes structures combined with beach supplementation and flood embankments at the Burrow and a floodwall in Rush are considered the preferred coastal defence options.

Fingal County Council is the first Local Authority in the Country to undertake a risk assessment of the effect on climate change hazards on its heritage assets. The results of this risk assessment will act as a robust baseline for the prioritisation of mitigating actions. The Council will consider the inclusion of objectives in relation to climate change adaptation to ensure climate change measures are not detrimental to heritage assets.

Policy CAP31 – Coastal Monitoring
Monitor coastal erosion and accretion along Fingal's coastline to identify locations at risk of coastal erosion and flooding.
Policy CAP32 – Coastal Protection
Ensure the provision of appropriate coastal protection measures in locations at risk of coastal erosion and flooding.
Policy CAP33 – Coastal Zone Management
Support coastal zone management measures for adapting to climate change which include restoration of degraded ecosystems, increased flood resilience, water quality improvement, habitat conservation and provision of amenities for the residents of and visitors to Fingal.
Policy CAP34 – Engagement with Key Stakeholders
Continue to work with national and regional authorities and other key stakeholders with regard to flood defence required to protect vulnerable urban areas from worst case scenario sea level rises in the coming decades.

5.5.8 Nature-Based Solutions and Green Infrastructure

Green infrastructure can assist the County to adapt and become resilient to the effects of climate change while also playing a role in climate mitigation. The County's green infrastructure features include natural and semi-natural features (the marine environment, parks, woodland, waterbodies, etc.) and nature-based infrastructure (such as green roofs, tree pits, rain gardens and green walls).

These natural assets and urban greening elements provide a range of functions and benefits (ecosystem services) that contribute towards climate change adaptation and mitigation. The County's trees, vegetation and soil capture and store carbon and provide evaporative cooling and shading in our urban areas and settlements, mitigating the urban heat island effect.

Increasing, restoring and connecting habitats rich in biodiversity that provide valuable ecosystem services, is essential to increasing the County's resilience to climate change and improving quality of life. Chapter 9 Green Infrastructure and Natural Heritage sets out adaptive green infrastructure and urban greening policies and objectives to help implement climate action in the County.

Policy CAP35 – Climate Action and Green Infrastructure
Protect, connect and expand the County's green infrastructure while optimising the climate change adaptation and mitigation services it provides.

5.5.9 Climate Action as a Cross Cutting Theme

Climate action is a cross cutting theme and one of the main components of this Plan. In line with the above, every chapter of the Plan contributes to the overall effort to adapt to and mitigate the impacts of climate

change. The summary table below, provides a brief overview of the principal ways that each relevant chapter in the Plan makes a concrete contribution to climate action efforts and how in broad terms, each chapter addresses the various climate action policy areas addressed in this chapter.

Table 5.1: Summary of Climate Action Measures by Chapter

Chapter 1 – Introduction
› Supports a reduction in energy demand and emissions through a reduction on reliance on fossil fuels and unsustainable use of resources. › Supports compact growth and the continued consolidation of existing settlements within the County. › Supports the effective use of land well-served by public transport and the development of sustainable infrastructure. › Supports the transition to a low-carbon, resilient and sustainable society.
Chapter 2 – Planning for Growth
› Supports sustainable development through compact growth via appropriate infill and brownfield development and targeted growth along key transport corridors.
Chapter 3 – Sustainable Placemaking and Quality Homes
› Supports the consolidation of towns and villages over continued greenfield development, enhancing settlement vitality and avoiding duplication of investment in services and infrastructure. › Promotes high quality residential development incorporating a range of typologies and tenure options enabling people to right size at the right time. › Provides sustainable resilient communities hosting a range of local services, high quality public realms and community infrastructure, all within easy reach by walking, cycling and public transport.
Chapter 4 – Community Infrastructure and Open Space
› Support the provision of community infrastructure and open space at locations which are accessible by active travel, including walking or cycling and which are close to transport routes. This will reduce the need to drive to access services and facilities. › Support Fingal's *Keen To Be Green Facilities Project* which will see community facilities from around Fingal take part in a 5-stage plan to become sustainable and take action against the effects of Climate Change. The Project is a collaboration between Fingal's Community Development Office, Fingal Environment, Climate Action and Active Travel Department and the Fingal Community Facilities Network.

Chapter 5 – Climate Action

- Supports the implementation of the FCC Climate *Change Action Plan*.
- Supports integrating climate action measures into development proposals.
- Supports the decarbonisation of the energy sector and the continuing development of renewable and low carbon sources of energy.
- Supports local and countywide energy strategies and initiatives.
- Supports the circular economy approach to waste.
- Supports the transition towards more sustainable modes of movement and transport and the decarbonisation of transport.
- Supports improving flood risk mitigation and adaptation measures including the use of nature-based solutions and SuDS.
- Supports the principles of nature-based solutions and urban greening.

Chapter 6 – Connectivity and Movement

- Supports land use policies which reduce demand for travel by bringing people and the activities they need to access closer together.
- Supports transitioning to low carbon mobility solutions through support for the ongoing development of a sustainable and integrated transportation network.
- A priority focus on increased provision of walking, cycling and public transport infrastructure.
- Encouraging behavioural change to more sustainable modes.
- Active support for key public transport projects and public transport accessibility in urban and rural areas.
- Designing roads and streets to improve conditions for sustainable modes.
- Seeks appropriate parking standards to facilitate sustainable development.
- Supports the effective management of strategic transport corridors to enable the efficient movement of people and goods.
- Supports reduced or zero emissions solutions for how goods are delivered and supports the potential that exists for the efficient use of the rail network to transport freight.
- Ensuring that transport corridors perform a function as green infrastructure links incorporating nature-based solutions.

Chapter 7 – Employment and Economy

- Support initiatives which provide opportunities for businesses to operate in more a more sustainable manner providing for resilience and for the mutual benefit of businesses and customers.
- Support compact growth and the development of strategic development areas for population and employment growth in conjunction with appropriate infrastructure provision.
- Support clustering as a key economic concept and as a means of locating businesses at combined locations, thereby reducing distances.
- Support the provision of quality employment and residential developments in proximity to each other in order to reduce the need to travel.
- Support the *Making Remote Work – National Remote Work Strategy* and facilities that enable people to live near their place of work.
- Support the growth of the 'green economy' including renewable energy, retrofitting, and electric vehicles and charging infrastructure and supporting the transition towards a circular economy.
- Support the development of tourism infrastructure, visitor attractions and supporting facilities at appropriate locations in the County in a manner that does not have an adverse impact on the receiving areas and the receiving environment.
- Encourage the development of environmentally sustainable agricultural practices and ensure that watercourses, wildlife habitats and areas of ecological importance are protected from the threat of pollution.
- Support the Forest Service of the Department of Agriculture, Food and Marine in implementing sustainable forest development in line with National policy guidance.
- Facilitate and encourage the development of the alternative energy sector.

Chapter 8 – Dublin Airport

- Places a strong emphasis on reducing climate emissions through increasing use of more sustainable transport modes and smarter travel approach for surface access to and from Dublin Airport.
- Support the restriction of increased employee car parking at the Airport in an effort to reduce emissions.
- Support the requirement for large-scale developments at the Airport to address carbon emissions as part of the Development Management process.
- Encourage waste prevention and minimization throughout Airport facilities.

Chapter 9 – Green Infrastructure and Natural Heritage

- Supports the implementation of the *Fingal Biodiversity Action Plan, The Forest of Fingal-A Tree Strategy for Fingal, Keeping it Green – An Open Space Strategy for Fingal and Space for Play – A Play Policy for Fingal in the Plan*.
- Supports Fingal's Allotment Strategy, Community Gardens and promote re-wilding and pollinator initiatives within the County.
- Supports a co-ordinated and managed network of multifunctional green spaces linked to the wider regional Green Infrastructure network.
- Supports the integration Green Infrastructure and an ecosystem services approach into new developments / new growth areas.
- Supports the protection, maintenance, and enhancement of the watercourses and their riparian corridors in the county.
- Supports the protection and enhancement of the coast shoreline and marine environment as open space and valuable natural habitats.
- Provides for appropriate protection of trees and hedgerows, recognising their value to our natural heritage, biodiversity and climate action.

Chapter 10 – Heritage, Culture and Arts

- Co-operate with other agencies in the investigation of climate change on the fabric of historic buildings and traditional construction to enhance adaptive capacity, strengthen resilience and reduce the vulnerability of the built heritage.
- Advance and support mechanisms through which the Council can develop resilience, adapt or mitigate the impact of Climate Change on the archaeological and built heritage of the County.
- Supports retaining existing buildings and enhance their energy performance in keeping with best building conservation principles.
  Supports operation with other agencies in the investigation of climate change on the fabric of historic buildings.
- Supports the implementation of the Community Monuments Fund in order to ensure the monitoring and adaptation of archaeological monuments and mitigate against damage caused by climate change.

Chapter 11 – Infrastructure and Utilities

- Supports nature-based and adaptive flood risk management and promotes the use of Sustainable Drainage Systems (SuDS) in all developments.

- Supports the integration of watercourse/waterbodies management and protection with land-use planning and Development Management.
- Supports the promotion and delivery of more sustainable forms of waste management in line with circular economy principles.
- Supports minimising/preventing waste and maximising material recycling, reuse and re-purposing.
- Supports renewable energy use and generation at appropriate locations within the built and natural environment.
- Supports the roll-out of the *Smart Grids and Smart Cities Action Plan 2013* in order to enable new connections, grid balancing, energy management and micro grid development.

Chapter 12 – Implementation and Monitoring

- Supports the monitoring of and successful implementation of the climate action related policies set out in the Plan.

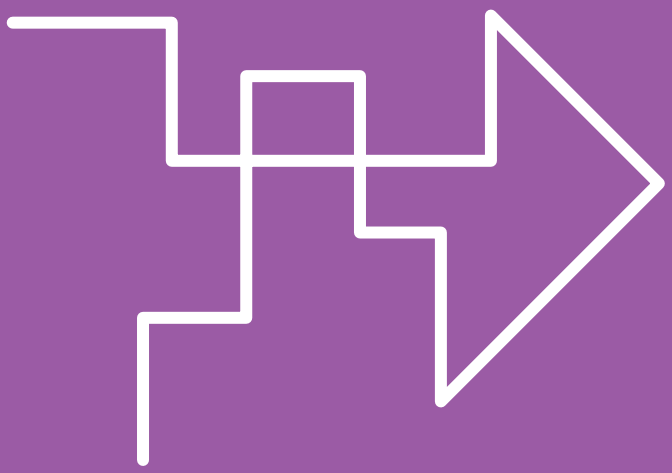
Chapter 13 – Land Use Zoning

- Supports the development of compact, integrated settlements and a climate resilient County by promoting particular classes of use in appropriate locations.
- Supports the consolidation of existing centres and the redevelopment of brownfield land to support the efficient use of land.
- Provides for the safeguarding of green infrastructure as well as community and social infrastructure.

Chapter 14 – Development Management Standards

- Supports development which minimises resource consumption, reduces waste, conserves water, promotes efficient energy use and uses appropriate renewable technologies.
- Supports the use of sustainably sourced materials which are to be re-used and recycled wherever possible.
- Encourages the use of green building materials and low embodied energy products such as low carbon cement and recycled materials.
- Encourages developments which enhance biodiversity and provide for accessible open space and landscaping.
- Requires development to integrate surface water management principles including Sustainable Urban Drainage Systems (SuDS).

6. CONNECTIVITY AND MOVEMENT



6.1 Introduction

To achieve sustainable development in Fingal and respond to key transportation challenges over the lifetime of this Plan, recognising that there is an over reliance on private cars throughout the County and the need to reduce transport emissions, this chapter identifies the policy framework to facilitate travel demands and cater for travel needs across Fingal in a sustainable manner. One of the key strategic objectives of this Plan is to strengthen the integration of land-use and transport planning with a priority focus on increased provision of walking, cycling and public transport infrastructure. This Plan promotes an integrated and sustainable transport network that is inclusive and accessible for all. Alongside this, the creation of attractive public realms and healthy placemaking will ensure that communities are connected in a sustainable and efficient way. Easy access to and from residential developments, workplaces, schools and services and reliable commercial deliveries and servicing will be dependent on an increasingly efficient system of transport given the projected increases in demand for travel. This Plan also promotes the continued management of traffic, the protection and enhancement of strategic transport corridors and the efficient movement of freight.

This Plan recognises and supports a collaborative approach that needs to be taken by all stakeholders to ensure the delivery of a sustainable transport network including key transport projects, new walking and cycling infrastructure, behavioural change initiatives and improved roads access. It embraces the use of technology that enables more efficient movement around our County, including the increased use of shared mobility schemes for cars and bikes, electric vehicles and supporting measures to change travel behaviours. Combined, these measures will aid the delivery of an integrated transport system which will assist modal shift, improve quality of life, create more attractive and accessible environments, foster sustainable economic growth and underpin the transition to a low carbon and climate resilient society.

6.2 Context

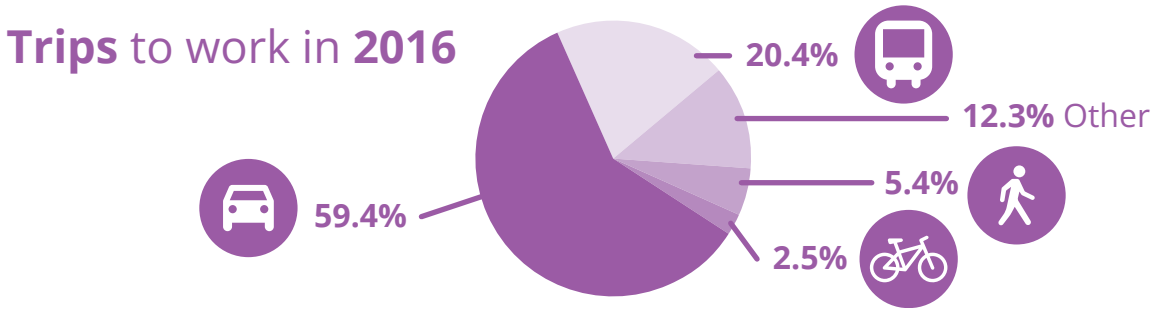
Effective connectivity locally, nationally and internationally makes Fingal an attractive place for people to live, work and visit and for businesses to operate in and invest. This leads to multiple benefits for the County and wider Dublin region. Fingal already benefits from strong transport connections through Dublin Airport, Dublin Tunnel and the strategic road corridors that run through the County as well as extensive bus and rail networks. Dublin Airport is the most important strategic location for international connectivity in the Country for both passengers and freight. Dublin Port, accessed directly from Fingal via the Dublin Tunnel, is the most important point of entry for freight on the island. This current network comprises key international and national routes including elements of the Trans European Network (TEN-T) where the 'movement function' of the route is critical. This includes the M1 and M50 motorways and the Dublin–Belfast rail line. Both the M1 and the Dublin – Belfast northern rail line provides critical transport connections within the Dublin – Belfast Economic Corridor.

The Maynooth and PACE railway lines [Dunboyne/M3 Parkway rail line] and Dart and suburban rail form critically important elements of the existing transport network within Fingal which connects to Dublin City Centre and Country wide rail and bus networks. The extensive Dublin Bus network including the provision of quality bus corridors in areas such as Swords, Blanchardstown, Malahide, Ballymun and Finglas, facilitates enhanced travel connections to Dublin City.

Localised urban roads and streets accommodate pedestrians, cyclists, public transport and cars. On these routes the 'place' function of the route becomes more important as we try to create conditions to encourage use of sustainable modes and attractive environments. This element of the network offers the most potential to positively influence travel behaviour and presents opportunities to facilitate sustainable transport choices while at the same time making attractive places to live and visit. Fingal County Council continues to make progress in adding to the local transport network through allocation of existing road space for pedestrians and cyclists, public realm improvements and the advancement of new cycling and walking routes and Greenways. The Council is rolling out the Safe Routes to School Programme and other improved mobility solutions to foster active travel to schools and within neighbourhoods.

New forms of mobility continue to be embraced by the Council, including a shift to electric vehicles for Council owned operational fleets and the provision of electric vehicle charging infrastructure to support the use of EV vehicles as well as the establishment of its first local mobility hubs to serve the general public and Fingal County Council staff members. The Council is facilitating the expansion of shared schemes for bikes and cars across the County and the introduction of initiatives such as Community Car Service and Age Friendly Fingal to respond to specific mobility needs. The integration of land-use and transportation continues through the implementation of development within plan frameworks along existing transport corridors and these areas continue to consolidate. The Council continues to progress a number of studies and projects across the County with the aim to improve the public realm and promote sustainable travel options.

In the context of existing mode share, the Socio-Economic Profile of Fingal which was prepared to inform this Plan, highlights slightly lower reliance on private cars was evident compared to the national level at 51.8% of all commuters in 2016, whilst cycling and public transport modal share increased by 0.6% in both cases from 2011 to 2.8% and 20.5% respectively in 2016. Census 2016 shows that by far the greatest numbers of trips to work in Fingal are made by car, at 59.4% of all modes of transport. Bus and rail to work equates to 20.4% while cycling to work equates to 2.5% with 5.4% getting to work on foot and a total of 12.3% for other alternative modes. The latter would indicate a latent demand for more public transport and active travel infrastructure, thereby allowing people to make more sustainable transport options in their daily travel patterns if active travel alternatives were more readily available.



6.3 Opportunities

This Plan has a key role to play in facilitating potential for real change in the way people move around and connect within the County by creating conditions to enable a transition from dependency on the private car and fossil fuel-based mobility in favour of more sustainable modes, which in turn will help to reduce the negative impacts of transport and climate change. There is an opportunity to build on current progress, to strengthen the alignment between land-use and transport infrastructure and continue to work closely with

national agencies to advance the delivery of key public transport projects. This can be achieved through prioritising the increased provision of high-quality, walkable and accessible public realm environments and safe and attractive cycling facilities and to optimise connectivity between sustainable modes through increased walking and cycling provision. Through these measures, there is an opportunity to assist modal shift and to make walking and cycling the natural choice for everyday shorter trips, many of which are currently made by car. Fingal County Council will facilitate active travel across the County and will engage widely with the public through open consultation in relation to a sustainable transport system and active travel. There is also an opportunity to interconnect many of our climate-based objectives such as nature-based solutions with travel networks to help deliver a range of environmental and public realm benefits. There is an opportunity to respond in a pro-active and collaborative way to ensure that the County is ready for and can fully benefit from technological changes in transport including the increasing role of shared mobility schemes, micro mobility modes, electric vehicles and the application of technology in the mobility sector. The County benefits from a number of strategic transport corridors which provide an essential means of international, national and regional connectivity and due to this accessibility, provides opportunities for increased trade and investment and tourism, subject to the efficient use of our road and rail networks.

6.4 Strategic Aims

Transportation policy in Fingal is guided by a comprehensive and co-ordinated set of National and Regional policy documents including the NPF and RSES. Across these various policy documents, there are overarching policy and objectives to achieve compact growth through the integration of land-use and transportation planning, sustainable mobility and healthy placemaking with the aims to promote active travel modes, reduce dependency on the private car, tackle climate change and increase accessibility and connectivity within both urban and rural areas. The NTA's *Transport Strategy for the Greater Dublin Area 2022–2042* builds on this approach and sets out the guiding policy and objectives for the efficient, effective and sustainable movement of people and goods through a network of public transport, walking and cycling improvements including high levels of network integration for the GDA including Fingal.

The *National Sustainable Mobility Policy* sets out a strategic framework to 2030 for active travel and public transport journeys to 2030 to help Ireland meet its climate obligations. It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the Country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car.

The *National Investment Framework for Transport in Ireland* (NIFTI), the strategic framework for future investment decision making in land transport to guide transport investment in the years ahead to enable the National Planning Framework, supports the Climate Action Plan and promotes positive social, environmental and economic outcomes throughout Ireland. NIFTI sets out the modal hierarchy in Ireland as; 1. Active Travel; 2. Public Transport; 3. Private Vehicles. It also outlines an intervention hierarchy which is: 1. Maintain; 2. Optimise; 3. Improve; 4. New.

In the context of achieving accessible built environments, the *United Nations Convention on the Rights of Persons with Disabilities* (UNCRPD) includes obligatory provisions on state parties to ensure access for persons with disabilities to, inter alia, the physical environment and transportation in both urban and rural areas. At national level, the *National Disability Inclusion Strategy 2017-2022* (NDIS) sets out a range of actions to

improve inclusion for those living with a disability in Ireland, including in areas such as the delivery of public services, employment and living in the community including specific actions for the achievement of accessible transport and movement infrastructure.

The *Spatial Planning and National Roads Guidelines for Planning Authorities 2012* sets out the planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 kmph speed limit zones for cities, towns and villages. These guidelines have been developed following a number of key principles and aim to facilitate a consistent approach that affords maximum support for the goals of achieving and maintaining a safe and efficient network of national roads, thereby facilitating continued economic growth and development. Updated design guidance for Covid 19 mobility planning issued under the DMURS *Interim Advice Note – Covid-19 Pandemic Response 2020* focuses on traffic calming and transferring road space to walking, cycling and outdoor seating. There are many other National and Regional policy documents relevant to sustainable mobility, some of which are referred to within individual policies and objectives in this chapter. A full list of guidance documents that informed the preparation of this Plan is set out within Appendices 2 and 3.

6.5 Policies and Objectives

6.5.1 The Role of Transportation Policy in Addressing Climate Change

Reducing emissions from transport is one of the major challenges facing society and Fingal County Council acknowledges the importance of transitioning to low carbon mobility solutions to mitigate against climate change. This chapter contains policies and objectives to achieve this goal which will assist the Council in achieving its climate change targets as well as other positive environmental benefits. This Plan promotes the need for a shift to more sustainable travel choices by designing our built environments in a way that prioritises the most carbon efficient modes such as walking, cycling and public transport. It also seeks to support and encourage behavioural change by placing a focus on achieving residential and employment development in sustainable compact locations and utilising brownfield lands in our existing settlements adjacent to existing facilities and transport infrastructure.

Fingal County Council recognises that an effective response to carbon emissions and climate change requires an integrated approach across all policy areas in the Plan. Whilst the key drivers in this regard will be those contained in this chapter that support the integration of land-use planning with the development of a sustainable transport network, these will be complemented by other policies contained in this Plan, such as those in Chapter 5 Climate Action supporting an increase in EV charging facilities, the creation of active travel corridors and the associated opportunities to incorporate nature based solutions such as SuDs features, landscaping and enhanced habitats. The *National Climate Action Plan 2023* identifies increases in active travel and public transport trips and a reduction in vehicle kilometres as essential parts of meeting 2030 and 2050 climate targets. These changes shall be reflected in all calculations/predictions of demand for various travel modes carried out by the Council or for development consent purposes.

Policy CMP1 – Decarbonisation of Motorised Transport

Support the decarbonisation of motorised transport and facilitate modal shift to walking, cycling and public transport and taking account of National and Regional policy and guidance, while supporting an efficient and effective transport system.

Objective CMO1 – Transition to Sustainable Modes

Work with the NTA, TII and other transport agencies in facilitating the integrated set of transport objectives for the County as set out in this Plan, in line with National and Regional policy including the NTA's GDA Transport Strategy and any subsequent plan to encourage modal shift towards more sustainable modes of transport and patterns of commuting to reduce reliance on the private car.

Objective CMO2 – Modal Shift

Work with the NTA to develop mode share targets for the County to achieve and monitor a transition to more sustainable modes including walking, cycling and public transport, during the lifetime of this Plan. This includes providing targeted infrastructure in the most appropriate locations and prioritising development at the most accessible locations in order to achieve the appropriate levels of integration and sustainable transport provision.

6.5.2 Demand Management

As the demand for travel across the County continues to grow in line with ongoing and future development, this Plan seeks to ensure that this growth is accompanied by appropriate levels of sustainable transport provision, in order to achieve appropriate modal shares. To manage the future demand for travel, this Plan prioritises the following measures:

- Land use policies which reduce demand for travel by bringing people and the activities they need to access closer together.
- Improved transport options such as walking, cycling and public transport, designing roads and streets to improve conditions for sustainable modes and encouraging behavioural change to more sustainable modes whilst maintaining appropriate levels of access for general vehicular and freight traffic as required.
- Control Measures such as mobility management, parking management and traffic management.

Policy CMP2 – Managing Demand for Travel

Concentrate compact growth around existing and planned transport services ensuring that transport and land-use are integrated to the greatest extent possible so that the demand for travel in general and for car-based travel is reduced.

6.5.3 Integration of Land-Use and Transport

The NPF provides policy on developing existing settlements and infill brownfield sites along high-capacity transport corridors. The RSES underpinned by the NPF, provides a robust framework to achieve successful integration between land-use and transportation planning and achieving sustainable higher densities and appropriate uses at nodes serviced by public transport networks. To ensure that the population and employment growth projected for Fingal occurs in a sustainable manner, it is essential that land-use and transport planning continues to be closely aligned. Integrating new housing, employment and services

with high-capacity public transport corridors in conjunction with attractive walking and cycling networks and permeable links to rail and bus stations can reduce the need to travel and support the functioning of a connected and sustainable transport system. This also has the benefit of extending the catchment of sustainable modes to more people and places to support investment in public transport infrastructure. This will enable the implementation of Transit Oriented Development whereby development is consolidated around existing or planned public corridors at a scale or density that supports the viability of high-capacity public transport infrastructure.

Adopting this approach facilitates compact growth, a recurring theme in this Plan and maximises the opportunities presented by MetroLink, LUAS and DART+ proposals, as well as the existing and planned bus improvements under BusConnects. Land-use policy within Fingal supports development along its identified high-capacity public transport corridors.

This Plan supports high-density, mixed-use development and trip intensive uses integrated with high-quality walking and cycling infrastructure around high-capacity public transport corridors and nodes, through plan frameworks, in order to generate and reinforce sustainable patterns of growth and development in the County. This policy focus is intended to, not only reflect the policy supported in the NPF and RSES but critically, as a measure, has the potential to reduce the climate impact of transport by encouraging a shift from the private car to public transport, walking and cycling.

Policy CMP3 – Integrated Land-Use and Transport Approach

Provide for an integrated approach to land-use and transportation aimed at minimising the demand for travel and prioritising sustainable modes of transport including walking, cycling and public transport.

Objective CMO3 – Integration of Public Transport and Development

Support and facilitate high-density, mixed-use development and trip intensive uses along public transport corridors and to ensure the integration of high-quality permeability links and public realm in conjunction with the delivery of public transport services through plan frameworks to generate and reinforce sustainable patterns of compact growth and development in the County.

6.5.4 Area Based Transport Assessment (ABTA)

ABTA's are used by Planning Authorities in the preparation of land use plans. ABTA's place the integration of land use and transport planning at the centre of the plan preparation process. In terms of policy integration, ABTA's can provide the link between National and Regional transport policies and objectives into local level transportation service provision and land-use plans and developments. This Plan supports the use of ABTA's in the preparation of plan frameworks for development areas across the County.

ABTA's can also inform the preparation of Local Transport Plans. The RSES includes policy objectives requiring the preparation of Local Transport Plans in selected settlements in the region, including Balbriggan, which is identified as a self-sustaining town. Local Transport Plans will examine the current lack of alternatives to the private car in tandem with land-use patterns which can better affect a modal shift to more sustainable modes of transport of walking and cycling and public transport. This integrated framework will inform future investment in sustainable mobility options for the town.

Policy CMP4 – Area Based Transport Assessment and Local Transport Plans

Prepare Local Transport Plans based on the ABTA methodology in conjunction with the preparation of Local Area Plans, Masterplans, Framework Plans, and other large-scale studies and plans as appropriate, in consultation with the NTA and TII and other relevant stakeholders.

Objective CMO4 – Local Transport Plan for Balbriggan

Prepare a Local Transport Plan for Balbriggan, in consultation with the NTA and other relevant stakeholders.

Objective CMO5 – Local Transport Plan for the Blanchardstown Centre

Prepare a Local Transport Plan for the Blanchardstown Centre, in consultation with the NTA, TII and other relevant stakeholders.

6.5.5 Mobility Management

Mobility management is an effective means of encouraging sustainable travel choices and reducing car-based travel in existing and new developments. Mobility management plans including workplace travel plans can minimise the impact of the traffic generated by developments, and they often include mitigation measures based on assessments of the existing or required levels of public transport provision, cycle and walking infrastructure and parking provision. Mobility Management Plans will continue to be a requirement in the Development Management process and are discussed in more detail in Chapter 14 Development Management Standards of this Plan.

Policy CMP5 – Mobility Management and Travel Planning

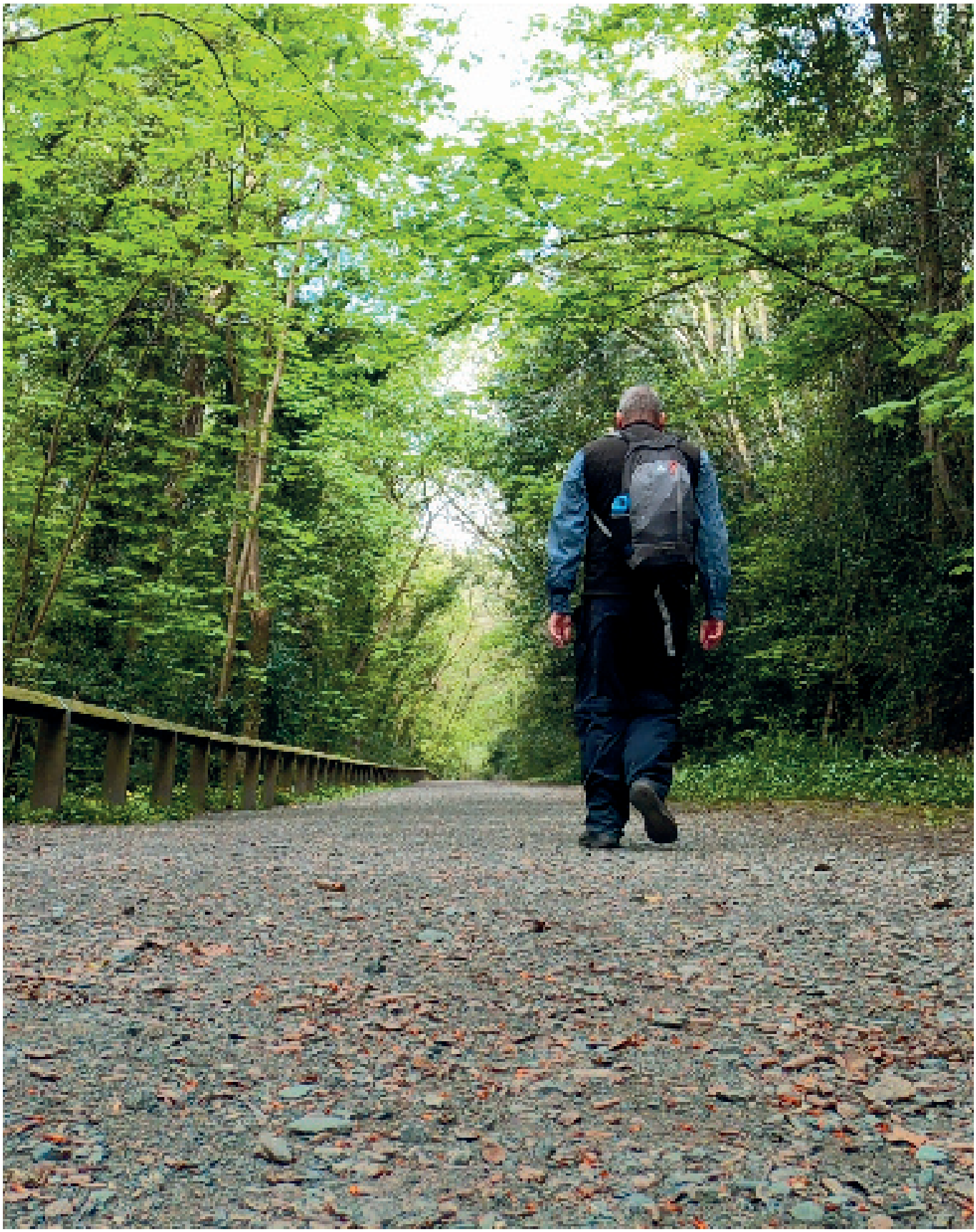
Promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for developments focussed on prioritising sustainable modes of travel including walking, cycling and public transport.

6.5.6 A Sustainable and Integrated Transport Network

Promoting the expanded provision of sustainable travel modes such as walking, cycling and public transport based on an integrated network approach will help re-balance the focus to those modes that have lower emissions and contribute to creating high-quality environments across the County as well as improved quality of life for residents, commuters and visitors to Fingal.

Policy CMP6 – Integrated Transport Network

Support and facilitate sustainable mobility objectives set out in the NPF, RSES, Smarter Travel and the NTA's GDA Transport Strategy and any subsequent plan to ensure the creation of a high-quality and integrated transport network to serves the needs of the County and the wider region.



6.5.6.1 Walking and Cycling (Active Travel)

Walking and cycling is a cost effective, sustainable and growing mode of transport. This Plan, as well as National policy and the NTA's GDA Transport Strategy emphasises the benefits that walking and cycling infrastructure will deliver. To build on current progress and to make active travel an attractive option, the provision of high-quality and permeable pedestrian and cycle networks is required.

To achieve this, the Council supports the delivery of a programme of high-quality cycling and walking infrastructure across the County, including such provision through the Development Management process where relevant and appropriate. As well as the provision of active travel infrastructure, an important measure of successful mobility is also dependent on quality of experience through quality public realm, accessibility, permeability and legibility. A range of public realm improvements will create attractive urban centres and improve conditions to make walking and cycling a safer, healthier, quicker, more direct and more attractive form of travel. The prioritisation of walking and cycling is a key priority of this Plan through the reallocation of existing road space and improved public realm that is accessible for all. An Active Travel Strategy is currently under preparation by Fingal County Council and this will inform further improvements in the walking and cycling environment including the provision of publicly accessible bicycle parking.

To support behavioural change and encourage increased cycling, this Plan supports a range of measures designed to enhance the cyclist's experience and safety including continued expansion of shared bike schemes, increased publicly accessible cycle parking, cycling promotion campaigns and interventions that encourage people with disabilities to cycle. The provision of convenient, secure and central cycle parking facilities are critical factors in encouraging increased cycling. The provision of strategic high-quality off-street cycle parks, particularly in town centres and close to key destinations and parking for cargo and adapted bikes is also required. Requirements aimed to support and increase cycling including bicycle parking standards are presented in Chapter 14 Development Management Standards of this Plan.

The NDP 2021-2030 allocates significant annual funding towards the development of walking and cycling infrastructure across the County. The Council will continue to build on current progress to develop an expanded, high-quality and connected walking and cycling network throughout the County. Routes within the network will have regard to the NTA Cycle Network Plan for the GDA and the NTA's Cycle Manual while also allowing for the provision of routes identified by the Council that are not featured in the NTA Cycle Network Plan.

6.5.6.2 Greenway Network

With significant coastline, canals, extensive parklands and rural hinterland and a generally attractive and walkable environment, Fingal has the potential to develop an extensive network of strategic Greenway routes for walking and cycling which will become an attractive component of Fingal's integrated transport network. Greenways can serve recreational, commuter and functional users. As such, they offer the potential for a wide range of economic, social, health and environmental benefits. Fingal County Council will continue to progress an ambitious programme of Greenway projects during the lifetime of this Plan as set out in Table 6.1 in conjunction with relevant agencies and stakeholders.

Table 6.1: Greenways/High Quality Cycling and Walking Routes

Fingal Coastal Way (Donabate–Balbriggan)
Broadmeadow Way (Malahide–Donabate)
Sutton to Malahide
Royal Canal
Royal Canal-Grand Canal Loop
Ward River Valley and Broadmeadow River Valley
Tolka Valley
Hamilton Way
Lusk/Rush (via Rogerstown Park)
Donabate to Portrane Village (via Ballymastone and Cliff Walk)
Racecourse Park (Baldoyle)
Millpond Park
Drumnigh Road to Kinsealy

Policy CMP7 – Pedestrian and Cycling Network

Secure the development of a high-quality, connected and inclusive pedestrian and cycling network and provision of supporting facilities / infrastructure across the County, including the upgrade of the existing network and support the integration of walking, cycling and physical activity with placemaking including public realm improvements, in collaboration with the NTA, other relevant stakeholders, local communities and adjoining Local Authorities in the context of the impact of development schemes with cross boundary impacts and opportunities where appropriate. Routes within the network shall have regard to NTA and TII national standards and policies.

Policy CMP8 – Greenway Network

Secure the development of an expanded Greenway network in collaboration with relevant stakeholders including the NTA, adjoining landowners, local communities and adjoining Local Authorities where appropriate and encourage and facilitate opportunities for enhanced linkage and connectivity to adjoining towns and villages and their services, amenities, attractions and public transport nodes and to cross-County, Regional and National Greenway projects.

Policy CMP9 – Prioritisation of Pedestrians and Cyclists

Support the prioritisation of pedestrians and cyclists and the provision of improved public realm to make walking and cycling safer, healthier, quicker, more direct and more attractive.

Policy CMP10 – Bicycle Infrastructure

Improve bicycle priority measures and cycle parking infrastructure throughout the County in accordance with best accessibility practice.

Objective CMO6 – Improvements to the Pedestrian and Cyclist Environment
Maintain and improve the pedestrian and cyclist environment and promote the development of a network of pedestrian/cycle routes which link residential areas with schools, employment, recreational destinations and public transport stops to create a pedestrian/cyclist environment that is safe, accessible to all in accordance with best accessibility practice.
Objective CMO7 – Integration of Active Travel with Public Transport
Work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.
Objective CMO8 – Active Travel Strategy
Prepare an Active Travel Strategy to encourage active travel and modal shift to sustainable transport modes.
Objective CMO9 – Active Travel Audits
Carry out active travel audits in towns and villages in collaboration with local communities and other relevant stakeholders to inform improvements to the public realm and the pedestrian and cycling network.
Objective CMO10 – Bicycle Parking
Provide publicly accessible high-quality cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in town and village centres and key destinations and near the entrance to all publicly accessible buildings as required.
Objective CMO11 – Walking and Cycling Infrastructure
Support the provision of walking and cycling infrastructure, including bike parking, bike repair and support services, to increase footfall and economic activity in town and village centres while reducing emissions and improving quality of life.
Objective CMO12 – Walking and Cycling and Green Infrastructure Network
Ensure that new walking and cycling routes are designed, insofar as possible, to function as links in the County's green infrastructure network and that adequate replacement and additional planting of native species and pollinators is provided and that SuDS approaches are used to treat surface water run-off.
Objective CMO13 – Walking and Cycling Network and Tourist Trail
Support the formulation and delivery of integrated pedestrian/cycle network plans which connect adjacent communities providing linkages to all modes of transport which will provide links to all destinations of the County creating the nucleus of a slow tourist trail.

6.5.6.3 Public Rights of Way

The *Planning and Development Act, 2000 (as amended)* requires that Development Plans preserve Public Rights of Way (PROWs) which give access to seashore, mountain, lakeshore, riverbank or other places of natural beauty or recreational utility. The identification of public rights of way, as required under the Planning and Development Act, is a difficult and resource intensive exercise in the absence of land law or property registry to facilitate. Often, incomplete or no records are available to confirm the legal status of Public Rights of Way and case law suggests that unless conclusive proof is available, a prudent approach should be adopted.

Based on the legislation, only PROWs for which their existence is well established and, where possible, documented, should be included under the narrow definition of Section 10(2) (o) of the Act and as set out in the OPR Case Study Paper CSP01 *Public Rights of Way and the Local Authority Development Plan 2021* guidance document. Fingal also benefits from a number of existing recreational and coastal routes. In addition, the creation of Permissive Access Routes to high amenity, recreational and scenic lands in partnership with landowners, adjoining Local Authorities, public bodies and other state agencies is considered to be an achievable mechanism to secure access to places of natural beauty or utility. Table 6.2 identifies PROW in the County and is shown along with existing recreational and coastal routes on the relevant Development Plan maps. It is important to note that this list is not exhaustive. Over the lifetime of this Plan, the Council will endeavour to add to this list within the provisions of the *Planning and Development Act, 2000 (as amended)*.

Table 6.2: Existing Public Rights of Way

- Baldoyle to Portmarnock Greenway

Policy CMP11 – Protection of Public Rights of Way

Protect public rights of way as set out in Table 6.2 that give access to areas of natural beauty or recreation.

Objective CMO14 – Mapping of Public Rights of Way

Identify further Public Rights of Way during the lifetime of the Development Plan and to update the 'Public Rights of Way' mapping.

Objective CMO15 – Engagement towards Improved Access

The Local Authority will continue to engage with landowners, public bodies, adjoining Local Authorities and state agencies to improve access to publicly owned lands and to investigate opportunities for additional permissive access paths wherever possible and appropriate.

6.5.6.4 Public Realm and Healthy Streets

Public realm refers to all the areas to which the public has access such as roads, streets, footpaths, parks, open spaces and public squares. The quality and attractiveness of the public realm plays a key role in encouraging walking, cycling and the use of public transport. 'Healthy Streets' is a concept for how street environments and the wider street network will be planned to promote healthier, more efficient and more sustainable transport options.

The design and layout of new developments will be required to support quality public realm by providing quality urban design and finishes to create attractive, safe, accessible, connected, comfortable and permeable layouts. Fingal County Council will continue to progress public realm projects and invest in public realm improvements and will continue to work with the NTA, TII and other agencies to ensure that public transport projects deliver high-quality public realm and pedestrian space as an integral part of the projects. Permeability is particularly important for those with additional needs; Fingal County Council will continue to prioritise the continuation of widening pavements to facilitate those with disabilities, the elderly, people with prams and small children. Chapter 3 Sustainable Placemaking and Quality Homes of this Plan provides more detail on quality public realm.

Policy CMP12 – Public Realm

Support and facilitate the provision of high-quality and attractive public realm that is accessible for all with a focus on improving connectivity and permeability in accordance with best practice public realm and guidance documents.

Objective CMO16 – Public Realm and Development

Encourage and facilitate the delivery of high-quality public realm in tandem with new developments throughout the County through the Development Management process and the retrospective provision in existing developments, including the provision of a pedestrianised core in town centres where appropriate.

Objective CMO17 – Existing Street Space and Active Travel

Review the potential for reassignment of existing street space for active travel modes within village and town centres across the County where appropriate during the lifetime of this Plan.

Objective CMO18 – Circulation Plans and Low Traffic Zones

Work with NTA, TII and adjoining Local Authorities to plan for motor vehicle routing/ impermeability to create low traffic zones and encourage modal shift for short trips from cars, active travel and public transport along the lines of the Ghent circulation plan and Low Traffic Neighbourhoods in London.

6.5.6.5 Accessibility and Universal Design

Universal design is the design of the environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age or ability. The need for equality of access to all aspects of the built environment for all individuals is recognised by Fingal County Council as essential for equal opportunities and the development of an inclusive society is a recurring theme in this Plan. The principle of universal design for all is supported and required in the implementation of all aspects of the built environment including public realm and the pedestrian and cycling network including the Greenway network, to create an environment that is safe and accessible and in accordance with best accessibility practice. This Plan also supports the priority for people with mobility issues who require a car to carry out their daily activities where active travel is not an option. The Council will continue to work with national agencies in supporting and addressing the transport and access needs particularly for vulnerable groups such as people with mobility impairment and/or disabilities including the elderly and people with children.

Policy CMP13 – Accessible Pedestrian and Cyclist Environment

Promote and facilitate a network of pedestrian and cycle routes and public realm that is universally accessible for all ages and abilities in accordance with best accessibility practice.

Objective CMO19 – Optimising Accessibility for All

Support and facilitate improvements to the pedestrian and cycle network and public realm that prioritise the removal of barriers to active movement, to improve connectivity and permeability and optimise accessibility for all users.

Objective CMO20 – Signal Control and Pedestrians

Minimise wait times at signalised pedestrian crossings in order to prioritise pedestrian usage. Except in exceptional circumstances, either Green Person Authority or 'on demand' green for pedestrians shall be provided on all stand-alone ('mid-block') pedestrian crossings within the lifetime of this Plan.

Objective CMO21 – Wayfinding

Support the delivery of way-finding systems with an emphasis around highly trafficked urban areas and routes between public transport interchanges and visitor attractions.

6.5.6.6 Permeability

A permeable street network is a key component in supporting walking and cycling environments. The NTA's *Permeability Best Practice Guide* sets out guidance to assist Local Authorities and other stakeholders to address the legacy of severance within existing built-up areas and to facilitate enhanced permeability within these areas. *The Design Manual for Urban Roads and Streets 2019* (DMURS) and the *DMURS Interim Advice Note – Covid 19 Pandemic Response 2020* also includes permeability objectives. Both the implementation of the NTA's guidance in conjunction with DMURS addresses permeability in both new and existing areas. This Plan seeks to ensure that all development areas are permeable for pedestrians and cyclists and opportunities to improve permeability for these modes in existing developed areas will be sought. The principle of 'filtered permeability' will apply in all new development. This will create a more attractive environment for walking and cycling, while maintaining accessibility for local residents, deliveries or emergencies.

Policy CMP14 – Permeable Neighbourhoods

Implement the provisions of the *Design Manual for Urban Roads and Streets 2019* (DMURS) and *the DMURS Interim Advice Note – Covid 19 Pandemic Response 2020* in relation to the delivery of safe streets and overall best practice design and promote the principle of filtered permeability in new developments to ensure that all pedestrian entrances are opened as soon as any new development is occupied where feasible and seek opportunities to improve permeability in existing developed areas in accordance with NTA's Permeability Best Practice Guide.

6.5.6.7 Safe Routes to School

To encourage a modal shift to walking and cycling for school journeys and to foster independent cycling among children, walking and cycling to school will become a safer and more attractive option through the creation of safe, legible and pleasant walking and cycling routes through the continued roll out of the Safe Routes to School Programme. The Council will continue to support initiatives such as the Green Schools Travel Forum as part of An Taisce's Green School Travel Programme.

Policy CMP15 – Safe Routes to School

Promote walking and cycling for school trips through support and engagement with the 'Safe Routes to School' and the 'Green Schools Travel Programme'.

Objective CMO22 – Safe Routes to School Measures

Promote walking and cycling for school trips by implementing the following measures:

- Identifying school sites that are as close as possible to the communities they serve.
- Ensuring new schools are designed with an emphasis on active travel and facilitation of same.
- Ensuring that adequate and secure bicycle storage is provided within schools.
- Prioritising school routes for permeability projects including the potential for shorter and safer routes to schools by the removal of physical barriers to active movement and provision and enhancement of pedestrian and cycle ways.
- Supporting the use of a range of physical measures to provide improved safety for pedestrians and cyclists at and close to schools, including the implementation of the Safe Routes to School Programme.
- Ensuring that suitable access points are provided to school sites for pedestrians and cyclists.

6.5.6.8 Personal Mobility Modes and Shared Mobility Schemes

There has been a rapid increase in personal mobility modes and shared mobility schemes in recent years based on a demand for more flexible, cheaper and greener travel options. Shared mobility refers to the shared use of a bicycle in the form of shared bike schemes or other travel modes with short-term access to one of these modes of travel as required. Personal mobility modes refers to personal vehicles such as bikes and scooters including electric and dockless models. These personal modes of travel have emerged in recent years and e-scooters, in particular, have become a visibly more popular transport mode across the Country including Fingal. Personal mobility allows for a convenient and flexible level of local mobility, supporting better connections with public transport and enabling active mobility intermodal trips. Both personal and shared mobility transportation modes, while generally facilitating shorter trips, provide alternative sustainable modes and further support the decarbonisation of transport.

Policy CMP16 – Personal and Shared Mobility Modes

Facilitate and support the use of personal mobility modes through the provision of adaptive infrastructure in line with relevant legislation and the expansion of shared mobility schemes throughout the County.

6.5.6.9 Promoting Behavioural Change

A shift toward more sustainable modes of travel will need to be supported at a local level through behavioural change initiatives. Tailored programmes and awareness-raising campaigns can have an influence on an individual's mobility choices, particularly when combined with high-quality travel infrastructure. The Council will continue to support initiatives to achieve greater level of modal shift including:

- Safer Routes to School Programme
- Cycling/Walking Initiatives including 'Gearing up for Training'
- Road Safety Measures – Promotion and Awareness
- Cycle Buses
- Walking Buses
- Bike to Work Scheme
- Cycling without Age

Policy CMP17 – Behavioural Change Initiatives

Support and facilitate behavioural change initiatives to achieve modal shift towards more sustainable modes and continue to seek funding from relevant funding agencies to advance sustainable mobility schemes and initiatives across the County.

6.5.7 Public Transport

Public transport is crucial in supporting future sustainable and economic growth within the County, providing more efficient and reliable access to key urban centres within the region as well as connectivity to other major towns and cities. It also enables high volumes of people to make movements and connections much more efficiently and easily without the use of the private car, enabling mode shift which in turn will help to reduce traffic congestion and harmful emissions and improving quality of life for residents, commuters and visitors. The NTA's GDA Transport Strategy up to 2042 provides the framework for the planning and delivery of transport infrastructure and services in the GDA over the strategy period.

Fingal is set to benefit from major rail and bus projects such as MetroLink, BusConnects and DART+ and LUAS Expansion under the *National Development Plan 2021–2030*. These projects are identified as key growth enablers for Fingal in the NPF and will significantly increase capacity and allow more services to operate across the region, facilitating Fingal's vision for compact growth and sustainable mobility, serving key destinations and facilitating opportunities along the route for high-density residential development, mixed-use and employment generating activities. These projects combined with enhanced walking and cycling facilities have the potential over the coming years to have a transformative impact on travel by shifting the dominance of car-based transport towards public transport. *The South Fingal Transport Study 2019* will also play its part facilitating sustainable growth within the Swords and south Fingal areas, particularly in the period before the delivery of MetroLink. The Council will continue to implement and support the recommendations of the Study in consultation with other stakeholders. This includes MetroLink, BusConnects, upgrades to the R132 and the delivery of the Swords Western Distributor Road.

The Council will continue to work with the NTA, the statutory agency responsible for long term strategic transport planning in the GDA and the relevant transport providers of the TII and Irish Rail, to focus on the delivery of an integrated public transport system to service newly developed and existing areas, to address gaps in the system, to improve access to public transport stops and services, to improve the integration between high-density development and public transport nodes and safeguard the route alignments for planned strategic public transport infrastructure which is further supported in Chapter 14 Development Management Standards of this Plan.

Policy CMP18 – Public Transport

Support the provision of a high-quality public transportation system that is accessible to all to serve the needs of the County and to enable a significant shift from car-based travel to public transport.

Objective CMO23 – Enabling Public Transport Projects

Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders.

8622
DART
DART
Keep Behind Yellow Line

Objective CMO24 – NTA Strategy
Support NTA and other stakeholders in implementing the NTA Strategy including MetroLink, BusConnects, DART +, LUAS and the GDA Cycle Network.
Objective CMO25 – Level Crossings and Public Transport Schemes
Ensure that appropriate measures are put in place to mitigate the impacts of level crossing closures on the Maynooth rail line including protection measures for public transport and increased priority for cycling and walking.
Objective CMO26 – Orbital Public Transport
Undertake a feasibility study for the progression of an orbital public transport route linking the Dublin–Belfast rail line, Swords, Dublin Airport, Finglas, Blanchardstown and surrounding areas along the route, during the lifetime of the Plan in consultation with the NTA and other stakeholders.
Objective CMO27 – Public Transport Routes
Work with the NTA and other relevant national transport agencies to establish future public transport routes that will support the County's medium to long term development, including orbital routes to provide connectivity between key urban centres and outer suburban areas.
Objective CMO28 – Bus Connectivity
Work with relevant national transport agencies to create bus connectivity between Dublin 15, including the Blanchardstown Centre and Dublin Airport/Swords.
Objective CMO29 – Integration of Public Transport Services and Development
Work with the NTA, TII and other relevant national transport agencies to optimise accessibility to public transport, increase catchment and maximise permeability through the creation of high-quality walking and cycling routes linking to public transport stops.
Objective CMO30 – Cycling and Walking Links
Avail of the opportunities provided by any public transport infrastructure works to improve and provide new cycling and walking links, including crossings of motorways and major roads which currently represent major permeability barriers to active travel especially in South Fingal.
Objective CMO31 – South Fingal Transport Study
Implement the recommendations of the *South Fingal Transport Study 2019* in consultation with the relevant stakeholders.

6.5.7.1 Rural Transport

This Plan acknowledges and supports the role rural transport services can play in maximising accessibility to rural areas within the County in addressing social exclusion and improving connectivity and mobility within rural areas. The NTA's Local Link rural transport service links many of the smaller settlements and rural areas around the County. The NTA is currently progressing Connecting Ireland, a public transport programme that aims to improve the quantity, quality and utility of public transport outside of the major urban areas, to introduce a systematic and strategic approach to planning new routes and services and to apply a

partnership approach to bus network planning. The Council recognises the potential to expand and diversify rural transport services to broaden its passenger base in response to local needs and Fingal County Council will continue to work with the NTA in this regard.

Policy CMP19 – Rural Transport

Support the Local Link and Connecting Ireland rural transport programmes and further enhancement of services in collaboration with the NTA and other relevant stakeholders in order to provide rural communities with access to improved bus services.

6.5.7.2 Supporting Measures to Complement the Public Transport Network

Further measures are required to support the delivery of an effective public transport system including:

6.5.7.3 Transport Interchange

The ability to interchange efficiently between modes is a key element in improving the attractiveness of sustainable transport modes including public transport and to enable the integration of the transport network. This Plan supports the development of high-quality transport interchange with a focus on the provision of legible, informative, direct, accessible, convenient, comfortable and secure interchange facilities to ensure seamless transition between different transport modes.

Policy CMP20 – Public Transport Interchange

Support and facilitate the provision of high-quality transport interchanges including the Blanchardstown Town Centre Bus Interchange within the transport network in order to facilitate seamless transition between different transport modes and to maximise the movement of people by sustainable modes in collaboration with the NTA, TII and other relevant stakeholders including key active travel representative stakeholders.

6.5.7.4 Park and Ride

Park and Ride involves the provision of high-capacity facilities for car parking as well as parking for all sustainable mobility modes at designated public transport interchanges to provide onward access to Dublin City Centre and other key destinations via high frequency public transport, walking or cycling. Park and Ride facilities will play a role in reducing congestion and provide opportunities for interchange between modes and widen the catchment for public transport services, enhancing accessibility to key destinations and strengthening the functional relationship between areas. This is particularly the case for rural or low-density areas where it is not feasible to provide high-frequency public transport services. Park and Ride is a component of NTA's GDA Transport Strategy where strategic Park and Ride facilities will be related to the delivery of key strategic public transport projects including MetroLink, BusConnects and LUAS Expansion projects. The Council will continue to work closely with the NTA to facilitate the delivery of Park and Ride facilities at strategic locations during the lifetime of this Plan. The provision of electric vehicle charging points to suit a variety of different charging speeds to support the transition to low emission vehicles and e-bikes will be required in the design and development of such facilities.

Policy CMP21 – Park and Ride

Support the provision of Park and Ride facilities in conjunction with supporting ancillary infrastructure to accommodate the transition to sustainable mobility modes at suitable locations in accordance with the large-scale transportation projects being delivered under the NTA Strategy.

6.5.7.5 Mobility Hubs

A mobility hub is a relatively new concept which is increasing across European cities with the aim to encourage multiple and sustainable travel options in areas adjoining existing public transport links with high concentrations of employment, housing, shopping, amenities and recreation. Typically, a mobility hub includes supplementary facilities including public transport stops, high-capacity cycle parking, bicycle sharing systems, dedicated car-club spaces, car-sharing spaces, electric charging facilities for cars and taxi drop-off to facilitate connectivity and ease of movement between different travel options. Local mobility hubs may include formalising existing surface or multi-storey car parks and existing rail and bus stations may also be retrofitted as mobility hubs. Together with quality public realm and placemaking, mobility hubs can help create vibrant and liveable places to support the travel experience. Following on from the success of the first Fingal County Council Mobility Hub in the D15 area, additional hubs will be rolled out by the Council on a phased basis across the County during the lifetime of this Plan and any additional mobility hubs will be facilitated through the Development Management process.

Policy CMP22 – Mobility Hubs

Support the development of mobility hubs at key public transport locations and local mobility hubs in tandem with new developments to include shared and personal mobility initiatives with a focus on ease of connectivity and quality public realm.

6.5.7.6 Car-Clubs/Car-Sharing Schemes

'Car-clubs' and 'pool car-schemes' are shared pools of cars available locally for short term hire and are a convenient alternative to car ownership. They allow for occasional car use but discourage unnecessary car journeys. Car-clubs are increasingly growing in Fingal and are an important tool in facilitating low-car development particularly in urban areas. They are an important method of facilitating the reduction of car ownership and supporting the shift to low carbon modes. To support the continued growth in the provision of car-clubs/car-sharing schemes, particularly as part of mobility hubs, high-density residential development or high employment and commercial uses, the Council will facilitate alternatives to private car ownership including the provision of more designated on-street bays for car-club schemes during the lifetime of this Plan.

Policy CMP23 – Car Clubs/Car Sharing Schemes

Support and facilitate the set up and operation of car-clubs and car-sharing schemes to facilitate an overall reduction in car journeys and car parking requirements.

6.5.7.7 Small Public Service Vehicles

Taxis provide an important transport service offering door-to-door trips, can supplement a public transport system and offer the ability to complete one-off trips that may be difficult to provide for efficiently by other

modes. To support these roles, the Council will facilitate and support the improved integration of small public service vehicles into the overall public transport network.

Policy CMP24 – Small Public Service Vehicles

Support the provision of small public service vehicles such as taxi transport, as a feeder service to public transport services and to encourage the provision of taxi ranks at transport interchanges and other appropriate locations.

6.5.8 Car Parking Management

The implementation of robust car parking policy in the County will play a key role in changing travel behaviour and promoting sustainable mobility. The Council already undertakes significant management of the public realm to ensure the effects of illegal parking behaviour by drivers is mitigated. As the importance of safe, comfortable and attractive public realm areas will increase under this Plan, the Council will continue to robustly enforce parking regulations in this regard. This Plan includes comprehensive car parking policies as well as standards set out within Chapter 14 Development Management Standards of this Plan. This includes a particular emphasis on car parking as a demand management tool and a driver for behavioural change. This Plan promotes accessible car parking, car-share schemes and electrical vehicle charging both on the existing road network and in private developments through the Development Management process.

Policy CMP25 – Car Parking Management

Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.

Objective CMO32 – Car Parking Standards

Implement appropriate car parking standards for a range of land-use types, where provision is based on factors such as site location, level of public transport accessibility and impact of parking provision on local amenity.

Objective CMO33 – Accessible Car Parking

Promote appropriate parking arrangements for specific user requirements in town and district centres, public transport nodes and other destinations.

6.5.9 Protection of Strategic Transport Connections

The importance of the existing air, road and rail transport corridors within the County that provides strategically important connections internationally and between other major cities within the Country as well linking to other key urban centres with strong regional functions is acknowledged and supported. National and Regional policy objectives seek to protect and enhance global connectivity and regional accessibility which is essential for Fingal to retain and strengthen its economic competitiveness, ability to attract inward investment and its attractiveness as a tourism destination.

Policy CMP26 – Strategic Connections

Support the economic competitiveness of the County through the protection and enhancement of international and regional accessibility and inter–urban connectivity in accordance with policy objectives of the NPF and RSES for the region.

6.5.9.1 Dublin Airport

As the primary international gateway, Dublin Airport plays a vital role in providing international connectivity and is an important economic driver to Fingal, the mid-east region and nationally. It is also acknowledged that with the impact of Brexit and the Covid-19 pandemic on our economy, our international gateways are key to safeguarding our resilience and ability to adapt to change. The *Dublin Airport LAP 2020* sets out a framework to facilitate the future development, operation and safeguarding of Dublin Airport. Chapter 8 Dublin Airport of this Plan refers in more detail. In line with the land-use planning policy of the *Dublin Airport LAP 2020*, the increase in the connectivity offered by Dublin Airport, is contingent on:

- Continued protection of the core transport function of the Airport.
- Enhanced land-side access to Dublin Airport, particularly through public transport provision such as MetroLink and BusConnects.
- Implementation of the recommendations of the *South Fingal Transport Study 2019*.
- Careful land use management of land-side areas to focus on the current and future needs of the Airport as key infrastructure for National and Regional development.

Policy CMP27 – Dublin Airport, Transportation, Surface Access and Freight

Support the continued protection of the core transport function of Dublin Airport including measures to enhance surface access, public transport connections and strategic freight movements.

Objective CMO34 – Dublin Airport and MetroLink

Promote and facilitate the development of MetroLink, connecting Swords to the Airport and on to the City Centre.

6.5.9.2 Dublin Port

As a major transport and logistics hub, Dublin Port provides a direct trading route to the UK and Europe and is a port of national significance and a significant driver of economic development in the mid-east region. Fingal County Council supports the ongoing development of Dublin Port having regard to wider transport and infrastructural considerations for the Dublin region. This Plan provides policy objectives to manage the national road network to ensure ongoing efficient access for freight from all parts of Ireland to Dublin Port, including controlling inappropriate development near to, or that disproportionately impacts on, the national road network including the Dublin Tunnel, the motorway network and motorway interchanges.

Policy CMP28 – Dublin Port, Surface Access, Logistics and Freight

Support the ongoing development of Dublin Port having regard to wider transport and infrastructural considerations of the Dublin region including the provision for inland freight facilities such as logistics hubs and freight depots and storage facilities as required.

6.5.9.3 The Dublin – Belfast Inter-City Rail Line

The Dublin to Belfast inter-city route provides a critical transport connection for the Dublin – Belfast Economic Corridor, supporting economic growth and competitiveness within this corridor. The Government's *All Island Strategic Rail Review* will examine the rail network across the entire island of Ireland in partnership with Northern Ireland with the aim to enhance connectivity, regional accessibility and achieve faster speeds on rail lines between the major cities including Dublin and Belfast, including the potential to increase rail freight, while facilitating policy objectives, north and south, relating to sustainable mobility and growth and climate change objectives. Fingal County Council supports this review in recognition of the strategic importance of this rail corridor connecting Dublin and Belfast.

Policy CMP29 – Rail Network and Freight Transport

Work with Irish Rail, the NTA, TII and other stakeholders to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable passenger and freight transport and improved regional and cross-border connectivity.

6.5.10 Roads Network

Road infrastructure retains an important position in the overall transportation network, catering for the movement of people and goods. Over the plan period, the challenge is to ensure that new developments do not add to congestion or saturation of the road network to the point of rendering the network inefficient. The County's road network must be managed effectively in order to keep all road users interacting safely and efficiently while ensuring full accessibility and maintaining the economic competitiveness of the County in accordance with the robust policies and objectives set out in this chapter including supporting objectives in Chapter 14 Development Management Standards of this Plan.

6.5.10.1 National Roads

Fingal is well served by the national road network with the M1 Dublin to Belfast, the N2/M2 Dublin to Derry, the N3/M3 Dublin to Ballyshannon, and the M50 all traversing the County. Virtually all the national road network in the County is either motorway or high-grade dual carriageway.

The primary purpose of the national road network is to provide strategic transport links between main centres of population and employment. Fingal County Council continues to maintain and protect the safety, capacity and efficiency of the strategic national road network including the M50 and M1 corridors in collaboration with TII and other relevant stakeholders. Local access to this strategic network will continue to be managed and restricted through the Development Management process to protect the 'movement'

function of these national roads and to discourage use by local traffic for short trips. Fingal County Council will continue to collaborate with the NTA and TII towards the implementation of demand management measures on national routes. The M50 Demand Management Study recognises that traffic demand on the M50 is required to ensure that the M50 can perform its strategic function for the foreseeable future. The Council will continue to work with TII to support major improvements to the national road network and to maintain and protect the safety, capacity and efficiency of national roads and associated junctions in accordance with the *Spatial Planning and National Roads Guidelines for Planning Authorities 2012*.

6.5.10.2 Regional/Local Roads

The regional and local road network provides important links between the towns and villages across the County and they supplement the national road network. Fingal County Council will continue to maintain, manage and operate the existing regional and local road network in an efficient and restrictive manner to protect the strategic function of the national road network as well as providing for high-quality walking and cycling connections where appropriate and access and priority for public transport routes.

To deliver sustainable connectivity, all relevant departments within Fingal County Council will prepare an up-to-date review of recently passed green infrastructure/climate change policy objectives and incorporate into a sustainable strategy for the Swords Western Distributor Road and its catchment area. This review will include implementation recommendations and will involve consultation and engagement with key stakeholders, including CODEMA, EPA and resident's associations.

In keeping with Action 231 of the *Climate Action Plan 2023*, the Council will assess their road network and identify where additional space can be reallocated to pedestrians and cyclists to continue the improvement and expansion of the active travel and greenway network.

The Council's proposals for development of the County's transportation network are outlined in Table 6.3.

Table 6.3: Transportation Schemes

N2 Upgrade Rath to Kilmoon	Cappagh Road – Dunsink Lane
Balbriggan Ring Road R122 to R132	Stockhole Lane Upgrade
Castlelands Link to R127	Sillogue Bridge Link
Skerries Southern Relief Road – R128 to Railway Line	St Margaret's Bypass to Northern Parallel Road
R126 Donabate – Lissenhall	Cappagh Road – Huntstown R135 Link
Swords Outer Relief Road	Dunsink Lane – Abbotstown Link
Swords Western Distributor Road	N3 Upgrade M50 – Clonee
Fosterstown Link Road	N3 Castaheany Interchange Upgrade
R106 Malahide–Swords Road Upgrade	Kellystown Road
R123 Moyne Road realignment	Kilshane Cross Upgrade
R107 Malahide Road/Clare Hall Bypass	Cappaghfinn Road
R107 Malahide Road Upgrade	Barrysparks Link Road

- Station Road, Portmarnock and Drumnigh Road Junction
- East–West Distributor Road: Malahide Road to Stockhole Lane
- Naul Road Upgrade (M1 Junction 6 exit to the roundabout on the R122)
- East West Distributor Road: Stockhole Lane to Cherryhound
- Toberburr Road Upgrade

Policy CMP30 – Roads Infrastructure

Prioritise new road developments that facilitate improvements in the overall efficiency of the transportation network including through the provision of new bridge crossings or new cycling and walking infrastructure.

Policy CMP31 – Supporting Sustainable Local Development

Prioritise new road developments that underpin new development areas that support sustainable local development.

Policy CMP32 – Sustainable Roads Infrastructure

Prioritise changes to existing roads infrastructure that underpins sustainable development, maintains road safety and network efficiency.

Policy CMP33 – Protection of TEN-T Network

Support the protection and enhancement of the EU TEN-T network including the strategic function of the Dublin to Belfast road network which provides a critical transport connection within the Dublin-Belfast Economic Corridor.

Objective CMO35 – Management of Road Network

Work with the TII and other relevant national transport agencies, to protect and enhance the capacity of national routes, to minimise the impacts on the management of the broader network and to support the economic competitiveness of the County.

Objective CMO36 – Strategic Roads Network

Maintain and protect the safety, capacity and efficiency of National roads and associated junctions in accordance with the *Spatial Planning and National Roads Guidelines for Planning Authorities 2012*, the Trans-European Networks (TEN-T) Regulations and with regard to other relevant national and regional policy documents, as required.

Objective CMO37 – National Transport Agencies

Work with the TII and NTA and other relevant national transport agencies to protect capacity and deliver improvements of the strategic road network and junction upgrades where necessary in line with National and Regional policy objectives.

Objective CMO38 – M50 Demand Management Study

Facilitate the implementation of the demand management measures in the M50 Demand Management Study, as required.

Objective CMO39a – N2 Scheme

Support and facilitate the TII, NTA and Meath County Council in the planning and delivery of an N2 Scheme north of Ashbourne aimed at addressing road safety issues and facilitating significantly enhanced levels of active travel and public transport measures along the route corridor.

Objective CMO39b – N3 Scheme

Support and facilitate the TII and Meath County Council in the planning and delivery of the N3 Upgrade between the M50 and Clonee.

Objective CMO39c – M3 and M4 Schemes

Support and facilitate the TII, NTA, Meath County Council and Kildare County Council in the planning and delivery of a new link between the M3 and M4. Any such link must not run through the suburban areas of Fingal, Liffey Valley SAAO or St. Catherine's Park.

Objective CMO40 – Management of Regional and Local Road Network

Improve, manage and maintain the strategic regional and local road network in the County, in a manner which safeguards the strategic function of the road network.

Objective CMO41 – Transportation Schemes

Seek to implement the transportation schemes indicated in Table 6.3.

Objective CMO42 – Road and Street Proposals and Environmental Protection

Work with the relevant national transport agencies to ensure that all road and street network proposals have regard to pertaining environmental conditions and sensitivities including biodiversity, protected habitats and species and incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.

Objective CMO43 – Roads and Street Proposals and Green Infrastructure

Ensure that all new roads and streets are designed to enhance insofar as feasible, the County's Green Infrastructure network by ensuring adequate replacement and additional planting of native species and pollinators and to ensure that SuDS approaches are used to treat surface water run-off.

Objective CMO44 – Roads and Street Proposals and Nature-Based Solutions

Incorporate sustainable drainage features and wildlife crossings including bridges and underpasses into the designs for new road infrastructure and where possible, incorporation of such measures into the existing road network.

6.5.10.3 Roads and Streets Design

The design of streets in urban areas is guided by the *Design Manual for Urban Roads and Streets 2019* (DMURS) and the *DMURS* and *Interim Advice Note – Covid 19 Pandemic Response 2020*. In rural areas, the Council will apply best practice in terms of engineering and road safety, biodiversity, sustainable drainage and public realm design in order to balance the needs of road users with impact on the environment and the needs of other stakeholders. This Plan will support the implementation of DMURS principles for all new transportation and public realm schemes within the County.

Policy CMP34 – Road and Street Design

Ensure that roads and streets within the County are designed to balance the needs of all road users, including children and other vulnerable road users and promote road safety, place-making and sustainable movement, providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.

Objective CMO45 – Design Manual for Urban Roads and Streets

Design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within DMURS.

- Junctions will be designed with corner radi that reduce pedestrian crossing distances to the minimum allowable by DMURS wherever possible.
- The narrowest carriageway widths allowable by DMURS will be the default standard in Fingal wherever possible.

Objective CMO46 – Speed Limits and Traffic Calmed Areas

Expand the 30kph speed limits and traffic calmed areas at appropriate locations throughout the County including in towns and village areas where appropriate and to all residential developments and at schools.

Objective CMO47 – Road Safety and Rural Roads

Prioritise safety on rural roads and junctions, while having regard to the protection of biodiversity, Green Infrastructure and rural character present in roadside trees, hedgerows and banks.

Objective CMO48 – Roads and Streets and Green Infrastructure

New roads and streets to incorporate green Infrastructure elements such as sustainable drainage infrastructure, planting of native trees, hedgerows and pollinator species in medians and on roadside verges, as appropriate to the location.

6.5.11. Freight, Delivery and Servicing

The construction of additional homes, employment and educational facilities will result in increased movement of freight. There will also be a greater level of delivery and servicing activity due to economic activity and with the continued shift to online shopping. The RSES supports the need to develop a Regional Freight Strategy to accelerate the decarbonisation of the freight sector and reinforce the important role that the strategic rail and road (including TEN-T) network play in efficiently moving freight. Fingal County Council supports the development of this strategy in recognition of the need to decarbonise freight and the inter-regional nature of freight movements, especially as a result of increased activity to and from Dublin Airport and Dublin Port as well as increased development throughout Fingal and the mid-east region. It is also a key objective of the NPF and RSES to improve access to Dublin Airport and Dublin Port. The Government's *All Island Strategic Rail Review* proposes an investigation into the feasibility of increasing rail freight on the rail network. Fingal County Council recognises and supports the potential that exists for the efficient use of the rail network to transport freight.

HGVs play a key role in moving goods throughout the Country including Fingal. HGV movement can have significant impacts on the operation of traffic, noise, air pollution and the safety of other road users, particularly within urban environments. Central areas of towns and villages are often unsuitable for heavy goods traffic. Restricting HGV movements through towns, villages and neighbourhoods contribute to the creation of a safe and friendly environment for cyclists and pedestrians through the recovery of street space and the reduction of conflicts between modes. Fingal will work with local businesses to achieve these restrictions in HGV movements including through initiatives such as Direct Vision Standard and HGV safety permits.

In order to maximise the efficiency and safety of servicing, deliveries and the operation of freight in the County and to minimise its associated negative road safety and environmental impacts, this Plan will:

- Support the development of a Regional Freight Strategy.
- Support and facilitate the implementation of targeted freight management measures such as the designation of specific freight routes and delivery periods at designated times of day.
- Support the reduction in the amount of 'last mile trips' being made by motorised vehicles and facilitate shared logistics hubs and the transition to zero-emission delivery vehicles such as cargo bikes or small electric vehicles delivering to shops and restaurants.
- Require Delivery Service Plans for major new developments.

Policy CMP35 – Freight Transport
Facilitate the needs of freight transport in accordance with the NTA's GDA Transport Strategy.
Policy CMP36 – Regional Freight Strategy
Support the development of a Regional Freight Strategy to accelerate the decarbonisation of the freight sector and promote the important role that the strategic road and rail network play in efficiently moving freight.
Policy CMP37 – 'Last-Mile Delivery'
Support and facilitate the use of the 'last-mile' delivery through the development of micro hubs and distribution centres and other means.

Objective CMO49 – Management of Freight Movements
Implement appropriate measures to manage freight movements and deliveries in town and village centre areas.
Objective CMO50 – Services/Logistics Strategy
Prepare a Servicing/Logistics Strategy for the County in collaboration with relevant stakeholders to ensure the continued viability and economic competitiveness of the County.
Objective CMO51 – Delivery Service Plans
Require the preparation of Delivery Service Plans for all new major developments where applicable.

7. EMPLOYMENT AND ECONOMY

7.1 Introduction

Fingal County has significant economic advantages and the County has experienced significant growth in terms of population and employment in the past number of years. Fingal has major economic assets, including Dublin Airport, proximity to Dublin City and the Dublin Tunnel, road and rail infrastructure and a prime location on the Dublin–Belfast Economic Corridor (DBEC). The preparation of this Plan comes at a time of economic change and uncertainty. The Covid-19 pandemic and Brexit have presented many challenges to the economy and in line with the Regional Spatial and Economic Strategy (RSES), the economic strategy of Fingal County Council will be for growth that is sustainable, competitive, inclusive and resilient. Fingal already possesses a strong economic base and the focus will be to sustain this base, to ensure resilience and to build on our strengths throughout the County. Fingal County Council are the co-ordinating Local Authority for the DBEC Project which aims to drive job creation and economic development along this strategic corridor.

The Council is working with key government departments, other state agencies and with cross-border collaboration to highlight the strategic importance of the corridor through the National Development Plan and to leverage that recognition from local to international level to attract investment in Fingal as the premier location within Dublin and along the DBEC to do business.

The Economic Social Research Institute (ESRI) noted that continued strong performance of the export sector in 2021, coupled with a significant recovery in consumption and investment, suggests that the domestic economy could grow substantially and that the Irish economy would grow by over 11 percent with growth of almost 7 percent likely in 2021. Unemployment, which peaked at 25 percent in Q1 2021, would likely decline to 9 percent by the end of 2021 and would average 7 percent in 2021. (Quarterly Economic Commentary – Summer 2021), encouraging news for the Irish economy and for Fingal's economic and employment sector.

The County is home to a wide range of key economic sectors, including retail, tourism, aviation, manufacturing, agricultural and agri-food, ICT and financial services, healthcare and pharmaceutical, marine and rural economic activity. The strategic policies and objectives for each sector will be detailed in Section 5 of this chapter. Aviation will be discussed in Chapter 8 Dublin Airport.

A key strategy for the future economic development in Fingal includes appropriately locating intensive employment uses adjacent to public transport networks and where appropriate, residential developments, encouraging existing economic clusters and developing new clustering opportunities and rejuvenating existing business and industrial parks, land and buildings. The need to transition to a low carbon society and provide support for the circular and green economy is central to the County's economic strategy.

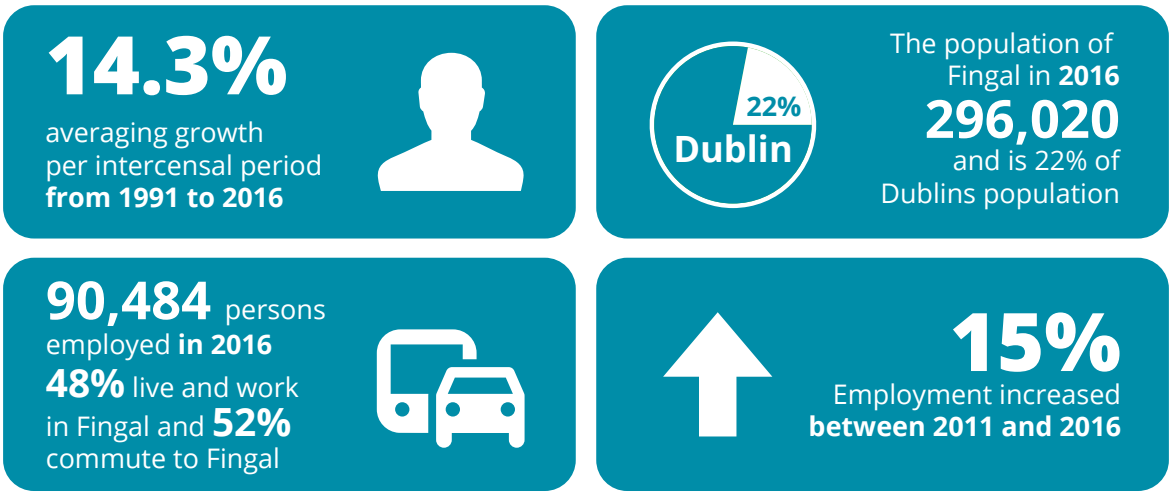
This chapter sets out the policy context by which economic development is guided. An outline of Fingal's economic and employment situation is provided in Section 2, including economic progress to date. Section 3 of the chapter outlines the opportunities for economic development in the County and the strategic aims are provided in Section 4. The final Section 5 of this chapter details the strategic policies and objectives that will form the basis for economic development and employment for the lifetime of this Plan. This chapter is informed by the *Fingal Economic and Employment Land Use Study KPMG, Future Analytics June 2021* and is prepared in accordance with national, regional and local economic development policies and objectives.

7.2 Context

Fingal has a strong economic base and the Council has continuously supported economic development in the County. Successful economic development requires a synergy of several factors and the Council has to date been effective in achieving this at a number of locations throughout the County. Below is an account of the influences at play regarding economic development and how Fingal has worked to enhance and develop its economic activity in the last six years.

7.2.1 Expanding Labour Force

Fingal has displayed significant growth over the past few decades, averaging 14.3% per intercensal period in growth from 1991 to 2016. The population of Fingal reached 296,020 people in 2016 and accounts for 22% of the Dublin population and is therefore the second most populous Local Authority after Dublin City. In 2016, the labour force in Fingal numbered 133,971 and there were 90,484 persons employed in Fingal County. Employment in the County increased by 15% between 2011 and 2016. 48.0% of these workers (43,440 persons) both live and work within the County, while 52.0% (47,044 persons) lived outside of Fingal County and commute in each day for employment. The labour force participation rate in Fingal is the highest in the region at 66.9% compared to the state average of 61.4%. Notably, Fingal has one of the youngest, highly educated and most diverse populations in the state and over 30% of the population of the County have a university education.



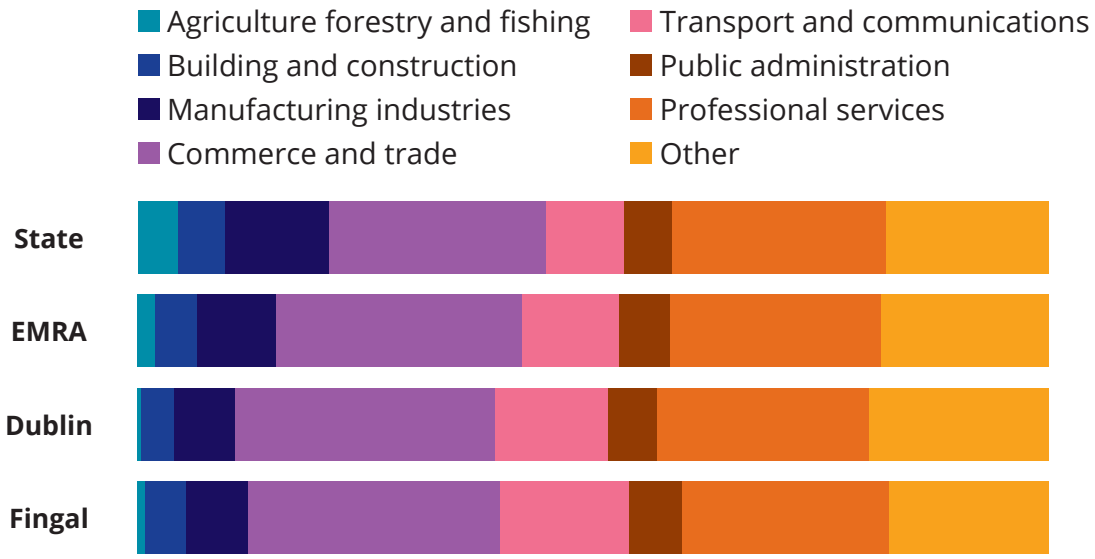
7.2.2 Variety of Employment Opportunities

In Fingal in 2020, 109,000 persons were employed in the SME sector within 8,286 businesses recorded. Fingal has a number of significant clusters within the County and is home to some of the leading names in the technology, life sciences and pharmaceutical sectors. The largest employment sectors in Fingal for residents are commerce and trade (27.6%), professional services (22.7%) and transport and communications (14.2%). In Fingal, the proportional industry splits are relatively comparable to the national, regional and Dublin

breakdown with dominance of commerce and trade and professional services. Some notable distinctions include a slightly higher proportion working in transport and communications (potentially related to the presence of Dublin Airport and various IT companies in the area), public administration (potentially due to the presence of public bodies in Fingal and more generally in Dublin) along with a relatively higher proportion in agriculture, forestry and fishing when compared to Dublin (likely due to the extensive and historic industries in north County).

Fingal is a major employer across all sectors, supported by a strong supply of zoned land. Fingal has an established industrial base, with recognised clustering of various business. Clustering has been a key policy concept over the years in Fingal and has resulted in a number of successful clusters throughout the County, namely; the ICT sector in Blanchardstown, the pharmaceutical sector in both the Swords area and in Blanchardstown/ Mulhuddart area, the Aviation sector in proximity to Dublin Airport and the Agri-Food sector in rural locations principally to the north of the County.

Figure 7.1: Persons at work (%) by industry (Source: CSO)



7.2.3 Excellent Employment Zoned Lands

There are currently 4,574 hectares of land zoned for employment, industry and enterprise uses throughout the County. 1,608 ha has been developed as of September 2021. The majority of employment opportunity is located within the existing key settlements with just 26.4% (23,924 jobs) of employment occurring outside of these settlements. The largest concentrations of employment within all sectors is within the Consolidation Metropolitan Area (CMA) of Fingal adjoining Dublin City with 47% of all jobs in the County.

Fingal has a wide Functional Economic Market Area (FEMA), pulling in workers from around the Country. Sub-County, these workers are travelling to a number of key employment hubs. The Consolidated Metropolitan Area (CMA) (including Swords, Blanchardstown, Baldoyle etc.) contains the largest number of jobs in the County and has a significant functional economic area with large proportions of the immediately contiguous

local area commuting to work in the catchment. The CMA is a significant employer for County Meath also with notable concentrations of local workforces coming from Dunboyne and Dunshaughlin. Swords has the second highest concentration of workers commuting to the settlement for work in the County and 35% of the working population living in Swords work locally.

The Dublin Enterprise Zone (DEZ) continues to develop and attract businesses. The Dublin 15 location has many benefits for business, being situated very close to Dublin Airport, accessible via the M50, which runs right through the Dublin Enterprise Zone. The M50 Motorway also links to Dublin Port via the Dublin Tunnel on the M1. Having regard to the commencement of the roll out of the BusConnects programme along with the provision of additional bus routes in the Dublin 15 area, there are presently eight separate Dublin Bus routes and 6 separate Go Ahead Ireland routes traversing the Zone. These transport links provide any enterprise or business located in the Dublin Enterprise Zone exceptional access to goods and services. The majority of businesses are indigenous, playing a crucial role in the development of the area. Pallas Foods constructed a 33,000 sq. m. warehousing facility on a site of 16 hectares within the Dublin Enterprise Zone. Alexion Pharma International constructed a 15,000 sq. m. development comprising offices, laboratories, and warehousing on a site in excess of 16 hectares. Alexion also announced the further development of a 20,000 sq. m. new biologics manufacturing facility at College Business Park in Blanchardstown. The DEZ has a population of 100,000 people and is a national economic asset that is home to over 800 businesses including IBM, Alexion, Mallinckrodt, PayPal, Symantec and Westpharma. Fingal County Council is dedicated to providing a pro-business environment with considerable investments having been made in the Dublin 15 region, as well as the continued commitment to investing and promoting the DEZ to attract foreign and domestic direct investment. In addition, the Council will continue to attract investment across all locations in the County including Stephenstown and the wider Balbriggan area which is experiencing an upturn at present and will benefit from substantial investment under the Council's Capital Programme and the Urban Regeneration and Development Fund. In 2019 the Council published the *Our Balbriggan Rejuvenation Plan 2019 – 2025* which outlines a range of socio-economic objectives to rejuvenate the town and sets out an ambitious transformation plan for Balbriggan's public realm, infrastructure and amenities as the town looks to attract more investors and visitors to boost the local economy.

7.2.4 Vibrant Retail

Retail plays a significant role in the growth and economy of Fingal and the retail sector is the single largest industry in Fingal County by count of enterprise (2020 Q4) with over 1,500 businesses active within the industry. Fingal has two major urban retailing centres, Swords and Blanchardstown which support employment and are destinations within Fingal. Retailing in Fingal continues to support the considerable investment by the public and private sectors in urban renewal, by providing shopping facilities to residents and by adding to the vitality and attractiveness of urban areas.

Retail demand is largely a function of population and available consumer expenditure. Overall population growth in Fingal County has been significant over the past 10 years. Levels of growth have not been evenly distributed across the County but has largely focused in existing urban centres. Swords, and Blanchardstown account for 30.7% of the absolute growth (10.4% and 20.3% respectively), while existing Level 3 settlements account for a further 34.6%. The remainder account for 34.7%. Spatially, population growth appears correlated to proximity to Dublin City and the M50/M1 network.

7.2.5 Growing Tourism Sector

Tourism is one of Fingal's most important economic drivers which is fully embraced by the Council. Through Dublin Airport, Fingal provides the national major link between Ireland and international tourists. Fingal's tourism sector is characterised by large numbers of SMEs, with 800 businesses providing accommodation and catering services. Guest accommodation supports an estimated 3,000 full time job equivalents and the catering sector provides a further 2000 jobs. The implementation of the Tourism Statement of Strategy and Work Programme 2017 – 2022 including the marketing of Fingal as a visitor location and the engagement with local tourism groups continues across the County. Flavours of Fingal continues to grow and highlight the quality and depth of food and farming in Fingal.

7.2.6 Unique Rural Environment

Rural Fingal is comprised of a large number of diverse towns, villages and natural assets. The rural economy is driven by minor towns and villages such as Portrane, Coolquay, Kinsealy, Rivermeade, Rolestown as well as other core towns such as Balrothery, Loughshinny, Ballyboughal, Naul, Balscadden, Oldtown, Garristown, Ballymadun and other areas. There are currently a variety of small, medium and larger-scale commercial enterprises operating in rural areas throughout the County, which provide important sources of employment and contribute to the diversification of the rural economy. The Council supports existing rural employment and commercial enterprises and will promote and encourage appropriately scaled enterprises. Fingal has a very strong indigenous agri-food sector cluster, with many of the key national horticulture brands based in Fingal. This is a key employment sector for rural communities. These include enterprises such as Keelings, Country Crest, Sam Dennigan, Keoghs and Donnellys.

7.2.7 Economic Support

In a bid to help businesses during Covid-19, Fingal County Council paid out €31.1m to 2,143 businesses in the County for the Restart Grant in 2020 which provided direct grant aid to micro and small businesses to help them with the costs associated with either staying open or reopening and re-employing workers following Covid-19 closures. A further €1.1m was paid out to support 214 businesses under the Small Business Assistance Scheme for Covid (SBASC) in 2021.

in 2020
€31.1m paid
to **2,143** businesses
with the Restart Grant

in 2021
€1.1m paid
to **214** businesses
with the Small Business
Assistance Scheme for Covid

The Fingal In It Together Charter was developed to promote businesses in Fingal and stimulate the local economy including promotion and marketing of local business and measures to assist businesses in reopening as public health restrictions eased. The Council also introduced other economic stimulus measures to support businesses in the post-Covid-19 environment such as the Parklet Partners Initiative, a Shopfront Improvement Grant Scheme and the Outdoor Dining Scheme funded by Failte Ireland. In addition, a number of measures were introduced to drive local footfall such as pedestrianisation of designated streets, provision of additional public facilities, bike-share schemes and a variety of active travel initiatives.

Fingal County Council oversees 3 Enterprise Centres, which have developed co-working and remote working facilities in the post-Covid-19 environment suitable for SMEs and start-up companies and freelancers, with particular emphasis on ensuring their provision within large schemes to offer opportunities associated with clustering and networking.

7.2.8 Stakeholder Collaboration

Fingal is the fastest-growing Local Authority area in the Country, and the creation of sustainable jobs is a key focus. Fingal County Council launched the Fingal Skills Strategy in 2019, the first of its kind to be developed by any Local Authority in Ireland, which identifies gaps between the existing skills of Fingal's workforce and the skills that employers need both now and in the future. The strategy is a roadmap for future skills development and a model of best practice in the local government sector for the provision of leadership and collaboration between educational providers and a range of industrial sectors.

Fingal County Council are working in collaboration with seven other Local Authorities and two universities in a cross-border initiative to drive job creation and economic development along the Dublin Belfast Economic Corridor (DBEC). The DBEC Project is strategically important in attracting investment along the corridor and to Fingal as a premier location to do business.

7.2.9 Successful Funding Bids

Funding has been granted under the Urban Regeneration Development Fund for two significant projects – Sustainable Swords and Our Balbriggan Rejuvenation Plan. Funding has been awarded for a number of Town and Village Renewal Schemes in eligible towns and villages in the County which includes local improvement and enhancement projects in rural towns and villages across Fingal. The Department of Rural and Community Development also provides funding for projects under the Community Enhancement Programme and the Streetscape Enhancement Scheme while the Council provides specific placemaking and events funding to local community groups throughout the County.

7.2.10 Sustainable Land Use Planning

The Masterplan lands at Barrysparks and Crowscastle 2019 will accommodate a mixed-use commercial and residential development that will grow into a key economic cluster both for Swords and the Greater Dublin Area. The strategic employment land bank at this location will play a key role, accommodating up

to c. 180,000 sq.m of commercial space and c. 14,500–15,500 additional jobs over a period of 20 years, and providing for c. 700–750 new residential units. The Estuary West Masterplan lands will provide 18,000 – 20,000 sq. m. of commercial floorspace and up to 1,500 jobs. The integrity of the Dublin – Belfast Economic Corridor and the Metro and Rail Economic Corridor continues to be protected so that it can act as a catalyst for future economic and physical development.

The Masterplan lands at Barrysparks & Crowscastle
c. **180,000 sq.m** of commercial space
c. **14,500-15,500 additional jobs** over a period of 20 years
c. **700-750** new residential units

The Estuary West Masterplan lands
18,000 – 20,000 sq.m. of commercial floorspace
up to **1,500 jobs**

The Dublin Airport Local Area Plan
Phase 1 – **41,677 sq.m.**
Phase 2 – **33,787 sq.m.**

7.3 Opportunities

While Fingal's geographic location offers it an advantageous position on the eastern seaboard in terms of attracting population and economic development, it is essential that the County continues to develop in a sustainable manner, where orderly and compact growth form the basis of economic policies into the future. The aim is to provide and enhance settlements/areas/communities which attract people, where they can live, work, study and invest in. Fingal has a strong economic base, and the aim is to build on the success of existing economies, support and develop new enterprises (both indigenous and FDI) and provide the necessary infrastructure to entice future growth.

External impacts such as Brexit and Covid-19 have had a devastating effect on many economies in the County. However, there are several reassuring factors which will provide opportunity for recovery and expansion of sustainable economic development and employment in the County. These include the following:

- In terms of its geographic location, Fingal is in an advantageous position due to its proximity to the Dublin–Belfast Economic Corridor which provides opportunities to attract investment, create jobs and collaborate with key partners to stimulate economic development at a regional level.
- Dublin Airport's strategic location within Fingal provides access to national and international markets making Fingal an attractive location for business to locate.

- The RSES envisages that the population of the Eastern and Midland region will grow by approximately 500,000 persons by 2040, and that of Fingal County increasing by approximately 73,000 by 2031. While this growth may present some challenges in terms of housing and service provision, it will also present an opportunity to make our urban areas stronger, providing a range of quality urban spaces which attract a skilled workforce, while in turn providing infrastructure and jobs that are required to deliver high quality employment that is well-paid and sustainable.
- The NPF and RSES compact growth requirement will allow areas in Fingal to develop to their full capacity. The identification of strategic development areas for population and employment growth in the RSES provides an additional framework for growth for Fingal where economic activity can develop and prosper in conjunction with appropriate infrastructure provision.
- Infrastructure provision will be a key factor for the economic development of the County and the prospective MetroLink, BusConnects and Dart + projects will bring significant economic benefits to Fingal. Transport and infrastructure interventions are expected to facilitate the modal shift in alignment with the policy hierarchy and national, regional and local objectives such that they encourage sustainable ways of improving Fingal's integration, connectivity and the movement of workers. Greenway developments will have knock on effects on coastal towns and tourism in general. The rollout of broadband in the County under the National Broadband Plan will ensure that the County, its people and businesses, are more connected and competitive. These infrastructural improvements combined with the increased provision of remote working and co-working hubs will all serve to increase the quality of life for residents, decentralise urban areas, decouple employment and residential areas where required, improve congestion, revitalise local economies and enhance local communities.
- Fingal has a diverse sectoral base of enterprise that acts as a draw for 57,000 workers to come from outside of the County, providing opportunities for a variety of employee types.
- Fingal has the youngest and most diverse population in the country with over 30% of the population of the County having a university education. The very highly educated resident workforce is likely to catalyse local enterprise development.
- Fingal has a lower commercial vacancy rate than the national average and it has in excess of 3,000 hectares of undeveloped employment zoned lands and a significant amount of agricultural land.
- Fingal has a very strong indigenous agri-food sector cluster, with many of the key national horticulture brands based in Fingal. This sector is still underdeveloped and the quantum of agricultural land available and favourable zonings for the sector create significant potential to grow the sector and its employment base into the future.
- Fingal had a high employment rate prior to the Covid-19 pandemic (90% in 2016) and it is envisaged that it can return to similar rates over the next number of years.
- The opportunities for coastal towns of the County and the marine sector could be developed to better leverage tourism, to reduce leakage and maximise tourism expenditure.

- Fingal County Council's three Enterprise Centres offer shared workspace and remote working options for individuals and businesses. These are particularly important facilities in current times and all three Enterprise Centres continue to expand and develop their offering, subject to demand.
- Fingal County Council has launched the Sustainable Fingal campaign to liaise with and assist businesses in developing sustainable business measures and developing the green economy and the circular economy. This provides an opportunity for businesses to adapt a sustainable business approach which can lead to overall efficiencies, cost savings and help position businesses to secure new customers and new contracts given the increased customer focus on climate action and sustainability.
- The Fingal In It Together Charter aims to unite businesses across the County in supporting each other and provides reassurance to consumers that they are shopping local and supporting Fingal businesses.
- The continued promotion by Fingal County Council of the following areas provide additional enterprise development and job prospects for highly skilled workers:
  - the Dublin 15 industrial land through marketing the Dublin Enterprise Zone to clusters in pharmaceuticals and healthcare and Information and Communication Technology (ICT)
  - the Dublin–Belfast Economic Corridor (in partnership with 7 other Local Authorities and 2 universities)
  - Smart Balbriggan, under the Smart Dublin umbrella, marketing Balbriggan for ICT, high technology and innovation clustering.
- Fingal County Council have an excellent working relationship with both the IDA and Enterprise Ireland and will continue to actively engage with these agencies to promote Fingal as the ideal place to invest and do business.
- Fingal County Council prepared the Fingal Skills Strategy in 2019 and has established an Implementation Group to progress and implement the recommendations of that Strategy in the context of a post-Covid environment. The Skills Strategy brings together education providers and industry in collaboration to work towards ensuring that there will be an adequate supply of sufficiently skilled labour available in Fingal over the coming years to maximise economic development.
- The retail sector is a significant employer and economic contributor in the County, and it plays a key role in placemaking and creating attractive liveable environments. As a significant attractor it enables the provision of strong mixed-use commercial cores throughout the network of city, towns and villages in the Region and can play a key role in the regeneration of areas.
- The Council continues to work with Fáilte Ireland on the Dublin Coastal Trail and the Coastal Destination Experience Development Plan (DEDP) which will provide added opportunities for local small and medium sized businesses in all of Fingal's coastal towns and villages.

- Opportunities for remote working – The growth in remote working brings a new dynamic to locational decisions, including remote working hubs with the potential to improve quality of rural employment landscape. The Council continues to work with the Department of Rural & Community Development to support remote working and co-working facilities around the County.
- Factors such as excellent schools, outstanding natural, cultural and sporting amenities, the wide range of leisure and shopping opportunities, a scenic coastline, seaside villages and a rural hinterland make Fingal a uniquely attractive place to visit, live, work and do business in.

7.4 Strategic Aims

Since the adoption of the previous Plan, significant changes have occurred in the policy and regulatory environment for land use planning in Ireland. *Project Ireland 2040 – National Planning Framework* (NPF) was published in 2018 and the *Regional Spatial and Economic Strategy* for the Eastern and Midland Region (RSES) in 2019. The EMRA RSES also contains the Dublin Metropolitan Area Strategic Plan (MASP), which includes parts of Fingal. There is significant alignment between the NPF and the UN Sustainable Development Goals (SDGs) and these Goals will also act as a foundation for the Plan. In addition, in response to the Covid-19 pandemic, the Government has published its Economic Recovery Plan, 2021 which aims to help kick start a jobs rich recovery, helping the sectors and workers most impacted.

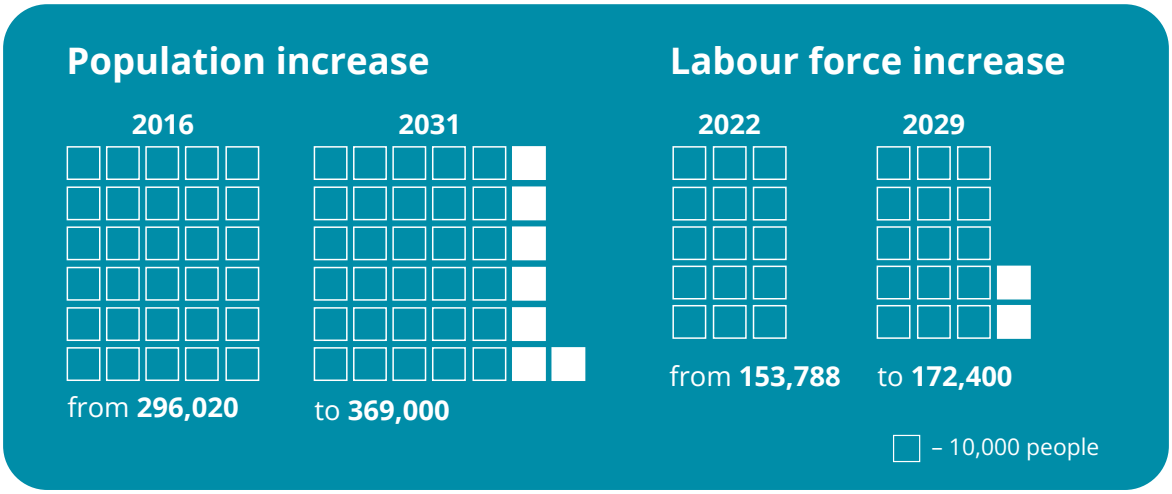
The NPF supports the future growth and success of Dublin as Ireland's leading global city of scale, by better managing Dublin's growth to ensure that more of it can be accommodated within and close to the city. The NPF aims to enable significant population and jobs growth in the Dublin metropolitan area, together with better management of the trend towards overspill into surrounding counties.

Compact growth is recommended at both national and regional level and urban regeneration and the development of infill sites are seen as a means of achieving this. The aim is to regenerate and rejuvenate cities, towns and villages of all types to accommodate new uses, to increase the residential population and employment activity, ensuring good design, in order to sustainably influence and support their surrounding area. In this regard for example, Fingal County Council has been proactive in securing funding under the Urban Regeneration and Development Fund for projects associated with Sustainable Swords and Our Balbriggan Rejuvenation Plan.

The locations for future employment in Fingal has been informed by the requirements of the NPF and the RSES. The aim is to increase employment in strategic locations, provide for people intensive employment at other sustainable locations near high quality public transport nodes, to build on commercial and research synergies in proximity to large employers, industry clusters and smart specialisation and activating strategic sites to strengthen the local employment base in commuter towns. The MASP in the RSES has identified Key Strategic Development Areas in Fingal for employment and residential development. The objective of the MASP regarding employment lands is to follow a sequential approach, with a focus on the re-intensification of employment lands within the M50 and at selected strategic development areas and the provision of appropriate employment densities in tandem with the provision of high-quality public transport corridors.

The NPF estimates that the population of the region will grow by 490,000–540,000 by the year 2040 and that

an additional 320,000 people will be employed in the region in the same time frame. This will result in overall population of the region at 2.85 million persons and 1.34 million employed in the region. In line with this, the EMRA RSES has a projected target growth for Fingal of between 340,000–349,000. Since the publication of the RSES, EMRA has allocated Fingal a population (high) of 369,000 for 2031 as per the MASP transitional population document. This includes the MASP allocation of an additional 20,000 for Swords. This will see Fingal's population increase to 369,000 by 2031. Over the Plan period the labour force will increase from 153,788 in 2022 to 172,400 by 2029, representing an increase of 18,612 persons, or 12.4%. (Fingal Economic and Employment Land Use Study, KPMG Future Analytics, 2021).



At a local level the *Local Economic and Community Plan (LECP) 2016–2021* is designed to promote and support the local economic and community development of Fingal over the period 2016–2021 and it includes a range of actions designed to foster economic growth in the County over the medium-term. The Local Economic Office (LEO) provides a local hub for enterprise supports. There is a need for the different enterprise supports, actions and policy formulation within Local Authorities to align and to reflect the needs of the economy within a sustainable development framework. In addition, there is a requirement to take account of wider objectives of relevant strategies developed by agencies such as IDA Ireland, Enterprise Ireland and Údarás Na Gaeltachta and business interests.

The economic and employment strategy of Fingal County Council must align with the policies and objectives set out in the NPF and the RSES. In addition to this, the economic strategy must account for the current economic shocks arising from Brexit, and the Covid-19 Pandemic crisis and associated economic lockdowns. The trends affecting employment lands over the life of the Plan needs a resilient economic strategy to plan for the unexpected.

Clustering has been a key economic concept in the County and will continue to be encouraged in policy going forward. NSO 5 of the NDP indicates the need to build a strong economy, supported by Enterprise, Innovation and Skills. In this regard, there is a need to create places that can foster enterprise and innovation and attract investment and talent. In addition, there is a need to invest in 'placemaking' to create places that are attractive to live, work, study, visit and invest in.

The economic strategy supports the strategic development and employment areas for population and employment growth in addition to more generalised consolidation and re-intensification of infill, brownfield and underutilised lands. Aligning population growth, employment creation and residential development at the right locations, while transitioning to a low carbon economy is at the forefront of national and regional economic policy and this will be the aim of this strategy. Creating 'Smart Cities' while advocating the green and circular economies will be central to the approach by Fingal County Council. In line with this is the need to create attractive places to live and work. Proximity to existing employment areas, existing and proposed transport infrastructure and proximity to 3rd level institutions are factors to consider for sustainable placemaking to be achieved.

The MASP has identified 6 areas in Fingal as Strategic residential and employment development areas and corridors within the Dublin Metropolitan area. The aim of these areas is to provide compact growth and employment opportunities, enhanced by infrastructure provision.

The RSES has identified the following strategic employment areas in Fingal County:

Table 7.1: Strategic Employment areas in Fingal County

Strategic Development Areas and Corridors	Employment/Mixed Use
Dublin 15 lands	Further development of largescale employment in Dublin Enterprise Zone and synergies with TU Dublin (Blanchardstown)
Swords	Airport related, commercial facilities and employment linked to development of MetroLink
Swords – Lissenhall	Development of high-tech research and development employment within a campus setting at Lissenhall East
North Fringe – Baldoyle-Stapolin	Completion of mixed-use districts with retail and service provision
Donabate	Consolidation of economic and service base in tandem with population growth
Dunsink	Subject to feasibility

- **Dublin 15 lands** – The Dublin Enterprise Zone or DEZ is an area of around 1571 hectares, located in Blanchardstown, Dublin 15 and is home to a variety of industries from R&D, High-Tech Manufacturing, Industrial, General Enterprise and Employment. While half of the Dublin Enterprise Zone has been developed, there is the potential to create an additional 20,000 jobs on the 716 hectares of undeveloped, zoned and serviced land available in the Zone. The Dublin 15 location has many benefits for business, being situated very close to Dublin Airport accessible via the M50, which runs right through the Dublin Enterprise Zone. The M50 Motorway also links to Dublin Port via the Dublin Tunnel on the M1. Having regard to the commencement of the roll out of the BusConnects programme along with the provision of additional bus routes in the Dublin 15 area, there are presently eight separate Dublin Bus routes and 6 separate Go Ahead Ireland routes traversing the Zone. These transport links provide any enterprise or business located in the Dublin Enterprise Zone exceptional access to goods and services.
- **Swords** – The RSES identifies Swords is as a Key Town in the region. Its strategic location in proximity to Dublin City, the Airport, national road network, the planned MetroLink with a young and growing population make it an attractive place to live and work. Through the regeneration of the town and the provision of key infrastructure, it is envisaged that Swords will develop as a key employment node. Airport related activities will continue to be of major importance to the town and the potential to move towards sustainable and low carbon transport modes through the provision of high-quality walking and cycling permeability offering direct routes to local destinations and public transportation hubs (MetroLink, Park and Ride, BusConnects) will be required for the future development of Swords.
- **Swords – Lissenhall** – This area has been identified for longer term residential and mixed-use urban district including the development of high-tech research and development employment within a campus settling. The strategic landbank offers the opportunity for the development of a well-connected mixed-use urban district on the northern side of Swords within 1 km of the MetroLink corridor. The development of the area follows the sequential development of Swords and is in keeping with the Council's long-term strategic vision for the town.
- **North Fringe – Baldoyle-Stapolin** – The DART Expansion Programme will support ongoing large-scale urban expansion of the North Fringe lands. Employment generators in these areas include mixed-use districts with retail and service provision.
- **Donabate** – There is significant residential capacity in this strategically located rapidly growing coastal village. The DART Expansion Programme will support ongoing large-scale urban expansion of Donabate and it is envisioned that there will be consolidation of the economic and service base in tandem with population growth in this area.
- **Dunsink** – This is a major greenfield landbank which has been identified as a strategic location with long term potential to develop a new district centre. A feasibility study is currently being prepared for these lands.

Economic policy aligns with national, regional and local policy and Fingal County Council will continue to engage with key stakeholders to promote economic development and attract investment to the County in order to achieve the following aims:

- To facilitate and deliver economic development at strategic employment locations and at other appropriate locations proximate to residential developments and high-quality public transport, while supporting economic clusters and rejuvenating existing economic lands.
- To optimise the benefits of Fingal's strategic location as part of the Dublin Metropolitan Area and being located adjacent to existing and proposed infrastructure.
- To maximise stakeholder engagement and collaboration to foster economic growth.
- Grow and facilitate a highly skilled workforce.
- Support a circular and green economy.
- Support and facilitate the wide-ranging economic sectors throughout the County.

7.5 Policies and Objectives

7.5.1 Employment and Economic Development

Fingal enjoys significant economic advantages and is the fastest growing County in Ireland. Fingal's strategic location within Eastern and Midlands Regional Assembly (EMRA), as part of the Dublin City Region and within the Dublin–Belfast Economic Corridor place it in a very good position from an economic perspective. Fingal is well served by air, sea and national roads and the County has one of the youngest and most diverse populations in the state.

The economic strategy supports the strategic development and employment areas for population and employment growth in addition to more generalised consolidation and re-intensification of infill, brownfield and underutilised lands. Clustering has been a key economic concept in the County and will continue to be encouraged in policy going forward. NSO 5 of the NDP indicates the need to build a strong economy, supported by Enterprise, Innovation and Skills. In this regard, there is a need to create places that can foster enterprise and innovation and attract investment and talent. In addition, there is a need to invest in 'placemaking' to create places that are attractive to live, work, study, visit and invest in.

There are a range of forthcoming local infrastructure interventions as well as Strategic Infrastructure Developments that will impact and influence employment and accessibility within, to and from Fingal over the coming years. These developments will accommodate increasing travel demand, alleviate existing issues and help Fingal transition towards sustainable mobility in accordance with overarching policy. Various infrastructure projects will deliver change in employment commuter patterns through the provision of a dedicated automated metro, additional railway and redesigned bus network respectively.

MetroLink is the planned high capacity, high-frequency metro railway line running for 19km both over ground and underground that is being progressed by Transport Infrastructure Ireland. It stretches from Swords in the north, toward the Airport, Glasnevin, city centre and onwards to Charlemont in the south of the city.

MetroLink will also be served by Park and Ride destinations including one at Estuary (to the north of Swords). This network will therefore serve Dublin Airport, Irish Rail, DART, Dublin Bus and LUAS services and connect key destinations including Ballymun, the Mater Hospital, the Rotunda Hospital, Dublin City University and Trinity College Dublin. MetroLink is anticipated to carry up to 50 million passengers annually. The introduction of this transportation link will greatly improve accessibility for employment hubs all across Fingal along the Metro and Rail Economic Corridor and Dublin City Centre.

The issue of skills matching is one for the long-term economic planning of the County. Future sustainability would be more easily secured if local skills and sectoral employment opportunities were more closely aligned. Engagement with higher education institutes, education and training boards, local stakeholders and industry sectoral interests will continue under the auspices of the Fingal Skills Strategy in order to address skills shortages and promote lifelong learning and continuous professional development in the County. Providing locally based affordable work facilities in the form of enterprise centres will improve employment opportunities for local communities and these will continue to be supported by the Council.

The rise of new work practices, such as remote working hubs and co-working facilities will be supported by the Council as will the need to ensure that office and other commercial development is directed to town centres to avoid sprawl and to revitalise town and village centres. Depending on the size of the enterprise, office accommodation in a wide range of formats, sizes, arrangements and locations can be required. The Development Management standards outlined in Chapter 14 seek to achieve high quality design, visual continuity and pedestrian and cycle friendly environments whilst ensuring the efficient functioning of such business locations.

Space extensive developments such as large warehousing units and data centres in most instances generate low intensity employment. While the Council recognises the growing demand for such facilities, especially data centres, it is mindful of the fact that these facilities should not be located on lands that are more suitable for employment intensive developments/facilities, which are close to public transport infrastructure and built-up areas where compact growth is encouraged.

The need to support the transition to a low carbon economy has never been more pertinent. Reducing the need to travel excessive distances for employment, a reduction in the amount of congestion and a switch to more sustainable approaches in economic activity will be supported in this Plan. In addition, green and circular economic development are areas of significant interest and growth, with potential for notable enterprise and employment creation and improvement, contributing positively to climate change as a result.

Policy EEP1 – Overarching Policy for Employment and Economic Development

Support the economic development of Fingal in line with the policies and objectives stipulated in the National Planning Framework and the Regional Spatial and Economic Strategy and utilise active land measures such as implementation of existing Local Area Plans and Masterplans and provision of new Local Area Plans, Masterplans and Framework Plans across the County as part of the development approach for Strategic Development Areas and Corridors and other economic development generating 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.

Policy EEP3 – Maximising Fingal's Economic Potential

Maximise the economic potential of Fingal's unique strengths and advantageous position within the Eastern and Midlands region.

Objective EEO2 – Dublin as Primary Gateway

Ensure that Fingal plays a pivotal role in the promotion of Dublin as the primary Gateway in the Eastern and Midlands Region through engaging and collaborating with the other Dublin Local Authorities and the Eastern and Midland Regional Assembly.

Policy EEP4 – Employment Intensive Land Uses

Ensure employment intensive land use zonings are located adjacent to public transport networks and active travel links.

Objective EEO3 – Quality Supporting Infrastructure and a Sequential Approach

Require that proposals for economic development are served by quality supporting infrastructure with sufficient capacity. A sequential approach may be used for assessing economic developments to ensure their appropriate and sustainable delivery.

Policy EEP5 – Land Extensive Uses

Support the development of land extensive uses where appropriate, having regard to infrastructural, transport and environmental considerations and the need for orderly growth.

Objective EEO4 – Space Extensive Uses

Ensure that space extensive uses are located within appropriate locations which do not compromise labour intensive opportunities on zoned lands, adjacent to public transport nodes or within existing built-up compact growth areas.

Objective EEO5 – Enterprise Start-up Hubs

Support the establishment of Enterprise Start-up Hubs in Fingal to promote and support local enterprise.

Policy EEP6 – Regeneration Of Employment Areas

Utilise the measures and powers available to Fingal to encourage and promote the regeneration of employment areas in need of renewal, for instance in underperforming or outdated commercial and/ or industrial areas.

Objective EEO6 – Regeneration of Obsolete/Underutilised Buildings and Lands

Promote the regeneration of obsolete and/ or underutilised buildings and lands that could yield economic benefits, with appropriate uses and subject to the proper planning and development of the area.

Policy EEP7 – Location Of Employment And Residential Developments

Prioritise locating quality employment and residential developments in proximity to each other in order to reduce the need to travel and ensure that suitable local accommodation is available to meet the needs of workers in the County.

Policy EEP8 – Promoting Major Urban Centres

Support economic growth within the County through strengthening and promoting the strategic importance of major urban centres of Swords, Blanchardstown and Balbriggan and of key employment locations such as Dublin Airport and Dublin 15.

Policy EEP9 – Fingal As An Engine For Economic Growth

Promote enterprise and employment throughout the County, including along the Dublin Belfast Economic Corridor, the Metro and Rail Economic Corridor, Swords, Blanchardstown and Balbriggan and work with the other Local Authorities to promote Fingal and the wider mid-eastern region as an engine for economic growth.

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 EEO8 – Dublin Enterprise Zone

Support the continued investment in, and management and promotion of the Dublin15 Enterprise Zone in collaboration with key stakeholders, relevant agencies and sectoral representatives.

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 EEO11 – Economic Growth of Metropolitan Area

Ensure that towns, villages and other locations within the Metropolitan Area pursue development policies of consolidation, and maximise their economic strengths and competitive advantages such as tourism and marine sectoral activities in Malahide and Howth, while the lands within the southern part of the County maximise their economic potential through the strong functional linkages to the M50 and the lands to the north of the County maximise their economic potential through strong links to the M1 and the wider regional and national road network.

Policy EEP10 – Quantum of Employment Lands

Ensure there are sufficient quantum's and appropriate types of lands zoned for commercial, enterprise and/ or industrial uses in urban and rural located centres in accordance with the Settlement Hierarchy.

Objective EEO12 – Supporting Existing Clusters

Support existing successful clusters in Fingal, such as those in the ICT, pharmaceutical, aviation and agri-food sectors, and promote new and emerging clustering opportunities across all economic sectors within the County.

Policy 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.

Objective EEO15 – Metro and Rail Economic Corridor Lands

Protect the integrity of the Metro and Rail Economic Corridor from inappropriate forms of development and optimise development potential in a sustainable and phased manner.

Objective EEO16– Design Proposals on MRE Zoned Lands

Ensure high quality urban design proposals within the Metro and Rail Economic Corridor Zoning, incorporating exemplary public spaces, contemporary architecture and sustainable places within a green landscape setting.

Objective EEO17 – Warehouse and Distribution Lands

Encourage large-scale distribution activities to locate within areas zoned WD.

Objective EEO18 – Office Development

Ensure that a broad range of office accommodation, in terms of size, scale, format and arrangements, is provided for to adequately respond to enterprise requirements in different economic sectors.

Objective EEO19 – Office Development Standards

Ensure that proposals for office development demonstrate regard to the relevant development standards.

Objective EEO20 – Regeneration of Business Parks and Industrial Estates

Identify business parks and industrial estates that are in need of regeneration and revitalisation in line with sustainable measures and engage with all relevant stakeholders and interested parties to encourage their regeneration and revitalisation.

Objective EEO21 – Provision of Local Support Facilities

Encourage the provision of Local Support Facilities to serve the needs of the employees within major employment areas.

Policy EEP12 – Stakeholder Engagement

Liaise and engage with all relevant public service providers to ensure that zoned lands are serviced in a timely fashion and future-proofed to facilitate opportunities for employment and enterprise creation.

Policy EEP13 – Changing Work Practices

Promote and facilitate different work practices that have developed recently and continue to support the existing co-working facilities, remote working hubs and enterprise centres throughout the County.

Objective EEO22 – Home Based Economic Activity

Support the provision of home-based economic activity that is subordinate to the main residential use of a dwelling and that does not cause injury to the amenities of the area.

Objective EEO23 – Remote Working

Support the *Making Remote Work – National Remote Work Strategy* and the provision of appropriate IT infrastructure and facilities that enable a better life-work balance enabling people to live near their place of work.

Policy EEP14 – Engagement with LCDC and LEO
Liaise and coordinate with Fingal's Local Community Development Committee and Local Enterprise Office to ensure that the appropriate objectives, measures and actions included in the Local Economic Community Plan are supported by policies and objectives in the Plan.
Policy EEP15 – FDI and Indigenous Enterprises
Actively seek and facilitate continued opportunities for investment in and development of FDI and indigenous enterprises at appropriate locations in the County.
Policy EEP16 – Fingal Skills Strategy
Have regard to the recommendations of the Fingal Skills Strategy and support the delivery of the actions therein.

Objective EEO24 – Educational Investment and Third Level Institutions
Support continued educational investment in the County and promote collaboration between third level institutions located within and outside of Fingal and a range of industrial sectors.
Objective EEO25 – Synergies between Education, Technology and Indsutry
Facilitate and promote synergies between education, technology and industry.
Objective EEO26 – Craft Apprenticeship Schemes
Promote and facilitate Council run craft apprenticeship schemes, working with SOLAS, for the main trades, including plumbing, electricians, painting/ decorating, stonecutting/stonemasonry, carpentry/joinery, brick and stone laying, pipefitting, plastering, scaffolding, in particular given the scarcity of skilled tradesmen and women employed by this Council.

7.5.1.1 Green Economy

A sustainable economic development approach has been identified as an area of significant growth with potential for notable enterprise and employment creation. The sustainable or 'green' potential has been identified in sectors and/or activities such as research and development, innovation, energy efficiency, transportation, agriculture, food production, marine, tourism, and procurement. The proper management of resources is crucial to securing a better, more sustainable Ireland for future generations and is central to the national *Climate Action Plan 2023* as c. 60% of greenhouse gas emissions come from the use of materials. The emergence of the COVID-19 pandemic has also provided further evidence of the limitations of our current economic model with its long and complex global supply chains. Fingal County Council will continue to support initiatives which provide opportunities for businesses to operate in more a more sustainable manner providing for resilience and for the mutual benefit of businesses and customers.

Access to a well-developed broadband network will enable the further development of the green economy by supporting remote working and the creation of employment. The IDA strategy *Driving Recovery and Sustainable Growth* notes that new ways of working will introduce new locations as competitors for FDI

internationally and will present opportunities to advance local and regional development through the creation of jobs in areas that might previously have been overlooked in favour of more urban centres. Access to broadband will support remote working (and remote learning), helping to create jobs across all regions.

Policy EEP17 – Dublin Rural LEADER Programme and the Town and Village Renewal Scheme

Continue to support the Dublin Rural LEADER Programme and the Town and Village Renewal Scheme.

Policy EEP18 – Green Economy

Support the Green Economy as a means of future proofing the County's economy and facilitate this through orderly growth.

Objective EEO27– Sustainable Approach to Enterprise and Employment

Ensure that a sustainable approach is taken to enterprise development and employment creation across all sectors of the Fingal economy in accordance with the Green Economy national frameworks relevant to each sector.

Objective EEO28 – Collaboration on Green Approaches to Economic Development

Engage with all relevant government stakeholders, enterprise agencies and sectoral representatives in pursuing 'green' approaches to economic development, and actively collaborate with key industry and educational bodies to promote Fingal based initiatives across the economic sectors.

Objective EEO29 – Green Economy Initiatives

Support and resource Green Economy initiatives, such as the Green Way project as a showcase that such initiatives are operational in the Fingal area.

Objective EEO30 – The Green Economy

Support the growth of the 'green economy' including renewable energy, retrofitting, and electric vehicles and charging infrastructure, supporting the transition towards a circular economy in compliance with national policy and legislation.

Objective EEO31 – Green Economy Initiatives

Support the growth of business in the green and circular economy and the initiatives within the IDA strategy *Driving Recovery and Sustainable Growth*, or any superseding document, including through the accelerated roll-out of the National Broadband Plan.

Objective EEO32 – Dublin Regional Enterprise Plan

Support the *Dublin Regional Enterprise Plan 2024* in this Plan.

Policy EEP19 – Evening-Night Time Economy

Promote and encourage evening / Night-Time economy uses that contribute to the vitality of our rural towns and villages and that support the creation of a safe, balanced and socially inclusive evening/night-time economy.

Objective EEO33 – Evening/Night-Time Economy

Support and facilitate evening / night-time economy uses that contribute to the vitality of towns and villages, ensuring the creation of a safe, balanced and socially inclusive evening / night-time economy.

Objective EEO34 – Diversification of Evening/Night-Time Economy

Support uses that would result in the diversification of the evening and night-time economy in towns and villages where there is no negative impact on the amenity of adjacent residential uses through noise disturbance or cumulative impact in terms of other night-time uses in the immediate area.

7.5.1.2 Manufacturing, Pharmaceuticals and Healthcare

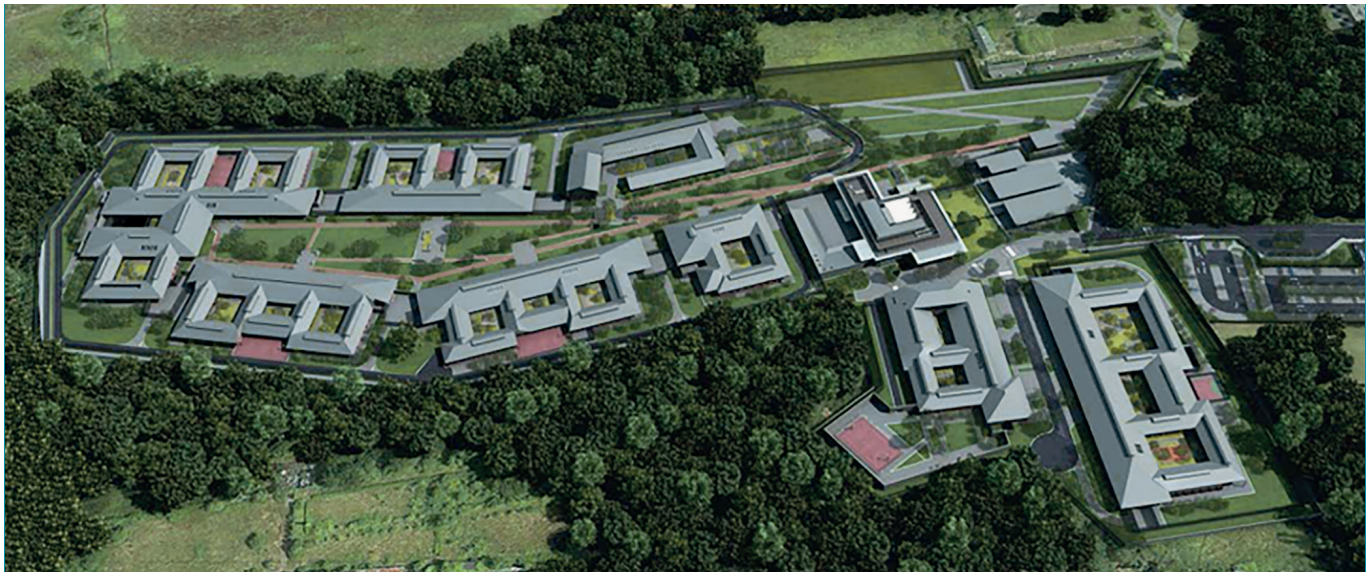
Manufacturing is an important industry for Fingal as many companies are established in proximity to Dublin Airport and the Dublin Enterprise Zone to leverage logistics and economies of scale in the area. Manufacturing has one of the highest job densities of any industries in Fingal, although with a high degree of variance.

Many global pharmaceutical companies have chosen Fingal as their location for investment historically and there have been a number of significant recent investments of note. Bristol Myers Squibb is a long-standing pharmaceutical company operating in Fingal (previously in Swords and now in Cruiserath) who invested approximately $1 billion to establish their manufacturing facility in Cruiserath which was the first Bristol Myers Squibb biologics drug substance facility outside of the United States and at the time, the second largest ever foreign direct Life and Sciences investment in Ireland. More recently, MSD Biotech which has been operational since 1990 is currently investing and expanding their facility adjacent to Barrysparks is expected to provide around 350 additional jobs in the pharmaceutical and biotechnology industry. Some of the other relevant pharmaceuticals operating in Fingal include Alexion and Mallinckrodt in Blanchardstown, SK Biotek, Newport and Kora Healthcare in Swords along with Astellas and Rottapharm in Mulhuddart.

Healthcare is also strong in Fingal with various health centres and social infrastructure across the County along with nationally significant healthcare infrastructure. The Central Mental Hospital which was previously located in Dundrum has moved to a new site in Portrane, known as the National Forensic Mental Health Service (NFMHS). This commenced operations in 2022. The new facility can provide care for up to 170 patients and it is located in the vicinity of the former St Ita's Hospital. The clusters of forensic mental health care include Intensive Care Rehabilitation Unit (ICRU), Forensic Child and Adolescent Mental Health Facility (FCAMHS), Pre-discharge, female, mental health intellectual disability, high security and medium security units. There is also be a village centre, which will provide health, vocational, recreational and social opportunities for patients.

Fingal needs to stimulate the opportunities in the manufacturing sector, thereby promoting the County as the location of choice for a range of manufacturing enterprises. In similarity with the other economic sectors, the aim is to provide create high quality-built environments offering a range of building sizes and formats, supported by the orderly provision of necessary infrastructure.

National
Forensic
Mental
Health
Service



Policy EEP20 – Manufacturing

Promote the growth of the manufacturing sector in Fingal by responding to the varying needs and requirements of the different components within the sector and by creating high quality built environments offering a range of building sizes and formats, supported by the targeted provision of necessary infrastructure.

Objective EEO35 – Range of Industrial/Manufacturing Units

Ensure that a range of industrial and/ or manufacturing units, in terms of size, scale, format and arrangements, is provided for to adequately respond to enterprise requirements in different economic sectors.

Objective EEO36 – Needs of Enterprises and Bespoke Building Facilities

Proactively respond to the needs of enterprises undertaking pharmaceutical, data centre, food production and logistics activities that require bespoke building facilities to meet their specific manufacturing requirements.

Objective EEO37 – Development Standards for Industrial/Manufacturing Buildings

Ensure that proposals for industrial and/ or manufacturing buildings demonstrate regard to the relevant development standards.

7.5.1.3 ICT and Financial Services

20.3% (18,397) of those who work in Fingal work within professional industries such as information and communication, financial, real estate, professional, administration and support service activities. The CMA attracts 51% of persons employed in these industries with 22.1% in Swords, and a further 21.5% outside of key settlements. Financial and insurance businesses are predominantly clustered within the CMA with 122 of the 206 business (59.2%). Of the remaining settlements the greatest clusters are in Swords (18%) and Malahide (8.7%).

The ICT and financial sector specifically have the most consistently high employment density rates and may provide an opportunity for compact employment growth if provided with technical development supports. In July of 2020 Amazon announced creation of 1,000 jobs in Ireland over 2 years across sites in Cork and Dublin. The Dublin sites include Blanchardstown and North County Dublin and is expected to grow the sector significantly. These roles range from software and database engineers to data centre technicians and account managers.

Objective EEO38 – ICT, Financial and Banking Sector

Promote the growth of the ICT and financial and banking sector in Fingal by facilitating the conditions conducive to such development including the creation of high quality physical environments offering a range of building and office accommodation types, supported through the provision of the necessary services and public transport infrastructure.

Objective EEO39 – Economic Potential of ICT, Financial and Banking Sectors

Engage and collaborate with key stakeholders, relevant agencies, and sectoral representatives to develop the ICT and financial and banking sectors in Fingal and to ensure that the economic potential of the sectors are secured for the benefit of the local economy, and national economy.

Objective EEO40 – Growth of ICT, Financial and Banking Sectors

Promote the growth of the ICT, financial and banking sector in Fingal by making the County an attractive location to live and recognise the growing importance of placemaking, strong communities, and amenities as a key driver of investment.

7.5.1.4 Marine

Fingal's local marine sector is diverse based on location and activity ranging from fishing and recreational fishing to equipment retailing, recreation, transport and distribution. Bord Iascaigh Mhara (BIM) identified the strongly performing coastal towns such as Howth, Balbriggan, Skerries, Malahide and Donabate in 2013. These key towns contain economic assets and infrastructure such as marinas, ports, fisheries and harbours. The coastal towns of Howth, Balbriggan, Malahide, Rush and Skerries benefit the most from the growth of the marine sector. In each case, the towns can leverage its coastal nature for economic growth in associated sectors such as tourism, fishing, import and export and logistics. These towns have a natural advantage in that the marine sector is strongly interrelated with tourism, manufacturing and retail including restaurants.

While the economic strategy for the marine sector is to encourage enterprise creation and employment growth, as coastal locations are among the most sensitive in Fingal, proposals for economic development will need to be balanced against environmental considerations.

Objective EEO41 – Marine Sector

Support the existing diverse nature of the marine sector in Fingal, and identify and promote sustainable growth opportunities, while protecting European sites. This shall be achieved through engagement and partnership with the relevant agencies, sectoral representatives and local communities.

Objective EEO42 – Marine Sectors Development and Environmental Issues

Ensure that proposals for economic development associated with the marine sector are cognisant of the sensitivities of many of Fingal's coastal locations and that relevant environmental issues are appropriately considered.

Objective EEO43 – Feasibility Study of the Fingal Coastline

Undertake a feasibility study of the Fingal coastline to identify potential sites to accommodate marina development relevant to recreational pursuits and requirements. As part of the study the impact on the receiving marine environment, including the coastline, will be assessed and Screening for Appropriate Assessment and SEA undertaken.

7.5.2 Tourism

The tourism sector plays a key role in the Fingal's rural and urban local economies and accounts for a significant amount of employment. Furthermore, through Dublin Airport, Fingal provides the national major link between Ireland and international tourists. Fingal's Tourism sector is characterised by large numbers of SMEs, with 800 businesses providing accommodation and catering services. Guest accommodation supports an estimated 3,000 full time job equivalents and the catering sector provides a further 2,000 jobs.

Tourism is one of Fingal's most important economic drivers which is fully embraced by the Council. The Council is custodian and owner of many heritage sites (Malahide Castle, Malahide Casino, Newbridge House, Swords Castle, Ardgillan Castle and Skerries Mills to name a few) and has invested considerable capital to safeguard their future ensuring they can be used by the public. Other heritage properties in the Council's ownership include Shackleton Mills where a conservation plan for the building is currently underway and Bremore Castle which is being considered for future development. The Council's programme of public events (Arts, Events, Creative Ireland, Crinniú na nÓg, etc) promote and animate heritage and cultural sites throughout the County.

Fingal County Council invests considerable resources in supporting tourism in the County. In addition to the Council managing and continuing to develop a number of significant heritage properties; it works closely with Fáilte Ireland in the development of tourism infrastructure; and funds and supports Fingal Tourism Ltd, whose key roles are promotion, marketing and tourist information services. The Council also recognises the potential to make tourism a key economic function of the rural villages and will continue to promote appropriate sustainable tourism activities within the villages and encourages the development of cultural/ recreational facilities and services to attract visitors and tourists where appropriate. The Council continues to expand the Greenway network throughout the County and Policy CMP8 outlines the Councils intent and commitment to same. Further details are included in Chapter 6 Connectivity and Movement, in relation to the development of the Greenway network.

7.5.2.1 Integrated Tourism Complexes

The Council will encourage the development of integrated tourism/leisure/recreational complexes in demesne type landscapes in the County, where such uses are consistent with the retention of such landscapes and only where the sensitive conservation and appropriate use of the historic buildings are the priority and where the interventions to the historic designed landscape are sympathetic and informed by a thorough understanding of the significance of the landscape features. The land holding of the main historic house/building, the outbuildings and other ancillary structures and the historic designed landscape should all be within the one ownership in order to deliver the aim of the Integrated Tourism Complex concept. Development proposals will need to be accompanied and directed by a Conservation Plan and a Designed Landscape Appraisal. The conservation of these assets into the future is essential and the Council recognises the need for the appropriate sustainable reuse of these buildings. An integrated tourism/leisure/recreational complex may include the following where they are of an appropriate scale and design for the setting:

- Hotel and associated facilities, conference centre, events facilities, golf course, equestrian centre, trekking centre, fitness centre, health/spa/wellness centre, indoor/outdoor water facility, fishing facility, museums, nature trails, walking routes and associated facilities.

- It may also include tourist related residential and leisure retail which is ancillary to the main tourist attraction. The tourist related residential development shall be contained within the existing buildings and retained in single company ownership and shall not be sold off individually.

A comprehensive planning application will be required for the entire complex which will include proposals, where appropriate, for:

- The preservation/conservation of natural amenities on the site,
- The preservation/conservation of the heritage structures on the site,
- The retention of the open nature of the lands,
- Careful and sympathetic additional landscaping of the site.

The complexes that will be considered for such proposals include;

- Abbeyville
- Dunsoghly Castle
- Roganstown
- Tyrrelstown House
- Hampton Demesne
- Beech Park House

The global and domestic tourism markets were significantly impacted by the Covid-19 pandemic given the reduction in flights and restrictions imposed in both 2020 (Q2–Q4) and in 2021 Q1. The tourism industry was one of the worst affected. Given the inextricable link between the tourism and aviation sectors, the implications of damage to the aviation sector had a severe impact on tourism.

Sustainable measures to ensure the recovery and promotion of the tourism sector are imperative in Fingal. The policies, objectives and measures identified in the *Tourism Statement of Strategy and Work Programme 2017–2022* align with those outlined below. The Council continues to collaborate and work with Fáilte Ireland on the Destination Towns for Skerries, the Coastal Destination Experience Development Plan, the Dublin Coastal Trail and the Dublin Brand. In addition, the Council work with Waterways Ireland in the delivery of their programmes that cross into the Fingal area. Developing the tourism market throughout the County is imperative and this must be done in a sustainable manner that does not impact negatively on the areas natural resources and we must ensure that the capacity of the landscape to absorb tourism activities is not exceeded. The built heritage will be protected and promoted, ensuring that the historic houses, demesnes and archaeology of Fingal can be enjoyed and experienced by tourists and residents alike.

Policy EEP21 – Facilitating the Development of Tourism

Facilitate and promote the development of tourism in the County and ensure that the appropriate policies, objectives and measures identified in the *Tourism Statement of Strategy and Work Programme 2017–2022* are aligned with and supported by policies and objectives in the Plan.

Objective EEO44 – Economic Potential of the Tourism Sector

Engage and collaborate with key stakeholders, relevant agencies, sectoral representatives and local communities to develop the tourism sector in Fingal and to ensure that the economic potential of the tourism sector is secured for the benefit of the local economy.

Objective EEO45 – Tourism and Economic Growth

Promote and facilitate tourism as one of the key economic pillars of the County's economy and a major generator of employment and to support the provision of necessary significant increase in facilities such as hotels, aparthotels, tourist hostels, cafes and restaurants, visitor attractions, including those for children.

Policy EEP22 – Tourism Infrastructure

Support development of tourism infrastructure, visitor attractions and supporting facilities at appropriate locations in the County in a manner that does not have an adverse impact on the receiving areas and the receiving environment.

Objective EEO46 – Tourist Related Facilities

Direct the provision of tourist related facilities, such as information offices and cultural centres, into town and village locations to support and strengthen the existing economic infrastructure of such centres.

Objective EEO47 – Conservation and Protection

Ensure the economic benefits associated with promoting the County's natural, cultural and built heritage are balanced with due consideration for their conservation and protection.

Objective EEO48 – Events and Concerts

Support events and concerts at suitable locations within Fingal subject to the appropriate licensing arrangements, in consultation with affected stakeholders such as community groups, local businesses and residents in the immediate area where feasible and practical, and to protect and safeguard the amenities of the area and the natural and built heritage.

Objective EEO49 – Rural-Based Tourism

Promote opportunities for enterprise and employment creation in rural-based tourism where it can be demonstrated that the resultant development will not have a negative impact on the receiving rural environment.

Objective EEO50 – Supporting Cycling and Walking Groups

Support cycling/walking groups and local communities to develop cycling and walking trails and quiet ways in towns and villages, connecting towns and villages both for the enjoyment of local people and as an attractor for visitors to the area, promoting local economic development.

Objective EEO51 – Integrated Tourism Complexes

Facilitate, where appropriate, (those complexes as listed in 7.5.2.1 Abbeyville, Dunsoghly Castle, Roganstown, Tyrrelstown House, Hampton Demesne, Beech Park House), the conversion of former demesnes and estates and their outbuildings into integrated tourist, leisure and recreational complex type developments subject to architectural conservation best practice and proper planning and sustainable development, having regard to protecting the demesne type landscape and existing natural features, and providingimproved pedestrian access, where appropriate.

Objective EEO52 – Sustainable Tourism Initiatives

Support sustainable tourism initiatives which develop the tourist potential of the rural area while recognising and enhancing the quality and values of the rural area.

Objective EEO53 – Recreation in the Natural Landscape

Support recreational pursuits which promote the use of natural landscape features in a way which does not detract or cause undue damage to the features upon which any such proposed initiatives rely. Where the proposed pursuit involves land use changes either within or adjacent to Europeans sites, proposals will be subject to Screening for Appropriate Assessment.

Objective EEO54 – Safe Walking and Cycling

Promote informal recreation, particularly walking and cycling, through the development and expansion of a network of safe walking and cycling trails that provides access to rural landscapes, scenic uplands, riverine and coastal features and within towns and villages and their environs. Such routes can link with existing way marked trails, Slí na Slainte walks and parts of the Green Infrastructure Network and other local resources, such as existing or new rights of way.

Objective EEO55 – New Fencing for lands open to or used by the public during the ten years preceding

The following criteria will be used when assessing planning applications for new fencing in relation to lands open to or used by the public during the ten years preceding. Such fencing is not exempted development in accordance with Art. 9(1)(A)(x) of the Planning and Development Regulations.

- Such fencing in upland or amenity areas shall conform to the best agricultural practice.
- The nature of the material to be used, the height of the fence and in the case of a wire fence, the type of wire to be used will be taken into account.
- Stiles or gates at appropriate places may be required.

Objective EEO56 – Tourism in Rural Villages

Maximise the tourism potential of the rural villages by facilitating the provision of visitor services and accommodation, the promotion of new environmentally sustainable tourism products and co-operate with the relevant bodies in the marketing and promotion of tourism in the area.

Objective EEO57 – Seamus Ennis Arts Centre

Promote the extension and development of the Seamus Ennis Arts Centre, to incorporate a purpose built theatre/performance venue and ancillary facilities.

Objective EEO58 – Bed and Breakfast or Guest House Accommodation

Support proposed extensions to existing dwellings, within areas which have zoning objectives, RU, GB, HA, RV, or RC, which provide for bed and breakfast or guest house accommodation where the size, design, surface water management and foul drainage arrangements for the proposed development does not erode the rural quality and character of the surrounding area.

Objective EEO59 – Campsites

Support the development of appropriately located and sensitively designed campsites, with required ancillary facilities, as an alternative form of accommodation for visitors to the County.

Objective EEO60 – Campsites adjacent to Settlements

Any campsite adjacent to settlements shall, in terms of scale, layout and design, have regard to the existing character of the village and residential amenity. A detailed hard and soft landscaping plan shall be submitted for camp site applications.

7.5.3 Rural Economy

Rural Fingal is comprised of a large number of diverse towns, villages and natural assets. The rural economy is driven by minor towns and villages such as Balrothery, Loughshinny, Ballyboughal, Naul, Balscadden, Oldtown, Garristown, Ballymadun and other areas, including Portrane, Coolquay, Kinsealy, Rivermeade, Rolestown as well as other areas. There are currently a variety of small, medium and larger-scale commercial enterprises operating in rural areas throughout the County. These provide important sources of employment and contribute to the diversification of the rural economy. The Council supports existing rural employment and commercial enterprises and will promote and encourage appropriately scaled enterprises. The Council acknowledges that the development of rural enterprise and employment opportunities will be vital to sustaining the rural economy. It is acknowledged in the RSES that rural areas are facing many challenges. These range from urban generated pressures to a declining and ageing population in some areas. There are also the issues such as changes to the rural economic structure and a lack of access to infrastructure and new technologies.

Rural Fingal is well placed to sustain its population and its services, to promote its communities and its tourism product, to protect its built and natural environment and to diversify in terms of local enterprise, tourism and employment. There are a number of rural economic sectors throughout the County, and these include agriculture, horticulture, agri-food, agribusiness, equine, forestry, land reclamation and aggregate extraction, farm diversification, renewable energy projects, small and medium sized enterprises, home-based economic activity and rural tourism. Fingal is renowned for its agri-food and horticulture sector and they make a significant contribution to employment in rural areas, being a pivotal source of enterprise creation and opportunities. All of these sectors will play a vital role in the rural economy in the future. The NPF and RSES support these sectors and state that rural economies and communities should be facilitated in agriculture forestry, tourism and rural enterprise, while avoiding over-spill development from urban areas and urban generated housing.

The regeneration and renewal of the rural towns and villages is a key objective of the NPF and the RSES and the Rural Regeneration and Development Fund has been established to provide investment to support rural renewal for suitable projects in towns and villages with a population of less than 10,000, and outlying areas.

The Council will continue to support and facilitate existing and new rural enterprises within the County and will engage and collaborate with key stakeholders, relevant agencies, sectoral representatives and local communities to develop these rural enterprises in Fingal. The Council aims to develop sustainable and economically efficient rural economies through initiatives to enhance sectors such as agricultural and food, forestry, fishing and aquaculture, energy and extractive industries, the bioeconomy, tourism, and diversification into alternative on-farm and off-farm activities. In doing this it is imperative that the maintenance and protection of the natural landscape and built heritage takes priority.

Policy EEP23 – Rural Economy

Support and protect existing rural economies such as valuable agricultural lands to ensure sustainable food supply, to protect the value and character of open countryside and to support the diversification of rural economies to create additional jobs and maximise opportunities in emerging sectors, such as agri-business, renewable energy, tourism and forestry.

Objective EEO61 – Provision of Space for Small Scale Employment

Encourage and support local enterprise within Fingal's small towns, villages and rural business zones by facilitating the provision of space for small scale employment including office development.

Objective EEO62 – Re-use of Vacant and Under-utilised Buildings within Rural Villages

Encourage the re-use of vacant and under-utilised buildings within Rural Villages as remote working hubs and/or accommodation for small and medium sized enterprises.

Policy EEP24 – Protecting the Rural Landscape And Natural Heritage

Balance protecting the landscape and natural heritage of rural Fingal with the need to harness and promote economic opportunities associated with rural life such as agricultural, horticultural, tourism and rural-related economic uses.

Objective EEO63 –Sustainable Agricultural Practices

Encourage the development of environmentally sustainable agricultural practices, to ensure that development does not impinge on the visual amenity of the countryside and that watercourses, wildlife habitats and areas of ecological importance are protected from the threat of pollution.

Objective EEO64 – Sustainable Horticultural Practices

Support and facilitate the development of environmentally sustainable horticultural practices.

Policy EEP25 – Markets

Support outdoor and indoor markets in towns and villages in Fingal.

Objective EEO65 – Licensed Country Markets

Support the licensed operation of local country markets at suitable locations in Towns and Rural Villages.

7.5.3.1 Forestry

Objective EEO66 – Forestry

Facilitate the sustainable development of forestry provided that it is in harmony with the surrounding landscape, that no significant adverse impacts are caused to natural waters, wildlife habitats, or conservation areas and that it does not have a significant adverse visual impact on the local landscape and subject to compliance with normal planning and environmental criteria.

Objective EEO67 – Sustainable Forest Development

Support the Forest Service of the Department of Agriculture, Food and Marine in implementing sustainable forest development in line with National policy guidance.

Objective EEO68 – Protection and Enhancement of Native Woodlands

Support the protection and enhancement of existing native woodlands and where appropriate, the conversion of coniferous forest to native woodlands with a focus on opportunities for habitat linkage and wider eco-services.

Objective EEO69 – Access to Forestry

Encourage access to forestry for walking routes, biking trails and other non-noise generating recreational activities.

7.5.3.2 Renewable energy

Objective EEO70 – Renewable and Alternative Energy

Facilitate and encourage the development of the alternative energy sector, in line with a Local Renewable Energy Strategy, and work with the relevant agencies to support the development of alternative forms of energy where such developments do not negatively impact upon the environmental quality, and visual, residential or rural amenity of the area.

7.5.3.3 Rural enterprise

It is acknowledged that the development of rural enterprise and employment opportunities will be vital to sustaining the rural economy. In accordance with the economic strategy for the overall County, employment, servicing the rural areas, should, in general, be directed to the local employment centres of small towns and villages and rural business zones, catering for local investment and small-scale industry. Within the rural countryside, horticulture, agriculture, equine, recreational, tourism, energy production and rural resources based enterprise is promoted.

Home-based economic activity in rural areas (such as a homebased childcare facility, business, or craft workshop) will be positively considered provided the proposed business protects and promotes the physical environment, does not impact, in an excessively negative way, the existing character or nature of any area, and does not encourage significant increases in traffic.

Policy EEP26 – Rural Enterprise

Encourage and support local enterprise within Fingal's small towns, villages and rural business zones by facilitating the provision of space for small scale employment including office development.

Objective EEO71 – Vacant and Under-Utilised Buildings

Encourage the re-use of vacant and under-utilised buildings within Rural Villages as accommodation for small and medium sized enterprises.

Objective EEO72 – Home-Based Economic Activities

Permit home-based economic activities in existing dwellings, where by virtue of their nature and scale, the activities can be accommodated such that the proposed activity does not impact in an excessively negative way on:

i. The operation of agriculture or horticulture farms in the vicinity,
ii. The rural ecology and landscape of the area,
iii. Any adjacent residential use,
iv. The primary use of the dwelling as a residence.

Objective EEO73 – Broadband

Support and facilitate the expansion and rollout of high-speed broadband services within rural areas.

7.5.3.4 Quarries, Aggregate Extraction and Land Reclamation

The Council recognises the importance of extractive industries to the local and national economy as valuable sources of raw material for industry in general and the construction industry in particular and as an important source of employment. Currently, Fingal has a limited number of operating quarries and all of the extractive quarries in north Fingal have been exhausted to date.

The Council will seek to ensure that significant aggregate resources in the County are appropriately protected and, in this regard, will restrict the siting of incompatible developments that would interfere with the efficient development of such resources. The potential use of alternative sources of sustainable material such as construction and demolition waste (C&D) is encouraged and should be employed where possible to reduce the need for excessive extraction. Dust, noise, water pollution, vibration, visual impact and traffic generation are some of the factors that have to be considered for these industries. Balancing the economic benefits of extraction against potential environmental impacts is imperative.

Policy EEP27 – Aggregate Extraction

Protect and safeguard the County's natural aggregate resources from inappropriate development and support the sustainable extraction of aggregate resources at suitable locations within the County subject to appropriate environmental safeguards.

Objective EEO74 – Avoidance of Adverse Impacts on the Environment, Residential and Visual Amenities

Ensure that proposals for extraction and land reclamation avoid significant adverse impacts on the environment, residential amenities and the visual amenity of the area through environmental assessment, mitigation and appropriate provision for the restoration of the landscape.

Objective EE075 – Mineral Extraction and Land Reclamation

Prohibit mineral extraction and land reclamation along the coast, particularly in proximity to estuaries, except in exceptional circumstances, where it can be demonstrated that there will be no significant adverse impact on the environment, visual amenity, heritage or the conservation objectives of European Sites.

Objective EEO76 – Prohibit Removal of Beach Material

Prohibit the removal of beach material, aggregates, sand and gravel, including the removal of material from sand dune ecosystems.

Objective EEO77 – Preserve and Protect Coastal Wetlands, Coastal Habitats and Estuarine Marshes

Preserve and protect coastal wetlands, coastal habitats, and estuarine marsh lands in coastal areas from inappropriate development, including land reclamation. Any proposals for land reclamation in coastal areas shall be subject to Screening for Appropriate Assessment and to an assessment of impacts on any such wetlands, coastal habitats, and estuarine marsh lands and its impacts on coastal processes including erosion, deposition, accretion and flooding particularly in light of climate change.

7.5.3.5 Agriculture, Agri-food and Farm diversification

Fingal is the principal County within the Dublin region for agricultural activities and has a national reputation for its horticultural sector. The agricultural profile of the County is characterised by mainly tillage and beef production operators, with a number of horticultural farms engaged in specialist fruit and vegetable production. Agriculture and agri-food are not significant employers to the County at present, but the industry is still underdeveloped. The quantum of agricultural land available and favourable zonings for the sector create significant potential opportunity to grow the sector and its employment base into the future.

Fingal has a well-established agri-food sector with a number of successful agri-food companies. This sector is well placed to play a significant role in the economy into the foreseeable future. The agricultural sector must adapt to the challenges posed by modernisation, restructuring, market development and the increasing importance of environmental issues. It is recognised that there is a need for diversification from traditional agricultural practices. The Council will encourage farming practices and production methods that have regard to conservation, landscape protection, the protection of wildlife habitats, endangered species, flora and fauna and water quality. Sustainable agricultural practices will be encouraged to ensure that development does not impinge on the visual amenity of the countryside or on the architectural heritage of the County and that watercourses and areas of ecological importance are protected from the threat of pollution. The Council will continue to support and facilitate agriculture and new agricultural initiatives.

Fingal County Council, through the Local Enterprise Office, is delivering a wide range of financial and non-financial supports to agri-food companies in the County. The Agri-Food Strategy for Fingal builds upon this work and sets out a common framework that will foster innovation and collaboration across the sectors, increasing value added, leading to further jobs creation in the agri-food sector and maximising the potential of the agri-food base in the County. Fingal County Council developed the strategy with the input of a steering group of local sectoral experts.

Policy EEP28 – Agriculture
Safeguard the agricultural identity of North Fingal, promoting the rural character of the County and supporting the agricultural/horticultural production sectors.
Policy EEP29 – Regenerative Farming and Community Supported Agriculture
Support and encourage Organic and Regenerative Farming and Community Supported Agriculture in the Fingal Area.

Objective EEO78 – Protection of Agricultural Lands
Support and facilitate the protection of agricultural lands in the County, ensuring that new development does not irreversibly harm or compromise the commercial viability of existing agricultural land.
Objective EEO79 – Support and Facilitate Horticultural Development
Support and facilitate horticultural development in Fingal encouraging the establishment/ expansion of new enterprises where appropriate.

Objective EEO80 – Support and Facilitate Agri-business Growth

Support and facilitate the growth of agribusiness in Fingal and encourage agribusiness and support services which are directly related to the local horticultural or agricultural sectors in RB and FP zoned areas.

Objective EEO81 – Direct and Encourage Agribusiness to Appropriate Locations

Direct and encourage agribusiness which relies primarily on imported food and produce into areas which have adequate road infrastructure, and which are appropriately zoned.

Objective EEO82 – Support and Encourage the Equine Industry

Support and encourage the development and expansion of the equine industry in the County, including supporting equine related activities of an appropriate size and at suitable locations.

Policy EEP30 – Agri Food Industry

Encourage and provide for industry specifically linked to food, agriculture and the development of added value opportunities in these areas.

Policy EEP31 – Fingal Agri-Food Strategy 2019–2021

Support the objectives and actions of the *Fingal Agri-food Strategy 2019-2021* and the new Fingal Food Policy which will be developed in the lifetime of this Plan.

Objective EEO83 – Develop and Promote the Agri-food Sector

Engage and collaborate with key stakeholders, relevant agencies, sectoral representatives and local communities to develop the agri-food sector in Fingal and the new Fingal Food Policy, to promote and showcase the agri-food sector, including supporting events such as the Flavours of Fingal, and to ensure that the potential of the sector is secured for the benefit of local communities, the environment, the local economy, and national economy.

Objective EEO84 – Balance Economic Benefits of Agri-food Sector with Protection of the Rural Environment

Ensure the economic benefits associated with promoting the County's agri-food sector are balanced with due consideration for the conservation and protection of the rural environment.

Objective EEO85 – Creation of High Quality Built Environments to Facilitate Growth

Promote the growth of the agri-food sector in Fingal by responding to the varying needs and requirements of the different components within the sector and by creating high quality built environments offering a range of building sizes and formats, supported by the targeted provision of necessary infrastructure.

Objective EEO86 – Farm Diversification

Promote farm diversification where:

- the proposal is related directly either to the agricultural operation engaged upon on the farm or the rural nature of the area.
- The use is compatible with the existing road infrastructure in the area.
- it does not unacceptably impact on the landscape, environment and character of the area.

Objective EEO87 – Promote Sensitive Re-use and Adaptation of Farm Buildings

Promote the sensitive re-use and adaptation of existing farm buildings for farm diversification. Where a new building is necessary, it shall be sited, where practical, in or adjacent to the existing group of farm buildings and shall relate to existing buildings and the surrounding countryside in terms of design, siting, and materials.

Objective EEO88 – Support Teagasc and Other Farming / Local Bodies

Support and facilitate the work of Teagasc and other farming / local bodies within the County in the promotion of the rural economy, including agriculture development, rural diversification, tourism adaptation and in the development of new initiatives to support farming.

7.5.4 Retail

Retail plays a significant role in the growth and economy of Fingal and the retail sector is the single largest industry in Fingal County by count of enterprise (2020 Q4) with over 1,500 businesses active within the industry. Retail demand is largely a function of population and available consumer expenditure. Overall population growth in Fingal County has been significant over the past 10 years. Levels of growth have not been evenly distributed across the County but has largely focused in existing urban centres. Swords, and Blanchardstown account for 30.7% of the absolute growth (10.4% and 20.3% respectively), while existing Level 3 settlements account for a further 34.6%. The remainder account for 34.7%. Spatially, population growth appears correlated to proximity to Dublin City and the M50/M1 network.

As per the Settlement Strategy in the RSES, the population of Fingal is anticipated to grow 369,000 by 2031. Retail policy will account for this growth spatially within Fingal and anticipate the associated implications for retailing provision for our major urban centres, towns, and villages. Using absolute population growth[3] as a proxy for demand, growth has roughly been in line with the expectations set out within the Retail Hierarchy for Fingal. A notable feature has been Balbriggan, which has seen a significant population growth of 14.7% over the ten-year period from 2006–2016.

EMRA will support and drive the preparation of a new retail strategy for the Region under the requirements of the *Retail Planning Guidelines for Planning Authorities 2012*, or any subsequent update, to update this hierarchy and apply floorspace requirements for the Region. Fingal County Council will prepare a variation to the Development Plan if and when it is required by any update to the retail Guidelines.

[3] *Approximated population growth via application of underlying electoral division data in lieu of settlement-specific due to data constraints.*

Fingal County Council retail policy will continue to prioritise designated retail centres in the retail hierarchy and future retail development shall be based on a sequential approach, as indicated in the Retail Planning Guidelines. New retail development should be directed primarily into the major town centres and town centres in the County and be in accordance with the type and format indicated in the retail hierarchy. New retail development for small towns, village centres, local centres and small villages (Level 4 and Level 5) should similarly be in accordance with the Fingal Retail Hierarchy, with a strong emphasis on being of an appropriate scale and offer to sufficiently meet local retailing needs. New retail developments for level 2 and 3 centres should be located within the core retail areas identified for these centres.

Proposals for new retail development outside of the defined core retail areas will only be considered in exceptional circumstances where the Planning Authority is satisfied that there are no sites or potential sites available either within the core retail area or on-the-edge of the core, and that the proposed retail development is necessary to serve the needs of the area.

A key focus for retail policy in Fingal is for the regeneration of our towns and villages and recognition of *Town Centre First: A Policy Approach for Irish Towns* and its role in the regeneration of towns and villages post Covid-19. Fingal County Council has taken a proactive approach to improving the attractiveness of towns and villages in Fingal post Covid-19 with schemes to upgrade the public realm with the provision of planting, seating, bike parking, parklets, toilets and pedestrianisation of some streets to encourage footfall and the encouragement of outdoor public realm space by citizens. Fingal County Council will support measures required to create town and village centres that have mixed uses at the heart of them, that can support high quality living environments alongside commercial/retail and other service requirements. The need for appropriate regeneration policies are also important, whereby existing town centre renewal projects can increase the attractiveness of a town/village centre, with ways identified by which Fingal's urban centres can be continually improved and be appealing places to visit and spend time.

7.5.4.1 Changing nature of retail

Retail plays a vital role in contributing to economic growth, providing and sustaining employment and in creating attractive urban and rural areas where people have the services they require to increase the quality of their lives in their specific communities. Retail undoubtedly makes a critical and positive contribution to Irish society. In 2020, sections of the retail sector faced the devastating consequences of Covid-19 and the associated restrictions. The September 2020 issue of the Dublin Economic Monitor stated that Covid-19 restrictions decimated retail spending across many sectors of the Dublin economy, while accelerating the pre-existing trend towards eCommerce. In Dublin eCommerce increased by 43%. Spending on entertainment (hotels, bars and restaurants) was down 79.7% year on year whereas spending on necessities (groceries) had increased by 16.7% year on year. Spending on clothes and department store goods was down by 56.7% year on year in Q2 2020. (Dublin Economic Monitor September 2020). Trends in online shopping increased significantly during the pandemic. The pandemic resulted in challenges for retailers and impacts on town centres in terms of vacancy rates and business closures.

Given Fingal's location within the Eastern and Midland Region it is likely that new and innovative retailing formats will seek to establish in Dublin and Fingal County Council's policies will be sufficiently flexible to consider these where appropriate. Supporting the recovery of the retail sector in Fingal has included the provision of financial incentives, Town Centre Renewal Plans and Placemaking Strategies, which have been advocated in the RSES. Taking a Town Centre First Policy approach to development is key for revitalising

our towns and villages, making them vibrant places to live, work, shop and do business in. The creation of additional outdoor dining facilities is bringing increased footfall to our towns and villages and is showing an increased spend in retail. Fingal County Council is currently reviewing its Casual Trading Bye-laws with a view to expanding the number of locations available to independent vendors with a coffee/food offering at popular locations. In addition, Fingal County Council has a Countywide Shopfront Improvement Scheme to encourage local businesses to improve their street frontages and revitalize Main Streets across the County. Improving the appearance of streetscapes and revitalising vacant spaces, including encouraging the provision a mix of retail, commercial, leisure and residential uses in our town centres will be central to the Council's policy for supporting the retail sector.

7.5.4.2 Vacancy

Vacancy rates are indicative of the local economic health of towns. Key objectives of the retail policy in the Plan is to ensure that the County's urban and rural centres perform at an appropriate level with a range of retail provision and offer reflective of their classification in the Fingal Retail Hierarchy, and that the vitality and viability of retailing in these centres is protected and enhanced as opportunities arise. In terms of commercial vacancy, the overall vacancy rate for Fingal County in Q2 2020 was 13.0%, 0.5% lower than the national average yet 1.0% higher than the Dublin average. (Source: GeoDirectory 2020 Q4)

Vacancy in the main streets, shopping centres, and local centres of the County's towns and villages can present a particular challenge, as evidenced during the economic downturn. The Council's policy in relation to vacancy in the County's centres is to use all available measures to encourage appropriate residential, social, retail and community uses in town and village centres, in line with the *Town Centre First: A Policy Approach for Irish Towns*, in order to enhance their vitality and viability and actively promote these uses in existing under-utilised or vacant building stock. Regeneration and healthy placemaking is a priority for Fingal County Council

to ensure that we create healthy and attractive places to live and work and to ensure that lands are used to their full potential.

Policy EEP32 – Retail

Support and reinforce the retail strategy within the County having regard to the RSES, or any superseding regional retail strategy, and explore the opportunity to strengthen the retail function in Fingal's towns and villages.

Objective EEO89 – Fingal Retail Hierarchy

Require that new significant retail development be primarily directed to the higher Levels in the Fingal Retail Hierarchy and specifically to the core retail areas identified for these centres. Only in exceptional circumstances (where the Planning Authority is satisfied that there are no sites or potential sites available either within the core retail area or on-the-edge of the core, and that the proposed retail development is necessary to serve the needs of the area) will proposed retail developments that are located outside of these centres and/ or the core retail areas of these centres be positively considered.

Objective EEO90 – New Retail Development

Ensure that applications for new retail development are consistent with the retail policies of the Development Plan, in particular with the Fingal Retail Hierarchy, and are assessed in accordance with the requirements of the *Guidelines for Planning Authorities: Retail Planning*, including, where appropriate, the application of the Sequential Approach, and requirements for retail impact assessments and transport impact assessments for retail developments which due to their scale and/ or location may impact on the vitality and viability of major town, town, local and village centres, while having regard to the impact such directions/ developments may have on the existing businesses operating within the area.

7.5.5 Retail Hierarchy

The RSES sets out a 5 tier Retail Hierarchy for the region and the centres concerning Fingal are detailed in the Table 7.2 below. Levels 1–3 are the centres indicated in the RSES and levels 4 and 5 centres are those determined by the Development Plan.

Table 7.2: Fingal Retail Hierarchy

Level	Fingal centres	Zoning Objective	Types of services	Appropriate retail format
Level 2*	Swords & Blanchardstown	Major Town Centres MC	These centres should offer a full range of all types of retail services from newsagents to specialist shops and boutiques; large department stores, convenience stores of all types, shopping centres and high level of mixed uses including the arts and culture to create a vibrant, living place. Level 2 Centres should be well connected and served by high quality public transport, with population catchments in excess of 60,000 people.	High Order Comparison Middle Order Comparison Lower Order Comparison Superstore Supermarket
Level 3	Balbriggan,	Major Town Centre MC	These centres will vary in terms of scale of provision and the size of catchment based on their proximity to a Level 2 Centre. Generally where the centre has a large catchment (such as Balbriggan) and is not close to a major town centre, there should be a good range of comparison shopping (though no large department store), with a mix of uses and services, some leisure activities and a range of cafes and restaurants. At least one supermarket and a smaller scale department store may be required to meet local needs. Where the Level 3 Centre is close to an existing major town centre, the scale of retail and mixed use provision should be lower, with the proposed range of shops meeting more basic day to day needs, with only small scale range of comparison units trading. Level 3 Centres should generally cater for a population of between 10,000 and 40,000 people.	Middle Order Comparison Lower Order Comparison Superstore Supermarket
	Malahide, Skerries, Charlestown	Town Centre TC		
Level 4	Rush, Lusk, Donabate, Blanchardstown Village, Mulhuddart, Clonsilla, Castleknock, Howth, Portmarnock, Baldoyle, Ongar, Sutton, Balrothery	Town Centre TC	These centres should generally provide for one supermarket ranging in size from 1,000–2,500 sq m with a limited range of supporting shops (low order comparison), supporting services, community facilities or health clinics grouped together to create a focus for the local population. This level of centre should meet the everyday needs of the local population and surrounding catchment.	Lower Order Comparison (limited to a small number of shops meeting local needs) Supermarket
	Applewood, Stapolin, Racecourse, Santry Demesne, Bayside, Castlemills, Carrickhill, Tyrellstown, Crowscastle Local Centre Roselawn and Rathbeale	Local Centre LC		
Level 5	Kinsaley Village, Kinsaley/ Feltrim Brackenstown, Holywell, Rivervalley, Seabury, Castlelands, Mountview, Hartstown, Huntstown, Carpenterstown, Boroimhe, Ridgewood, Miller's Glen, Laurel Lodge, Corduff and Loughshinny, Holmpatrick Shopping Centre, Skerries Point Shopping Centre, Portrane	Local Centre LC	These centres should meet the basic day to day needs of surrounding residents, whether as a rural focus points close to other community facilities such as the local primary schools, post office and GAA club or as terrace of shops within a suburb. Expected are a maximum of one or two small convenience stores, newsagents, and potentially other supporting services.	Local shops
	Balscadden, Ballymadun, Naul, Garristown, Oldtown, Ballyboghil, Rowlestown, Coolquay and Rivermeade	Rural Village RV		

*Level 1 is Dublin City Centre

Core retail areas

Major Town Centres

Swords and Blanchardstown are at Level 2, the top tier of the Fingal Retail Hierarchy and corresponding with the County's Settlement Hierarchy. These are urban centres of regional importance in terms of their retailing function and the extent of their retail provision in convenience, comparison and retail park and warehouse floorspace. The Council's policy in relation to these Major Town Centres is to proactively improve, strengthen, consolidate and enhance their primary retailing functions in addition to the leisure, community and civic functions they offer.

Objective EEO91 – Level 2 Centres

Develop and promote Swords and Blanchardstown as sustainable, vibrant and prosperous Major Town Centres operating at the highest retail Level within the Fingal Retail Hierarchy, and to further strengthen, improve and diversify the retailing performance of Swords and Blanchardstown within a regional context.

Objective EEO92 – Facilitate improvements to the retail offer and function in Level 2 Centres

Facilitate improvements to the quantum and quality of retail offer and function in Swords and Blanchardstown, and ensure their sustainable development by consolidating, intensifying and enhancing their existing core retail areas, and by directing new retail opportunities into the core retail areas identified for each.

Town and/or District Centres

Balbriggan, Malahide, Skerries and Charlestown are included at Level 3 of the Fingal Retail Hierarchy. These centres are well distributed geographically throughout the County, with significant resident-populations and also serving wider catchment areas, some into rural areas. While these towns are unique with distinctive characters and historic development, they perform and have further potential to perform over the Plan period to a higher retailing level due to the strength of their resident-population and catchment-population.

Objective EEO93 – Level 3 Centres

Ensure the development of Balbriggan, Malahide, Skerries and Charlestown, as sustainable, vibrant and prosperous Town Centres performing at a high retail level within the Fingal Retail Hierarchy to meet the retailing needs of and offer sufficient retail choice to their local populations and catchment populations.

Objective EEO94 – Retail Offer and Function in Level 3 Centres

Facilitate appropriately scaled improvements to the quantum and quality of retail offer and function in Balbriggan, Malahide, Skerries and Charlestown and ensure their sustainable development by consolidating, intensifying and enhancing their existing core retail areas, and by directing new retail opportunities into the core retail areas identified for each.

Objective EEO95 – Ensure Sufficient Retail Offer in Level 3 Town Centres

Ensure that the Level 3 Town Centres have a retail offer that is sufficient in terms of scale, type, and range without adversely impacting on or diverting trade from the higher order retailing locations.

Neighbourhood Centres, Local Centres-Small Towns And Villages

Level 4 of the Fingal Retail Hierarchy includes a number of important small towns, urban village centres, and local centres. These are dispersed throughout the County including urban centres such as Rush, Lusk, Donabate, Blanchardstown Village, Mulhuddart, Clonsilla, Castleknock, and Ongar in the west of the County, Balrothery to the north, and Howth, Portmarnock, Baldoyle and Sutton to the east. A complete list of Level 4 centres is included in the Fingal Retail Hierarchy in Table 7.2 above.

Objective EEO96 – Level 4 Centres

Ensure the development of Level 4 Centres as sustainable, vibrant and prosperous Small Towns, Village Centres and Local Centres performing at a level within the Fingal Retail Hierarchy to meet the retailing needs of immediate local populations and catchment populations.

Objective EEO97 – Retail Provision in Level 4 Centres

Where a gap in the retail provision of a Level 4 Centre is identified and established, facilitate appropriately scaled improvements to the retail offer and function in Level 4 Centres and ensure their sustainable development by enhancing the existing Centre for each and directing new retail opportunities into the Centres.

Objective EEO98 – Ensure Sufficient Retail Offer in Level 4 Towns and Centres

Ensure that the Level 4 Small Towns, Village Centres and Local Centres have a retail offer that is sufficient in terms of scale, type, and range without adversely impacting on or diverting trade from the higher order retailing locations.

Corner Shops/Small Villages

Level 5 of the Fingal Retail Hierarchy includes a range of lower-performing local centres and small groupings of local shops in urban areas, and the rural villages. In similarity with Level 4 Centres, the Level 5 Centres are by their nature widely represented through the County and include the Rural Villages of Balscadden, Ballymadun, Naul, Garristown, Oldtown, Ballyboghil, Rowlestown, Coolquay, and Rivermeade. A complete list of Level 5 Centres is included in the Fingal Retail Hierarchy in Table 7.2 above.

Objective EEO99 – Level 5 Centres

Ensure the development of Level 5 Centres as sustainable, vibrant and prosperous Local Shops and Small Villages performing at a level within the Fingal Retail Hierarchy to meet the retailing needs of immediate local populations and catchment populations.

Objective EEO100 – Retail Provision in Level 5 Centres

Where a gap in the retail provision of a Level 5 Centre is identified and established, facilitate appropriately scaled improvements to the retail offer and function of Level 5 Centres and ensure their sustainable development by enhancing the existing Centre for each and directing new retail opportunities into the Centres.

Objective EEO101 – Retail Offer in Level 5 Local Shops and Small Villages

Ensure that the Level 5 Local Shops and Small Villages have a retail offer that is sufficient in terms of scale, type, and range without adversely impacting on or diverting trade from the higher order retailing locations.

Objective EEO102 – Ensure retailing remains as the Core Function of Centres

Maintain and strengthen the vitality, viability and regeneration of the County's Major Town, Town, Local and Village Centres by providing for civic, leisure, cultural and tourism attractions while ensuring that retailing remains a core function of these centres.

Objective EEO103 – Use of Vacant Floor Space and Refurbishment and Replacement of Obsolete Units

Promote the use of vacant floor space in our major town centres, town centres, local centres and villages and support proposals for refurbishment and replacement of obsolete buildings/units within these centres.

Non-Retail Uses, Fast Food Outlets, Takeaways, Off Licences and Betting Offices

In order to protect and enhance the vitality and viability of the County's urban and rural centres, the occurrence of non-retail uses (such as amusement centres and arcades), fast food outlets, off licences and betting offices needs to monitored. An over-supply or dominance of these types of uses within the main streets, shopping centres and local centres of Fingal's centres can have negative impacts on the amenities of these centres and their ability to perform their retailing functions in accordance with their classification in the Fingal Retail Hierarchy.

Objective EEO104 – Non-Retail Uses

Control the provision of non-retail uses, especially at ground floor level, in the main streets of towns and villages, shopping centres and local centres to ensure that injury is not caused to the amenities of these streets and centres through the loss of retail opportunities.

Objective EEO105 – Prevent Over-Supply of Specific Uses / Outlets

Prevent an over-supply or dominance of fast food outlets, takeaways, off licences, adult shops, gaming arcades and betting offices in the main streets of towns and villages, shopping centres and local centres to ensure that injury is not caused to the amenities of these streets and centres through the loss of retail opportunities.

Retail Warehousing and Retail Parks

There is considerable development of retail warehousing and high technology zoned lands with 78.5% and 48.7% of the zoned land developed as of Q2 2020. In the case of retail warehousing there are just 6 remaining hectares of zoned land capacity. In the absence of an up-to-date retail strategy, it is considered appropriate that the existing Retail Warehousing zonings remain and that a cautionary approach is taken in assessing proposals for new retail warehousing and/ or retail parks, and that a retail impact assessment should accompany any such proposal.

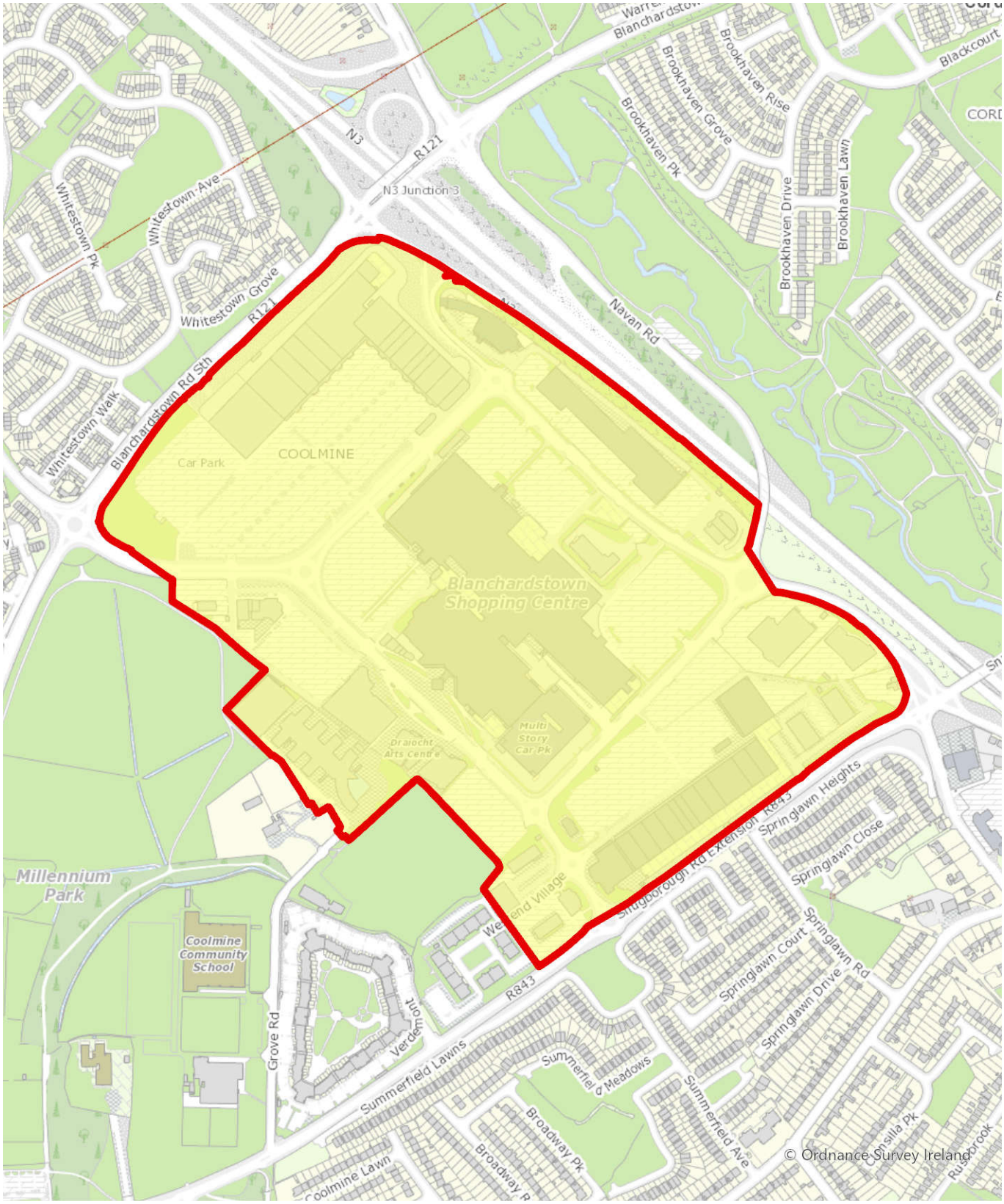
Objective EEO106 – Retail Warehousing and Retail Parks

Direct demand for new retail warehousing and/ or retail parks into the Major Town Centre 'MC' zoned lands of the Level 2 higher order retailing locations and into the Retail Warehousing 'RW' zoning, preferably, in the first instance, to consolidate the existing clusters of retail warehouses and/ or retail parks.

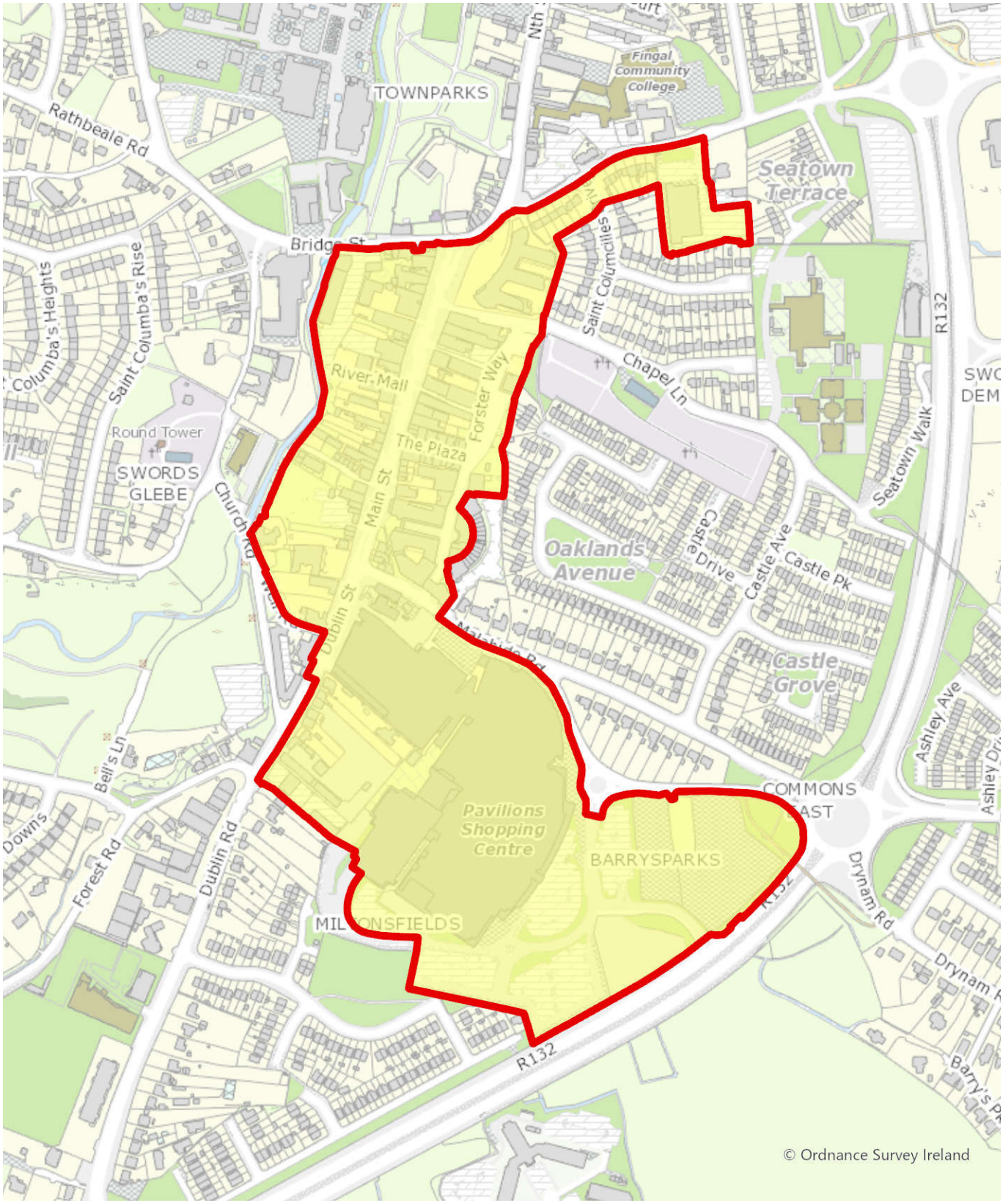
Objective EEO107 – Applications for New Retail Warehousing and Retail Parks

Ensure that applications for new retail warehousing and/ or retail parks are consistent with the requirements of the *Guidelines for Planning Authorities: Retail Planning*, including, where appropriate, the application of the Sequential Approach, and requirements for retail impact assessments and transport impact assessments for retail developments which due to their scale and/ or location may impact on the vitality and viability of existing retail parks.

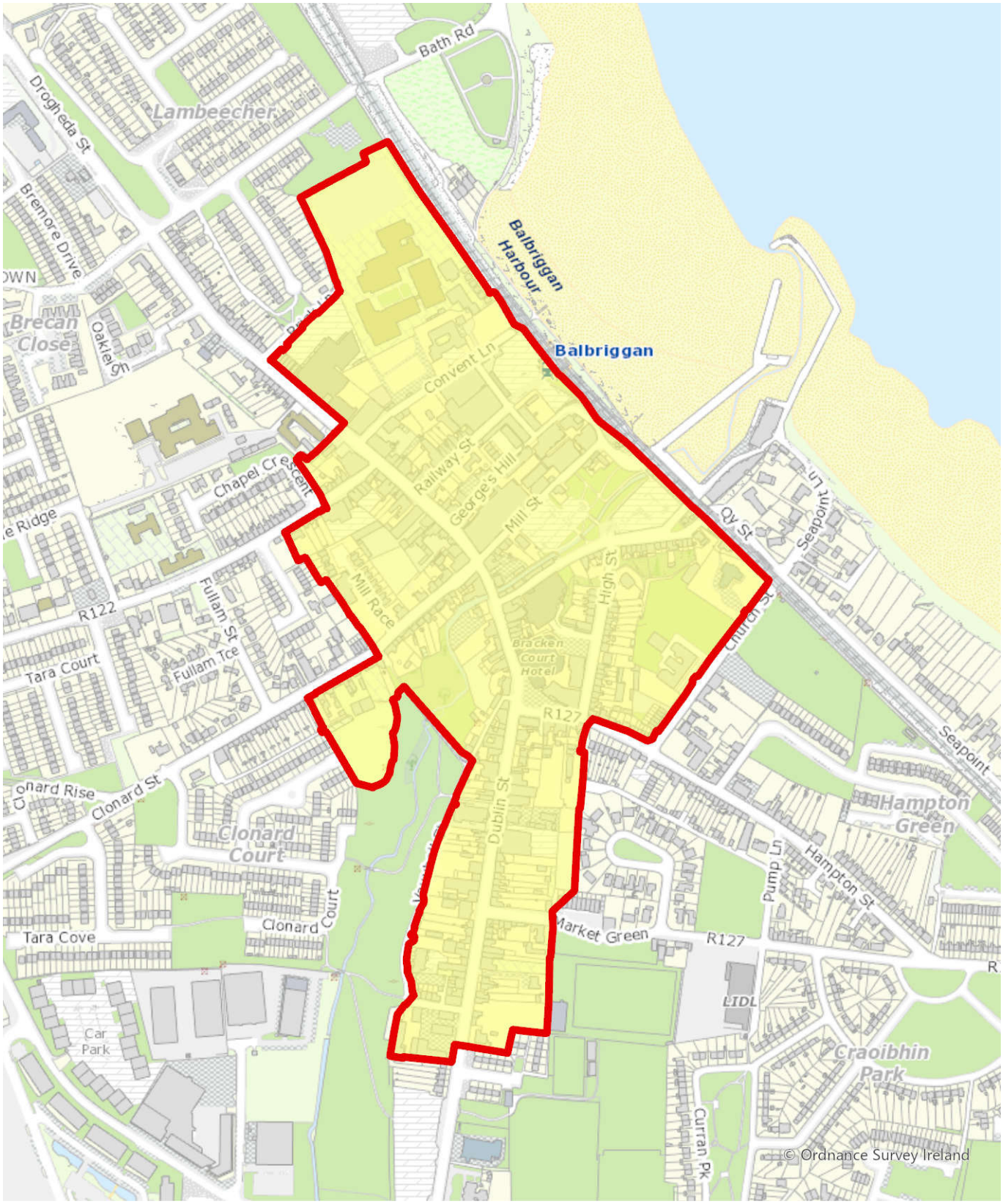
Blanchardstown Core Retail Area



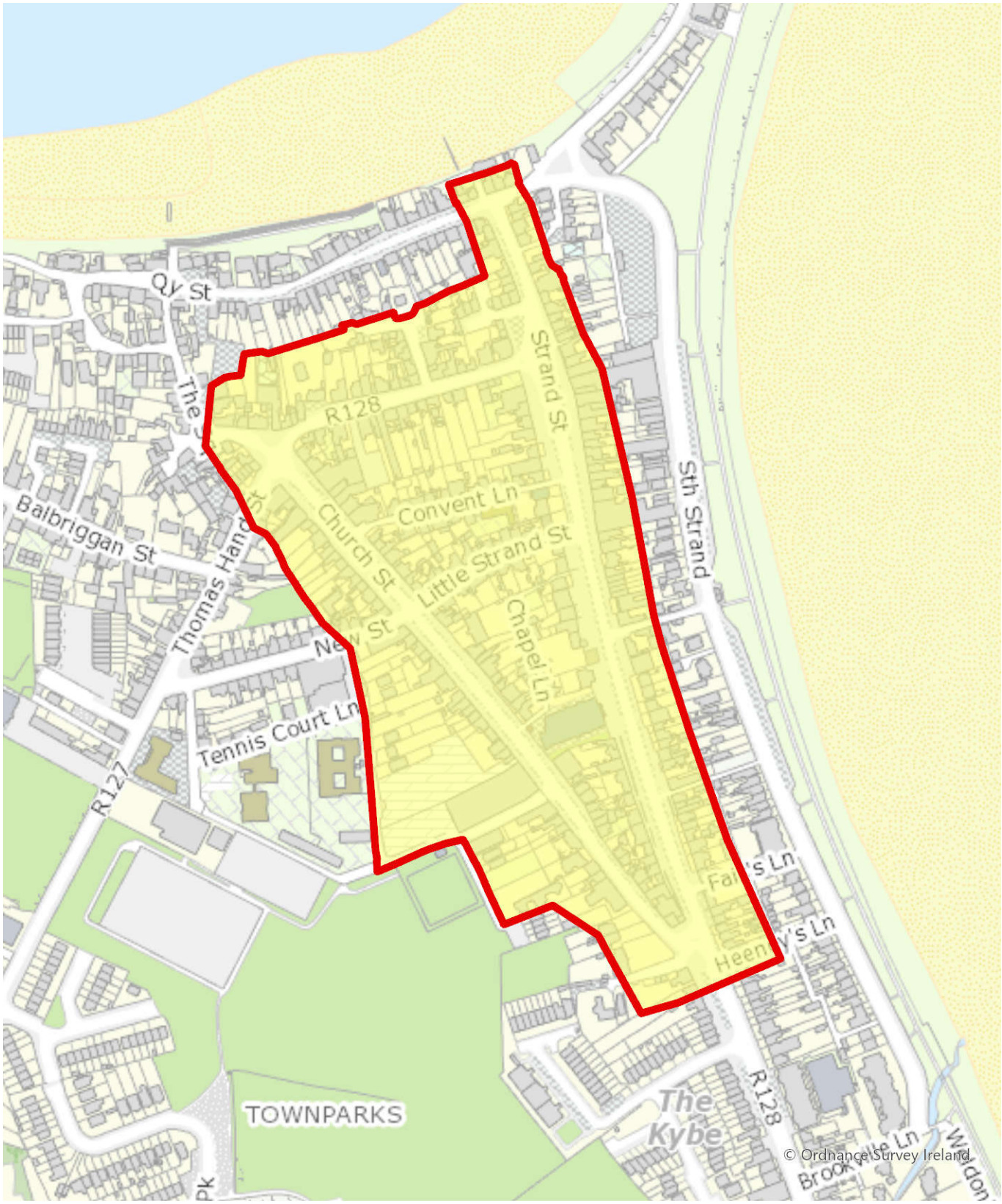
Swords Core Retail Area



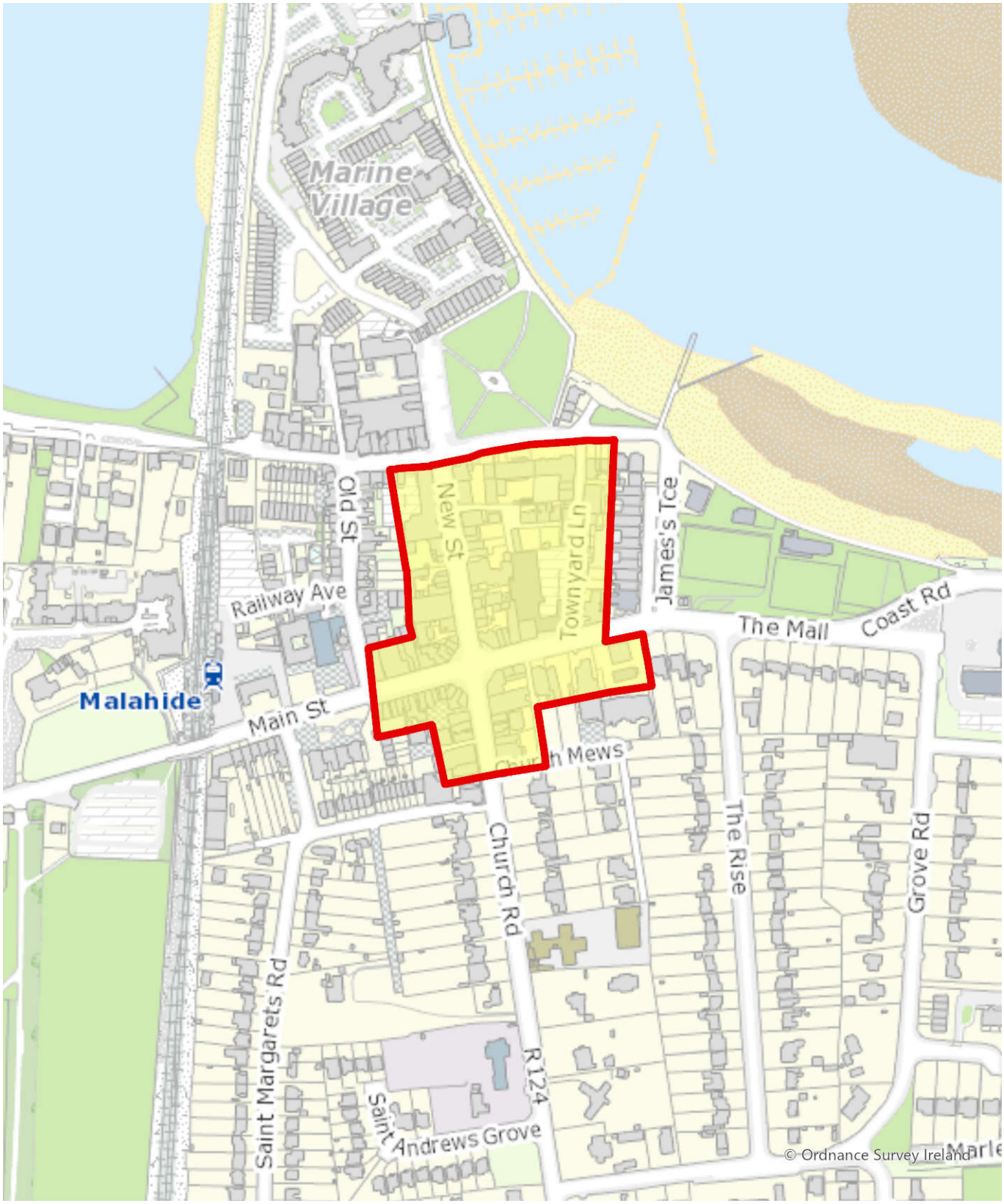
Balbriggan Core Retail Area



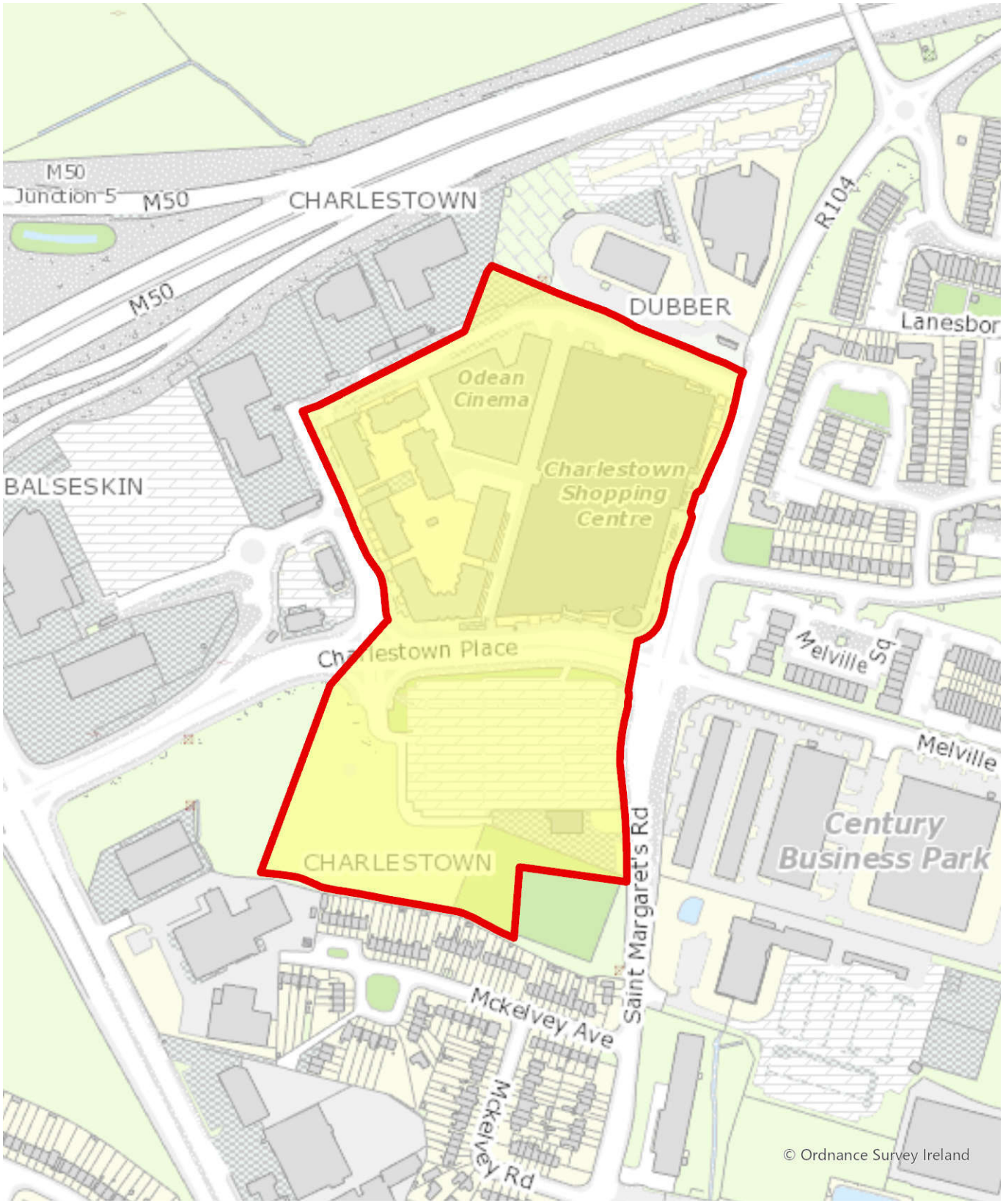
Skerries Retail Core Area



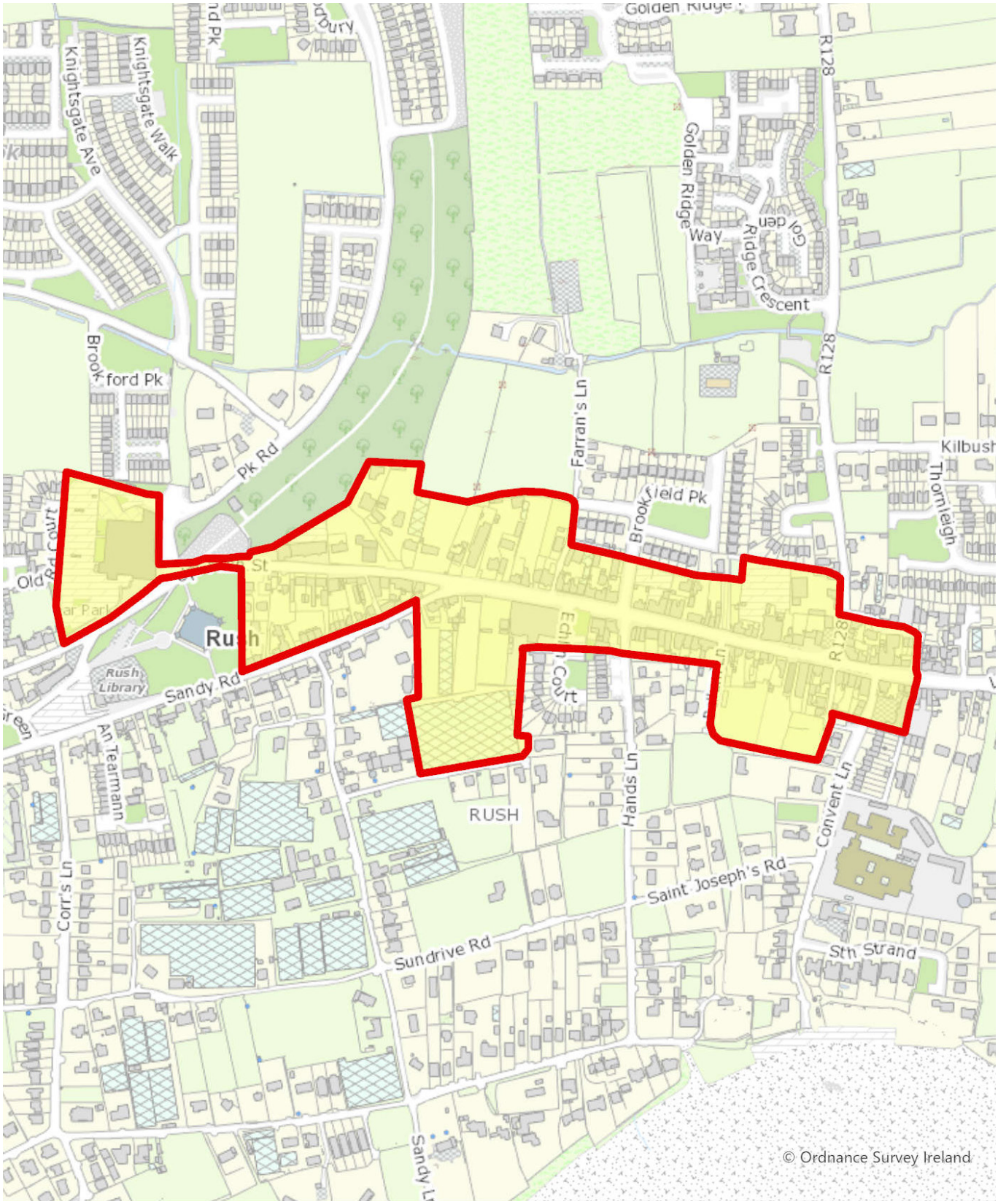
Malahide Core Retail Area



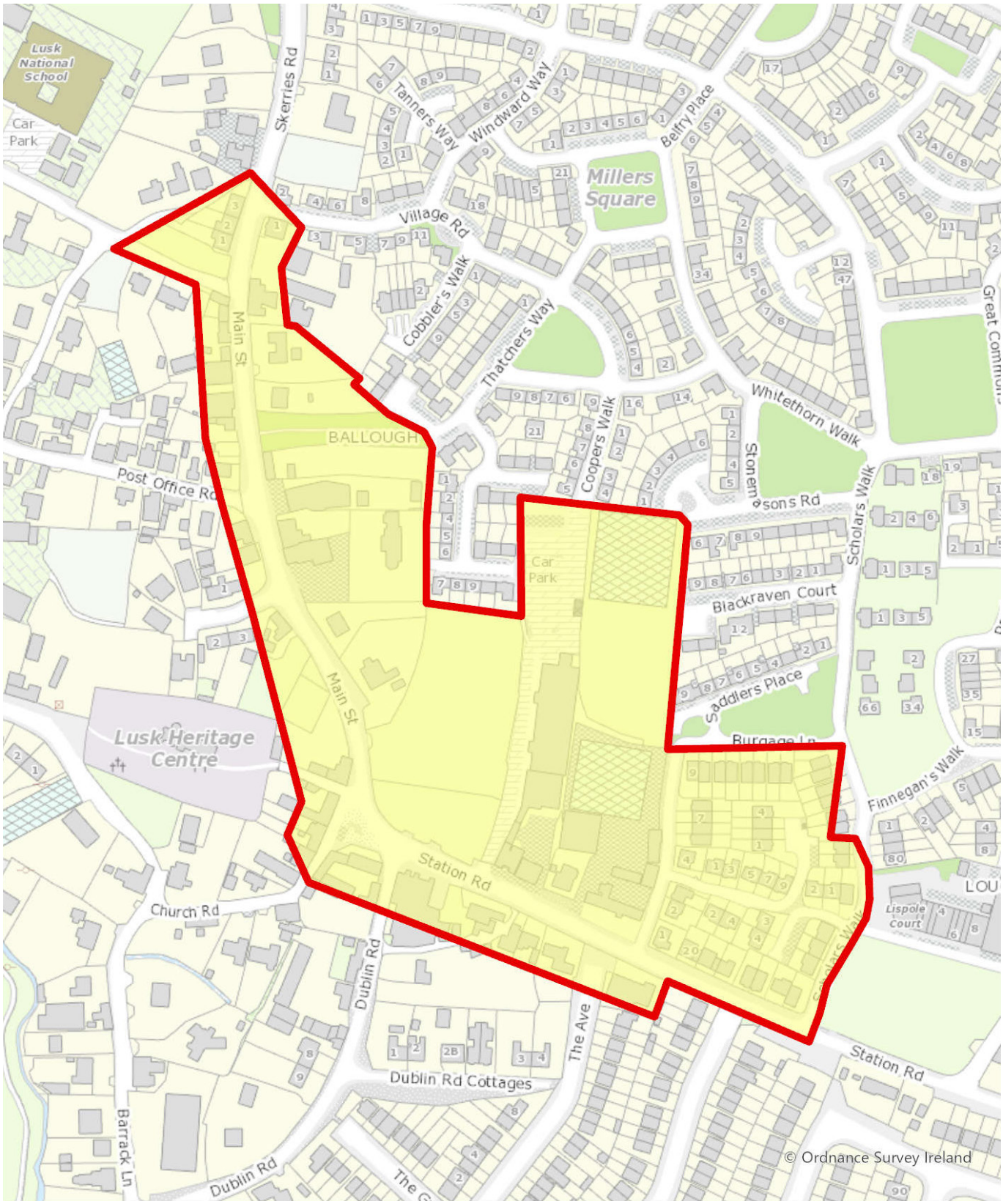
Charlestown Core Retail Area



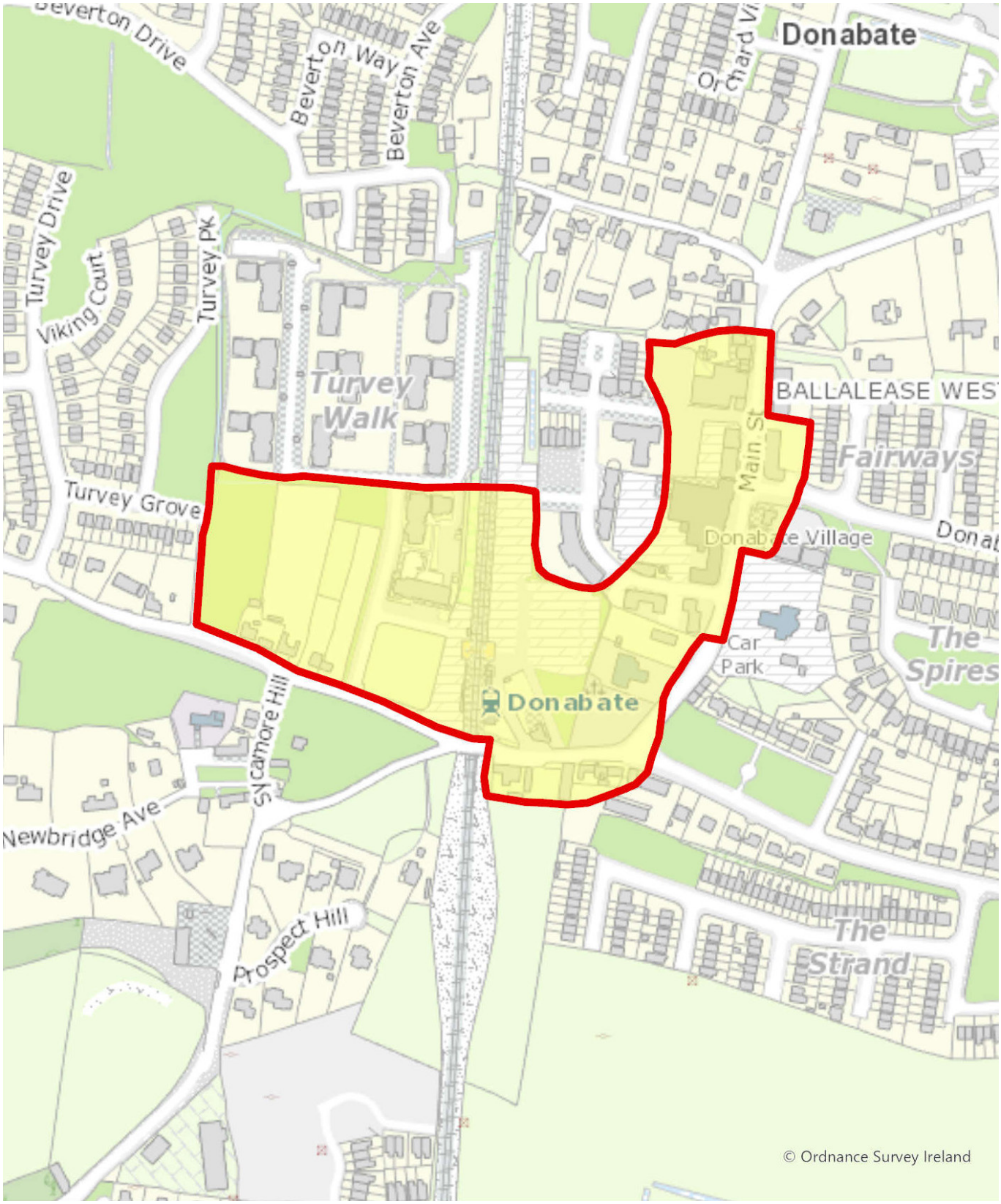
Rush Core Retail Area



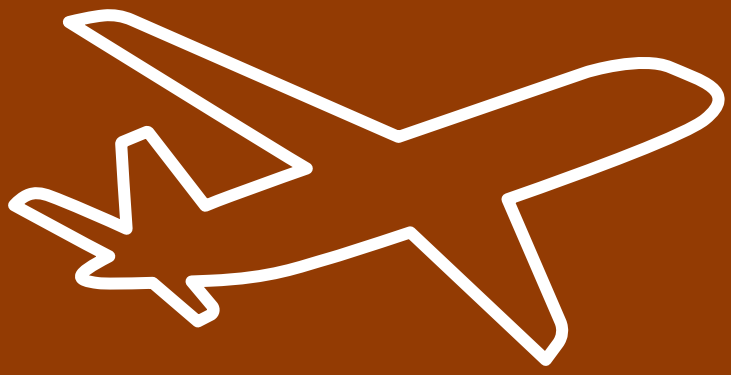
Lusk Core Retail Area



Donabate Core Retail Area



8. DUBLIN AIRPORT



8.1 Introduction

Dublin Airport is of vital importance to the Irish economy and acts as the principal international gateway for trade, inward investment and tourism. The aviation sector is one of the most important components of Fingal's local economy. The aviation sector is multifaceted and includes sectors such as aviation safety, security, regulation, governance, financing, air cargo, aircraft maintenance, repair and overhaul (MRO), aircraft leasing, ground handling, ground transport, catering and customer services. Dublin Airport is nationally significant due to its employment base, passenger throughput and air freight services and it remains the primary economic hub in Fingal. With 233 thousand flights arriving and departing from 177 destinations via 46 airlines, Dublin Airport welcomed a total of 32.9 million passengers during 2019, making it the Airport's busiest year on record.

About 30.7 million people started and ended their journey at Dublin Airport in 2019, while almost 2.2 million passengers used the Airport as a hub, reflecting the growth of the Airports hub role in line with national policy. Since March 2020 passenger throughput contracted at Dublin Airport from 6.7 million in Q1 2020 to just 156,000 in Q2 2020 as international travel restrictions severely disrupted numbers travelling (Dublin Economic Monitor, September 2020). Notwithstanding this, Dublin Airport is a major employment cluster and a strategic business location nationally as well as being the single most significant economic entity in Fingal and the wider Dublin City region.

The Airport is a primary contributor to Ireland having one of the highest connectivity levels on the continent relative to the size of its population and economy. In terms of connectivity, Dublin Airport has been the second fastest growing airport among major European airports over the last five years (InterVISTAS – Dublin Airport Economic Impact Study 2019). This connectivity is critical to the economic development of Ireland, including trade, tourism, FDI and business location decisions. More than any other business or economic driver, Dublin Airport and its ongoing growth generates significant benefit for the County, allowing for a diverse local economy to flourish.

With passenger numbers forecasted to reach 40 million persons per annum by 2030, the sustainable growth of the Airport is paramount. This will require balancing a number of key issues such as climate change, infrastructure provision and community engagement while ensuring that the core operational transport function of the Airport is protected. National, Regional and local policy supports the continued growth of Dublin Airport, including its development as a secondary European hub airport. In order to provide a framework for the further growth and sustainable development of the Airport, the Dublin Airport Local Area Plan came into effect in 2020.

Fingal County Council is committed to the goals of the Paris Agreement and will take them into account in all decisions in relation to the Airport. The Council places a strong emphasis on reducing climate emissions through increasing the use of more sustainable transport modes and a smarter travel approach for surface access to and from Dublin Airport.

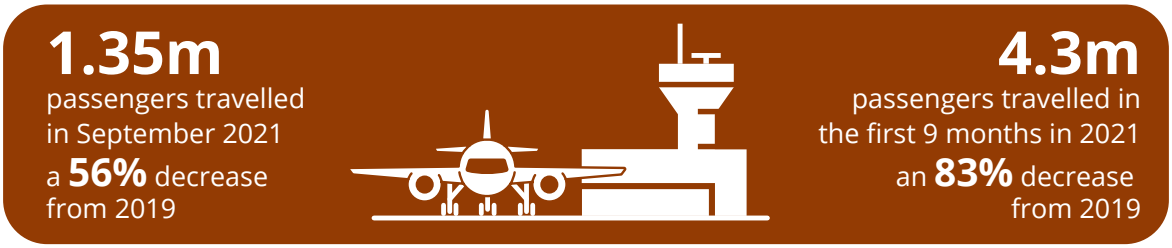
8.2 Context

Since the adoption of the previous Development Plan, Dublin Airport has continued to grow both in size and importance nationally and internationally. The Airport has assumed a niche hub role within the European airport system servicing the Transatlantic aviation market, given its strategic geographical location and its unique ability in Europe to offer customs and immigration pre-clearance for passengers. In addition, the number of scheduled destinations served directly from Dublin has grown materially in recent years. Dublin Airport handles 80% of all international flights to Ireland. The Airport also plays a significant role in terms of the movement of freight from Ireland.

This Plan contains the Dublin Airport (DA) zoning objective, which is a unique economic development zoning within Fingal, comprising an extensive area of some 1,024 ha. The DA zoning covers all the operational buildings and lands associated with the Airport and runways. 19% of this land has been developed to date (Q4, 2021).

Dublin Airport's infrastructure has continued to evolve over a number of decades incorporating the various landside and airside components. A number of important infrastructure projects have taken place and continue to take place at the Airport in recent years. These include the overlay re-surfacing of the existing runway 10R/28L, airfield lighting upgrade, taxiway airfield ground lighting upgrade and enhancements to Pier 4 to accommodate expanded US pre-clearance facilities, the development of the new Air Traffic Control Tower and the north runway 10L/28R are completed.

The Covid-19 pandemic resulted in a devastating effect on air travel around the world and Dublin Airport was no exception. Almost 1.35m passengers travelled through Dublin Airport in September 2021, a 56% decrease when compared to pre-Covid-19 levels in 2019. In addition, almost 4.3 million passengers travelled through Dublin Airport in the first nine months of 2021, representing an 83% decrease when compared to pre Covid-19 levels for the same period in 2019 (dublinairport.com, October 2021). Total passenger throughput at Dublin Airport edged up in Q2 2021, but still remained down by over 92% from its 2019 peak. Just over 600,000 passengers (SA) arrived at and departed from the Airport in the second quarter of the year as travel restrictions within Europe and further afield were eased (Source: CSO – Dublin Economic Monitor, September 2021).



The Aviation and Tourism sectors in Fingal are intrinsically linked and Dublin Airport is of high importance to the Irish tourism industry with 80% of visitors to Dublin having travelled via the Airport. The most recently available tourism data indicates that of the over 9.5 million visitors to Ireland in 2018, almost 70% of these (7 million visitors) entered and left through Dublin Airport, equating to 14 million (arriving and departing) passenger journeys. These visitors travel not just to Dublin (where 80% of visitors have arrived via the Airport) but throughout the island of Ireland, where 20% visit Northern Ireland and 40% other parts of the Republic (Dublin Airport LAP, 2020).

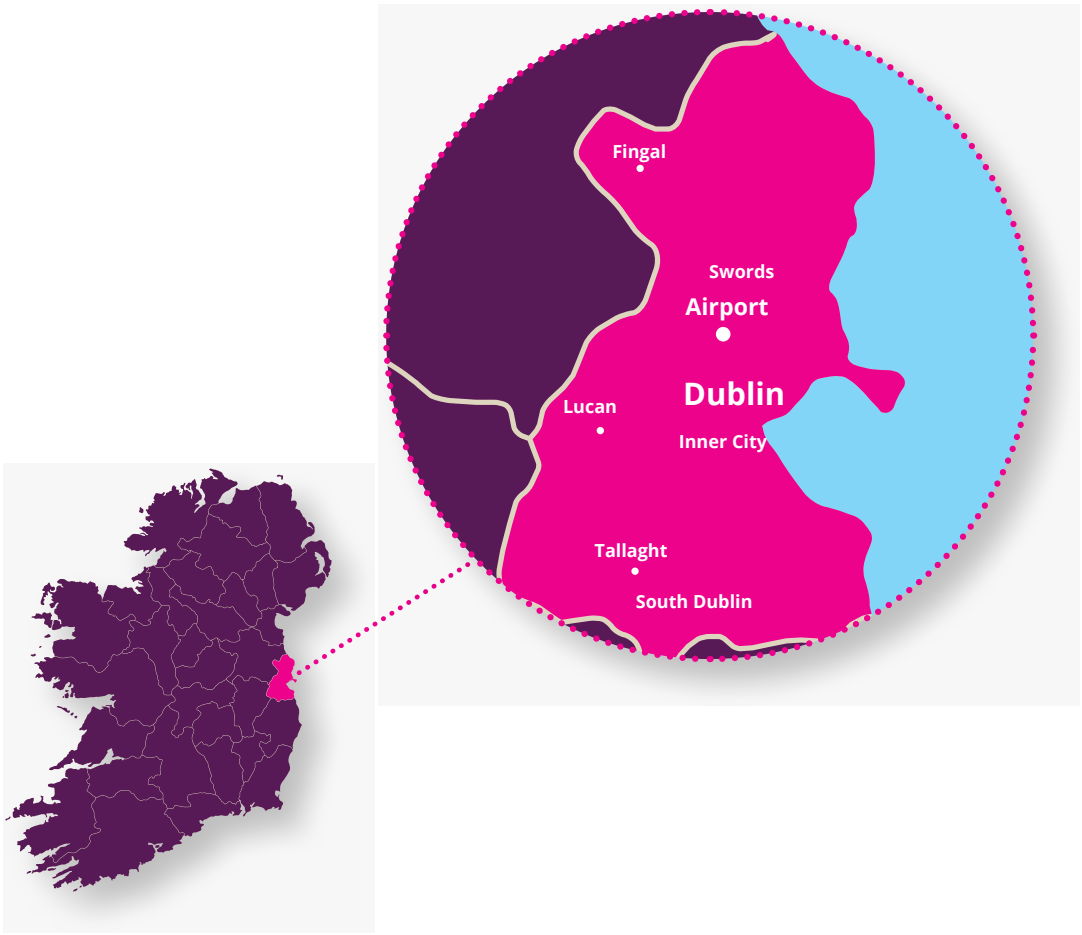
Dublin Airport's strategic location provides access to national and international markets making Fingal an attractive location for business to locate. Dublin Airport is a major employment cluster and a strategic business location nationally. The Airport has also spawned many new indirect synergistic enterprise. The Airport is the home base for two major carriers, Aer Lingus and Ryanair and provides services in excess of 40 airlines. The Airport is a key economic engine for Ireland bringing additional jobs and tourism spending throughout the island. During 2019, Dublin Airport welcomed 32.9 million passengers, supported 19,200 full time equivalent (FTE) jobs and contributed €1.7 billion Gross Value Added. Indirectly, Dublin Airport is estimated to facilitate 129,700 jobs and contribute €9.8billion Gross Value Added nationally in total which is equivalent to 3.1% of national Gross Domestic Product (Dublin Airport Economic Impact Study, InterVistas, 2019).

The pivotal role of the Airport in the transport network of Ireland is clear. This is due to its location at the nexus of the M1 (to Northern Ireland), M2, M3 and M50 motorways and the presence of major public transport corridors from the centre of Dublin (currently bus, planned MetroLink and prospectively heavy rail) serving the Airport. The relative accessibility of Dublin Airport from much of the Country also suggests a broader role for the Airport serving the whole island of Ireland.

32.9 million
passengers welcomed in 2019
19,200 full time jobs
added **€1.7 billion** Gross Value

Indirectly facilitated
129,700 full time jobs and
contributed **€9.8 billion** Gross Value,
3.1% of national Gross Domestic Product

Figure 8.1: Dublin Airport National and Regional Context (source: Dublin Airport LAP, 2020).



The *Dublin Airport Local Area Plan 2020* (LAP) was prepared during the lifetime of the Fingal Development Plan 2017-2023. The LAP provides an updated strategy for the continued growth of Dublin Airport in line with relevant aviation, planning and environmental policy within the context of a sustainable growth framework. More specifically, the LAP provides a detailed framework to:

- Facilitate the capacity enhancements and operational improvements that are required within the short to medium term for Dublin Airport to:
  - Continue to operate safely and efficiently;
  - Keep pace with the anticipated growth in demand; and
  - Develop as a secondary European hub;
- Outlines the community, environmental and supporting infrastructure and surface access measures necessary to support the Airport's growth, consistent with:
  - Sustainable development principles;
  - Appropriate noise and environmental measures designed to protect public health; and
  - Ensuring high quality surface transport access to the Airport.

8.3 Opportunities

The existing scale, function, location and the strength of Dublin Airport's catchment area and growing hub status provides significant opportunities for future growth and development at Dublin Airport, all of which is recognised in National, Regional and local planning and ancillary policy documents. Delivering enhanced infrastructure is critical to give Dublin Airport the capacity it needs to meet its growth potential within the plan period, providing further opportunity to develop the economy and provide opportunities for additional jobs, tourism, trade and investment (Dublin Airport LAP).

The *Dublin Airport Local Area Plan 2020* (LAP) was prepared during the lifetime of the Fingal Development Plan 2017-2023. The LAP provides an updated strategy for the continued growth of Dublin Airport in line with relevant aviation, planning and environmental policy within the context of a sustainable growth framework. This framework will facilitate the capacity enhancements and operational improvements that are required within the short to medium term for Dublin Airport to develop as a secondary European hub, to meet anticipated demand and to operate safely and efficiently. The LAP will also ensure that community, environmental, infrastructure and surface access measures to support the Airport's growth are carried out in a sustainable manner.

In order to achieve the anticipated growth of the Airport, including increased passenger numbers and increased employment, a number of infrastructural developments are required, and these are detailed in the LAP. The development of MetroLink and core bus corridors under the BusConnects programme, including increased walking and cycling infrastructure will provide alternative sustainable transport modes to ensure better connectivity for passengers and workers arriving and departing the Airport. A number of internal access measures are also proposed for the Airport, which will improve accessibility and reduce congestion.

A number of major infrastructural projects have also been completed at the Airport. These include the new northern runway and the new air traffic control tower. The new northern runway alleviates current shortage of take-off and landing times during peak periods and provides for additional capacity. This runway became operational in August 2022.

The specific zoning objective applicable at the Airport provides the opportunity to ensure the efficient and effective operation and development of the Airport in accordance with the LAP. This DA zoning objective comprises an extensive area of some 1,024 ha of which 198 ha (19%) has been developed to date (Q4, 2021). The aim of the zoning objective is to facilitate air transport infrastructure and Airport related activity/uses only (i.e. those uses that need to be located at or near the Airport).

8.4 Strategic Aims

The National Aviation Plan (NAP), which was published in 2015, identifies the aviation sector as a major contributor to the national economy and for international connectivity. Dublin Airport is critical in enabling trade, which for a small open economy such as Ireland, is a national imperative. The NAP is committed to creating an environment in which the sector can maximise its potential for the wider economy and it has three main goals, which include;

- To enhance Ireland's connectivity by ensuring safe, secure and competitive access responsive to the needs of business, tourism and consumers;
- To foster the growth of aviation enterprise in Ireland to support job creation and position Ireland as a recognised global leader in aviation; and
- To maximise the contribution of the aviation sector to Ireland's economic growth and development.

The NAP recognises the requirement for increased infrastructure at the Airport in order to ensure the sustainable development of Dublin Airport as a secondary hub and the NAP highlights the important role of maintenance, repair and overhaul (MRO) facilities to the aviation sector and promotes the maintenance and growth of such facilities.

The National Planning Framework (NPF) considers Dublin Airport to be of strategic importance both to the functioning and competitiveness of the economy of Ireland. The NPF includes high-quality international connectivity as a National Strategic Outcome (NSO 6) and recognises the crucial role that the provision of high-quality connectivity has for overall international competitiveness. It addresses opportunities and challenges from Brexit through investment in our Airports, in line with sectoral priorities already defined through the NAP.

The NPF also specifically supports key strategic projects such as the second runway and additional terminal facilities for Dublin Airport under National Strategic Outcome 6. Key future growth enablers identified for Dublin Airport include enhanced land-side access to the Airport, particularly in terms of public transport such as the MetroLink, and improved road network connections from the west and north in the longer term and consideration of heavy rail access to facilitate direct services from the national rail network in the context of potential future electrification.

The Regional Spatial and Economic Strategy (RSES) recognises Dublin Airport as a key national asset to Ireland's economic success which is linked with its global connectivity to trade and tourism markets and requires support to ensure it continues as an economic driver. Included in this RSES is a 12-year horizon Metropolitan Area Strategic Plan (MASP) for Dublin, giving greater analysis and detail of how the overall objectives and policies of the NPF and RSES will be implemented. The RSES and the MASP aligns with the NAP and NPF in recognising and promoting the national importance of Dublin Airport. The strategy reiterates the need to protect and improve access to the global gateway of Dublin Airport as a growth enabler for the Dublin Metropolitan Area. The guiding principles for the growth of the Dublin Metropolitan Area promotes:

"*Dublin as a Global Gateway – In recognition of the international role of Dublin, to support and facilitate the continued growth of Dublin Airport and Dublin Port, to protect and improve existing access and support related access improvements.*"

The aim of the *Dublin Airport Local Area Plan 2020* (LAP) is to facilitate the sustainable development of the Airport in line with national, regional and local policy. The strategic aims for Dublin Airport have been indicated in the LAP and these will be supported for the lifetime of this Plan also. As the LAP was prepared prior to the onset of the Covid-19 global pandemic, it could not have accounted for the devastating affect that the pandemic caused on the Airport and global aviation in general. In this regard, Fingal County Council will continue to support the Airport in its recovery and to ensure that it remains a key national asset to Ireland's economic success.

The strategic aims of the LAP include:

- Support for Airport safeguarding.
- Support the continued sustainable growth of Dublin Airport and connectivity as a hub Airport whilst ensuring protection of the environment.
- Support the timely delivery of required infrastructure to facilitate Airport growth.
- Support the growth of the Airport as a major economic driver for the region.
- Support continued communication between the Airport and neighbouring communities to protect community amenity and mitigate potential impact from Airport growth in the interests of long-term sustainability.

The LAP identifies key strategic objectives to guide the future development and growth of Dublin Airport. The Plan will support the strategic aims and objectives of the LAP.

The Dublin Airport Central Masterplan 2016 (DAC) produced a framework for an area of 'HT' – High Technology zoned lands within the Airport LAP lands. Development of Phase 1 of the DAC is nearing completion. The DAC Masterplan also sets out a second phase which should only be considered when the identified infrastructural constraints in the form of road access measures and the Swords CBC and MetroLink are operational. *The South Fingal Transport Study 2019* included analysis of traffic in respect of the DAC Masterplan lands which has informed the objectives contained within the LAP.

8.5 Policies and Objectives

8.5.1 The Dublin Airport Local Area Plan 2020 (LAP)

The *Dublin Airport Local Area Plan 2020* provides the principal development management tool for the Airport area and specifies the long-term disposition and mix of uses within the designated Airport area together with infrastructural development necessary to support these uses. The LAP provides a detailed planning framework to facilitate the capacity enhancements and operational improvements that are required within the short to medium term for Dublin Airport and the LAP outlines the community, environmental and supporting infrastructure and surface access measures necessary to support the Airport's growth. The LAP provides a detailed planning framework with associated policies and objectives relating to the future development of Dublin Airport and its environs. All future development proposals at the Airport must comply with the LAP. This Plan therefore will not replicate the objectives cited in the LAP but will provide an account of the strategic priorities for the Airport's development into the future.

Policy DAP1 – Dublin Airport Local Area Plan 2020

Continue to support Dublin Airport as a key national asset to Ireland's economic success by ensuring that all future development complies with the strategic aims and objectives contained within the *Dublin Airport Local Area Plan, 2020* or any subsequent LAP or extension of same.

8.5.2 Safeguarding Dublin Airport

As the Airport grows in size and importance, it is imperative that a balance is achieved between promoting the potential of the aviation sector and safeguarding the primary operational role of Dublin Airport as the country's main international airport. The LAP has provided a framework for sustainable development at the Airport and the Plan will continue to support the objectives regarding same. The LAP states that "*Any plans for further phases of development at DAC should only be considered after delivery of specific road network and public transport improvements, including the operation of the Swords CBC and MetroLink.*" (*Dublin Airport LAP 2020*).

In order to meet the demand forecast (as detailed below), enabling infrastructure will have to be provided and it is important that all future development proposals shall not prejudice the orderly operation and continued growth at Dublin Airport. All proposals shall take into account safeguarding associated with key operational features of the Airport which include runways, taxiways, obstacle surfaces, radar and control tower sightlines.

Objective DAO1 – Safeguarding Dublin Airport

Facilitate the operation and future development of Dublin Airport, in line with Government policy and the *Dublin Airport Local Area Plan 2020*, or any subsequent LAP or extension of same, recognising its role in the provision of air transport, both passenger and freight.

Objective DAO2 – Safeguarding the Current and Future Requirements of Dublin Airport

Safeguard the current and future operational, safety, technical and developmental requirements of Dublin Airport and provide for its ongoing development in accordance with the *Dublin Airport Local Area Plan 2020*, or any subsequent LAP or extension of same, having regard to both the environmental impact on local communities and the economic impact on businesses within the area.

8.5.3 Assisting Growth and Connectivity – Hub Airport

A key national strategic policy is for Dublin Airport to be developed as a secondary hub, which will require a significant level of airport infrastructure, terminal facilities, runway capacity and surface access. The Airport is a primary contributor to Ireland having one of the highest connectivity levels on the continent relative to the size of its population and economy. The Airport has 56 scheduled and charter airlines operating from the Airport providing direct services to more than 190 destinations in 40 countries on four continents and is the home base for two major carriers: Ryanair and Aer Lingus. In terms of connectivity (which is essential to doing business), Dublin Airport is ahead of many other European airports of its size e.g. in the connectivity index for 2015, Dublin Airport ranked above London Gatwick, Milan, Manchester and Lisbon Airports *(Noise Action Plan for Dublin Airport 2019– 2023)*.

A review of future capacity needs at Irelands state airports was commissioned by the Department of Transport, Tourism and Sport (DTTAS) in 2018 and carried out by Oxford Economics (DTTAS Review of Future Capacity Needs). The review sets out forecasts for passenger and aircraft movements for Dublin Airport up to 2050 and identifies the key infrastructural capacity issues that will need to be addressed over that same period. By 2030, the baseline forecasts show that:

- Passenger numbers are forecasted to reach 40 million passengers per annum.
- Air Transport Movement Forecasts (ATM's) are forecasted to reach 265,000.
- Air Cargo is forecasted to reach to between 150,000 and 170,000 tonnes.

Objective DAO3 – Secondary Hub

Engage and collaborate with key stakeholders, relevant agencies and sectoral representatives to ensure that Dublin Airport is developed and promoted as a secondary hub to capitalise on the associated wider economic benefits for Fingal and the wider region.

8.5.4 Providing the necessary Infrastructure

It is recognised that there are a number of capacity constraints in the short to medium term on a range of key infrastructure to meet forecasted growth, as above. These include airport infrastructure developments and surface access and transport infrastructure. The anticipated growth in the capacity of Dublin Airport will be, to a large extent, dependent on the ability of passengers and staff to efficiently and conveniently access the Dublin Airport campus. It is important that accessibility to and from the Airport is therefore protected and enhanced. One of the most immediate capacity constraints affecting the Airport is that of congestion of the surface access to the Airport. The LAP has set out a number of solutions to resolve this matter.

The delivery of the proposed new MetroLink will further improve transportation links between the Airport, Swords and Dublin City enhancing the role of the Airport within Fingal. In addition, the focus on sustainable modes and the significant potential for walking and cycling, particularly for airport employees is recognised

and is an objective of this Plan. In order to accommodate the forecasted growth, the following key infrastructure will be required:

- Improved surface access.
- Improvements to the external road network.
- Expanded terminal capacity by way of reconfiguration and augmentation of existing facilities.
- Completion of the north runway.
- Expansion and enhancement of US preclearance facilities.
- Support existing maintenance repair and overhaul (MRO) and cargo facilities and relocation where appropriate.
- Support and facilitate safe and efficient vehicular access between the eastern and western parts of the airfield to facilitate the movement of airside support vehicles.
- Additional aircraft parking stands supported by accompanying boarding gate and aircraft piers, particularly in the context of growing the hub function of the Airport.

The provision of the identified infrastructure will support sustainable growth and facilitate the development of the Airport as a secondary hub in line with government policy.

Policy DAP2 – Infrastructure Provision

Ensure that the required infrastructure and facilities are provided at Dublin Airport, in accordance with *Dublin Airport LAP 2020*, or any subsequent LAP or extension of same, so that the Airport can develop further and operate to its maximum sustainable potential, whilst taking into account the impact on local communities, the environment and climate change.

Objective DAO4 – Aviation Infrastructure and Facilities

Ensure that the required infrastructure and facilities are provided at Dublin Airport so that the aviation sector can develop further and operate to its maximum sustainable potential, whilst taking into account the impact on local residential areas, and any negative impact such proposed developments may have on the sustainability of similar existing developments in the surrounding area, and the impact on the environment, including the climate.

Objective DAO5 – Augmentation and Improvement of Terminal Facilities

Facilitate the on-going augmentation and improvement of terminal facilities at Dublin Airport.

Objective DAO6 – Supply of Car Parking at Dublin Airport

Control the supply of car parking at the Airport so as to maximize as far as is practical the use of public transport and sustainable transport modes (walking / cycling) by workers and passengers and to secure the efficient use of land and safeguard the strategic function of the adjacent road network.

Objective DAO7 – Integrated Public Transport Network serving Dublin Airport
Require and facilitate the provision of an integrated public transport network to serve Dublin Airport.
Objective DAO8 – Surface Access Needs
Protect and enhance the transportation capacity required to provide for the surface access needs of the Airport.
Objective DAO9 – Maintain and Protect Accessibility to the Airport
Maintain and protect accessibility to the Airport as a priority.

8.5.5 Supporting Employment and Economic Development

Over 140,000 jobs are supported by the air transport sector in Ireland including 39,000 (airlines, airport operators, airport on-site enterprises, aircraft manufacturers, and air navigation service); with an estimated additional 105,000 jobs supported by the air transport sector: 25,000 in the supply chain; 11,000 as a result of employee spending; and 69,000 by international tourism. It is estimated that the air transport sector supports €8.9 billion of Irelands GDP. Approximately, 6.8% of GDP was supported by air transport and foreign tourists arriving by air in 2018 and spending by foreign tourists supports a further €8.7 billion of the country's GDP.

The aviation industry is worth €4.1bn to the Irish economy along with the leasing sector pulling in €550m alone making it a significant contributor. Nine of the world's top 10 lessors are also headquartered here with over 50 per cent of the world's leased aircraft managed and owned in Ireland, providing employment for around 44,000 full-time workers with 5,000 of these from the leasing companies. (KPMG study, 2021). Dublin Airport and the aviation sector is one of the most important components of Fingal's local economy.

It is also very significant that Ireland has a highly skilled and experienced workforce, which is a key factor in attracting foreign direct investment in any country and Ireland has done exceptionally well at specialising in the field of aviation and aviation finance that has enabled the country to plan and invest in commercial, financial and technical skills while also tailoring and introducing relevant courses to meet the demand for these specific careers in universities and colleges and has also introduced the first master's in aviation finance in Europe.

The Aviation sector is a major employer and includes Aer Lingus, Dublin Airport Authority, Cityjet, Servisair and Ryanair. Dublin Airport is the largest employer in the region. *The Dublin Airport Economic Impact Study 2019* found that total economic impact of Dublin Airport amounts to 129,700 jobs in Ireland, equivalent to 114,900 full-time jobs, earning a total €9.8 billion in GVA contributions to the national economy, representing 3.1% of total GDP. The study also identifies 89% of the direct jobs being generated in Fingal. Crucially, for every job created in the Airport, four are created in the region as a direct result. It is estimated that visitors to Fingal generate a €500 million spend, which sustains a total of 20,000 jobs (one in four jobs in Fingal) across all sectors (transport, retail, entertainment and other services). The level of direct, indirect and catalytic economic benefit that Fingal can harness from the aviation sector is likely to continue to grow into the future as air travel and the aviation sector continues to grow globally and nationally.

Fingal County Council recognises the unique potential of Dublin Airport as an economic generator and major employer and will continue to support the Airport as a readily accessible location for existing and future employment for Fingal residents. Notwithstanding the economic importance of Dublin Airport as outlined above, the Council must achieve a balance between promoting the potential of the aviation sector and safeguarding the primary operational role of Dublin Airport as the Country's main international Airport. While the key role of the Airport is in supporting connectivity, trade and tourism, the importance of the Airport in the local economy also relates to the provision of a range of employment opportunities that span a spectrum of skills levels. This is critical in bringing balance to the economy of Fingal.

Policy DAP3 – Economic Development

Support an appropriate balance between developing the unique potential of Dublin Airport as an economic generator and major employer in the County and protecting its core operational function as the Country's main international airport, in accordance with the Economic Objectives of the *Dublin Airport Local Area Plan, 2020*, or any subsequent LAP or extension of same.

Objective DAO10 – Employment Opportunities for Fingal Residents

Engage with and support the daa and other employment providers in aviation uses associated with Dublin Airport to create quality and easily accessible employment opportunities for Fingal residents.

8.5.6 Transitioning to a Low Carbon Economy

The continuing growth of the Airport presents many challenges and one of these is the need to reduce carbon emissions and safeguard the environment at the Airport. The Plan seeks to pursue climate mitigation in line with global and national targets and support the transition towards a low carbon economy by seeking to reduce CO2 emissions at the Airport. The *Climate Action Plan 2023* provides an account of a number of key sectors such as transport and electricity and details the measures required to achieve decarbonization targets. Those sectors most applicable to Dublin Airport include transport, including land use and transport planning, electricity, buildings and waste and circular economy.

Increasing the use of more sustainable modes of transport for access to and from the Airport is imperative. As noted previously, the promotion of public transport initiatives and enhanced walking and cycling infrastructure will aid in the reduction of climate emissions. It is important that these modes are aimed at airport employees by providing enhanced accessibility to both Swords and Dublin City. Restricting increased employee car parking at the Airport will also be supported by the Council in an effort to reduce emissions. Further large-scale developments at the Airport will be required to address carbon emissions as part of the Development Management process and waste prevention and minimisation will be encouraged throughout airport facilities.

Policy DAP4 – Transitioning to a Low Carbon Economy

Ensure that all developments comply with the Climate Action Objectives and the Circular Economy and Waste Management Objectives in the *Dublin Airport Local Area Plan 2020*, or any subsequent LAP or extension of same.

8.5.7 Ensuring Environmental Protection and Sustainability

An overriding theme of the Plan is the need to protect the environment throughout the County. In terms of Dublin Airport, the LAP considers the likely direct and indirect effects of the future development of Dublin Airport on the local environment, including the communities surrounding the Airport. Noise, flood risk management, sustainable urban drainage, foul drainage and water supply, surface water quality, ground water and air quality are dealt with in the LAP, each with its own specific objectives. In addition, the built and natural heritage including archaeology and architectural heritage are examined in the context of Dublin Airport, with specific objectives relating to the protection of same. The Plan supports the objectives relating the environmental issues, referred to above, as indicated in the Dublin Airport LAP.

Noise is discussed separately below as the noise zones were subject to Variation no. 1 of the Fingal Development Plan 2017–2023 and as such will be included in this Plan.

i. Airport Noise

Noise zones relating to Dublin Airport have been in place for many years to aid land use planning. Previous noise zones dated back to 2005 and as such it was considered appropriate to update the noise zones for Dublin Airport to allow for more effective land use planning for development within airport noise zones.

In addition, the *Noise Action Plan for Dublin Airport 2019–2023 (NAP)* was prepared under the Environmental Noise Regulations 2006 and was adopted in December 2018. The Noise Action Plan is designed to manage noise issues and effects associated with existing operations at Dublin Airport and sets out a number of actions to address such issues.

Fingal County Council has been designated as the Aircraft Noise 'Competent Authority' (ANCA) for the purposes of monitoring Aircraft Noise levels at Dublin Airport. As such, all planning applications at Dublin Airport are referred to the Competent Authority by the Planning Authority for assessment. In assessing a planning application, ANCA must determine whether the proposals have the potential to cause a noise problem. The assessment role includes an examination of planning applications by the Competent Authority to ascertain whether they could have aircraft noise implications which require mitigation.

The noise zones relating to Dublin Airport were updated in 2019 in order to allow for more effective land use planning for development within airport noise zones. The updated policies relating to development in noise zones are set out in Variation no. 1 of the *Fingal Development Plan 2017–2023* and these will apply in the Plan.

Noise Zones have been prepared in relation to aircraft noise associated with Dublin Airport as outlined in Table 8.1 below and supported by the following objectives. The approach taken in preparing these noise zones is considered to be supportive of National Policy Objective 65 set out in the Department of Housing Planning and Local Government (DHPLG) National Planning Framework 2040, February 2018, to:

"Promote the pro-active management of noise where it is likely to have significant adverse impacts on health and quality of life and support the aims of the Environmental Noise Regulations through national planning guidance and Noise Action Plans."

This approach also has regard for land use planning which is a component of the ICAO Balanced Approach to Aircraft Noise Management, as set out under EU Regulation 598/2014. This approach is therefore considered also to align with the key objective set out in the Dublin *Airport Noise Action Plan 2019*, which is:
"*to avoid, prevent and reduce, where necessary, on a prioritised basis the effects due to long term exposure to aircraft noise, including health and quality of life through implementation of the International Civil Aviation Organisation's 'Balanced Approach' to the management of aircraft noise as set out under EU Regulation 598/2014*".

There is a need to minimise the adverse impact of noise without placing unreasonable restrictions on development and to avoid future conflicts between the community and the operation of the Airport. Three noise zones are shown in the Development Plan maps, Zones B and C within which the Council will continue to restrict inappropriate development, and Zone A within which new provisions for residential development and other noise sensitive uses will be actively resisted. An additional assessment zone, Zone D exists to identify any larger residential developments in the vicinity of the flight paths serving the Airport in order to promote appropriate land use and to identify encroachment.

Table 8.1 presents the four aircraft noise zones and the associated objective of each zone along with an indication of the potential noise exposure from operations at Dublin Airport. The zones are based on potential noise exposure levels due to the Airport using either the new northern or existing southern runway for arrivals or departures.

The noise zoning system has been developed with the overarching objective to balance the potential impact of aircraft noise from the Airport on both external and internal noise amenity. This allows larger development which may be brought forward in the vicinity of the Airport's flight paths to be identified and considered as part of the planning process. The focus of the noise zones is to ensure compatibility of residential development and ensuring compatibility with pertinent standards and guidance in relation to planning and noise, namely:

- *National Planning Framework 2040, DHPLG, February 2018*;
- *ProPG: Planning & Noise – New Residential Development, May 2017;*
- British Standard BS8233:2014 *'Guidance on sound insulation and noise reduction for buildings'*; and
- *ICAO guidance on Land-use Planning and Management* in Annex 16, Volume I, Part IV and in the *ICAO Doc 9184, Airport Planning Manual*, Part 2 — Land Use and Environmental Control.

Where development includes other non-residential noise sensitive receptors, alternative design guidance will need to be considered by the developer. Non-residential buildings and uses which are viewed as being noise sensitive within the functional area of FCC include hospitals, residential care facilities and schools.

Table 8.1: Aircraft Noise Zones

Zone	Indication of Potential Noise Exposure during Airport Operations	Objective
D	≥ 50 and < 54 dB LAeq, 16hr and ≥ 40 and < 48 dB Lnight	To identify noise sensitive developments which could potentially be affected by aircraft noise and to identify any larger residential developments in the vicinity of the flight paths serving the Airport in order to promote appropriate land use and to identify encroachment. All noise sensitive development within this zone is likely to be acceptable from a noise perspective. An associated application would not normally be refused on noise grounds, however where the development is residential-led and comprises non-residential noise sensitive uses, or comprises 50 residential units or more, it may be necessary for the applicant to demonstrate that a good acoustic design has been followed. Applicants are advised to seek expert advice.
C	≥ 54 and < 63 dB LAeq, 16hr and ≥ 48 and < 55 dB Lnight	To manage noise sensitive development in areas where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure, where appropriate, noise insulation is incorporated within the development Noise sensitive development in this zone is less suitable from a noise perspective than in Zone D. A noise assessment must be undertaken in order to demonstrate good acoustic design has been followed. The noise assessment must demonstrate that relevant internal noise guidelines will be met. This may require noise insulation measures. An external amenity area noise assessment must be undertaken where external amenity space is intrinsic to the development's design. This assessment should make specific consideration of the acoustic environment within those spaces as required so that they can be enjoyed as intended. Ideally, noise levels in external amenity spaces should be designed to achieve the lowest practicable noise levels. Applicants are strongly advised to seek expert advice.
B	≥ 54 and < 63 dB LAeq, 16hr and ≥ 55 dB Lnight	To manage noise sensitive development in areas where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure noise insulation is incorporated within the development. Noise sensitive development in this zone is less suitable from a noise perspective than in Zone C. A noise assessment must be undertaken in order to demonstrate good acoustic design has been followed. Appropriate well-designed noise insulation measures must be incorporated into the development in order to meet relevant internal noise guidelines. An external amenity area noise assessment must be undertaken where external amenity space is intrinsic to the developments design. This assessment should make specific consideration of the acoustic environment within those spaces as required so that they can be enjoyed as intended. Ideally, noise levels in external amenity spaces should be designed to achieve the lowest practicable noise levels. Applicants must seek expert advice.
A	≥ 63 dB LAeq, 16hr and/or ≥ 55 dB Lnight	To resist new provision for residential development and other noise sensitive uses. All noise sensitive developments within this zone may potentially be exposed to high levels of aircraft noise, which may be harmful to health or otherwise unacceptable. The provision of new noise sensitive developments will be resisted.
Notes:	› 'Good Acoustic Design' means following the principles of assessment and design as described in ProPG: Planning & Noise – New Residential Development, May 2017; › Internal and External Amenity and the design of noise insulation measures should follow the guidance provided in British Standard BS8233:2014 *"Guidance on sound insulation and noise reduction for buildings"*	

The list of townlands to which Assessment Zone D applies are contained in Appendix 10.

Policy DAP5 – Noise

Support the actions contained within the *Noise Action Plan for Dublin Airport 2019–23*, or any subsequent plan or extension of same.

Policy DAP6 – Health of Residents and Aviation Noise

Protect the health of residents affected by aviation noise, particularly night-time noise.

Objective DAO11 – Requirement for Noise Insulation

Strictly control inappropriate development and require noise insulation where appropriate in accordance with Table 8.1 above within Noise Zone B and Noise Zone C and where necessary in Assessment Zone D, and actively resist new provision for residential development and other noise sensitive uses within Noise Zone A, as shown on the Development Plan maps, while recognising the housing needs of established families farming in the zone. To accept that time based operational restrictions on usage of the runways are not unreasonable to minimise the adverse impact of noise on existing housing within the inner and outer noise zone.

Objective DAO12 – Noise Zones and New Housing for Farming Families

Notwithstanding Objective DAO11, apply the provisions with regard to New Housing for Farming Families only, as set out in Chapter 3 Sustainable Placemaking and Quality Homes, within the Inner Noise Zone subject to the following restrictions:

- Under no circumstances shall any dwelling be permitted within the predicted 69 dB LAeq 16 hours noise contour,
- Comprehensive noise insulation shall be required for any house permitted under this objective,
- Any planning application shall be accompanied by a noise assessment report produced by a specialist in noise assessment which shall specify all proposed noise mitigation measures together with a declaration of acceptance of the applicant with regard to the result of the noise assessment report.

Objective DAO13 – Aircraft Operations and Noise

Ensure that aircraft-related development and operation procedures proposed and existing at the Airport consider the requirements of the Aircraft Noise Regulations, the Noise Abatement Objective (NAO) for Dublin Airport, the Noise Action Plan, Health Issues and all measures necessary to mitigate against the potential negative impact of noise from aircraft operations (such as engine testing, taxiing, taking off and landing), on existing established residential communities, while not placing unreasonable, but allowing reasonable restrictions on airport development to prevent detrimental effects on local communities, taking into account the EU Regulation 598/2014 (or any future superseding EU regulation applicable) having regard to the 'Balanced Approach' and the involvement of communities in ensuring a collaborative approach to mitigating against noise pollution.

Objective DAO14 – Aircraft Movements and Development

Restrict development which would give rise to conflicts with aircraft movements on environmental or safety grounds on lands in the vicinity of the Airport and on the main flight paths serving the Airport, and in particular restrict residential development in areas likely to be affected by levels of noise inappropriate to residential use.

Objective DAO15 – Ongoing Review of Operation of Noise Zones

Review the operation of the Noise Zones on an ongoing basis in line with the most up to date legislative frameworks in the area, the ongoing programme of noise monitoring in the vicinity of the Airport flight paths, and the availability of improved noise forecasts.

Objective DAO16 – Introduction of a Noise Quota System

To encourage and promote the introduction of a noise quota system at Dublin Airport to encourage Airlines to use quieter aircraft so as to prevent and reduce, where necessary, on a prioritised basis the effects due to long term exposure to aircraft noise.

Objective DAO17 – Crosswind Runway

Restrict the Crosswind Runway to essential occasional use on completion of the second east-west runway. 'Essential' use shall be interpreted as use when required by international regulations for safety reasons.

Policy DAP7 – Align with Local Area Plan Objectives

Ensure that all development within the Dublin Airport Local Area Plan lands will comply with the following Objectives of the *Dublin Airport Local Area Plan, 2020*, or any subsequent plan or extension of same. These include;

- Flood Risk Management Objectives
- Sustainable Urban Drainage Objectives
- Water Supply Objectives
- Surface Water Quality Objectives
- Ground Water Objectives
- Air Quality Objectives
- Archaeology Objectives
- Architectural Heritage Objectives
- Natural Heritage Objectives

ii. Safety

Dublin Airport's Public Safety Zones show an Inner Public Safety Zone and an Outer Public Safety Zone in accordance with the guidance set out in the Environmental Resources Management [ERM] Report 2005. Specifically, this ERM Report provides guidance on the potential use and scale of development that may be considered appropriate within these zones.

The Council will continue to follow the advice of the Irish Aviation Authority regarding the effects of proposed development on the safety of aircraft and the safe and efficient navigation thereof.

Objective DAO18 – Safety

Promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements.

Objective DAO19 – Review of Public Safety Zones

Support the review of Public Safety Zones associated with Dublin Airport and implement the policies to be determined by the Government in relation to these Public Safety Zones.

Objective DAO20 – Irish Aviation Authority Publications

Take into account relevant publications issued by the Irish Aviation Authority in respect of the operations of and development in and around Dublin Airport.

Objective DAO21 – Irish Aviation Authority Advice

Continue to take account of the advice of the Irish Aviation Authority with regard to the effects of any development proposals on the safety of aircraft or the safe and efficient navigation thereof. To refer planning applications for any proposals that may be developed in the environs of the Airport to the Irish Aviation Authority and daa in accordance with the Obstacle Limitation Requirements of Regulation (EU) No 139 / 2014 (EASA Certification Specifications), previously required under ICAO Annex 14, and which are depicted on the aerodrome operator's map.

Objective DAO22 – Weston Aerodrome

Have regard to the safety and environmental impacts of aircraft movements associated with Weston Aerodrome in the assessment of any relevant development proposal.

8.5.8 Prioritising Community Engagement

There are extensive residential areas located in the wider areas surrounding the Airport and as the Airport continues to grow, it is important that the impact on these communities is appropriately considered. As such, the aim is to create a balance between the further development and operations of the Airport and the needs of neighbouring communities.

Formal engagement between Fingal County Council, Dublin Airport Authority (daa) and neighbouring airport communities occurs through a number of ongoing platforms such as the Dublin Airport Environmental Working Group [DAEWG] and Community Liaison Group [CLG]. The DAEWG provides focus on the matters relating to the monitoring of airport noise, flood risk, air quality and the growth of the Airport. The [CLG] is another important forum to further engagement specifically with the local community of St. Margaret's which is located immediately to the west of the Airport lands. This forum provides the opportunity for the Council, daa and the community of St. Margaret's to communicate in an open and transparent manner. The key focus is on creating an engaging and collaborative forum that discusses issues of relevance to the area, particularly in the context of Airport growth and operations.

Objective DA28 of the *Fingal Development Plan 2017-2023* required the preparation of a strategy for St. Margaret's Special Policy Area involving consultation between the existing community, Fingal County Council and daa. This has been prepared and is included in Appendix 1 of the *Dublin Airport Local Area Plan 2020*.

Fingal County Council will continue to engage with local communities that are likely to be affected by the growth of the Airport.

Policy DAP8 – Community Engagement

Support the ongoing and continued engagement with neighbouring airport communities to ensure that the environmental impacts associated with the development proposals are carefully managed and mitigated through land use planning and environmental monitoring and review processes.

Policy DAP9 – Support for the Local Community

Support the local community impacted by the expansion of Dublin Airport in efforts to prevent the fragmentation of their community.

Objective DAO23 – Public Stakeholder Forums

Continue to participate in the Dublin Airport Stakeholders Forum, St. Margaret's Community Liaison Group and other public stakeholder forums involving representatives from Local Authorities, airport operators, community and other stakeholders, providing a forum for discussion of environmental, community and other issues.

Objective DAO24 – Housing Development and Dublin Airport Noise Zones

Restrict housing development in order to minimise the potential for future conflict between Airport operations and the environmental conditions for residents, in accordance with the Dublin Airport Noise Zones 2019.

Objective DAO25 – Improvements and Extensions to Existing Properties

Permit improvement and extensions to existing properties in the area where it can be demonstrated that such works do not represent significant intensification of development, and that appropriate consideration of potential noise impacts are incorporated within the proposals.

8.5.9 Promoting Quality Design

Dublin Airport is a National Gateway and should provide through exemplar design a visual coherence to deliver an attractive high-quality environment which enriches visitor experiences. A high standard of design provides the opportunity to make a statement, create a sense of place that defines the country's character for visitors as they arrive or depart from the Airport. The design should be unique and specifically Irish to define it from other airports. High quality unique design should be provided in the terminals and other parts of the Airport infrastructure. All areas/facilities in the Airport should be accessible by all based on universal design approach and these should be designed with long term environmental benefits.

Policy DAP10 – Design

Ensure that all development within the Dublin Airport Local Area Plan lands will comply with the Design Objectives of the *Dublin Airport Local Area Plan, 2020*, or any subsequent LAP or extension of same.

Objective DAO26 – Development within Dublin LAP Lands

Ensure that all development within the Dublin Airport Local Area Plan lands will be of a high standard of design and sustainability, to reflect the prestigious nature of an international gateway airport, and its location adjacent to Dublin City.

Criochfort
Terminal 2

9. GREEN INFRASTRUCTURE AND NATURAL HERITAGE

9.1 Introduction

Green infrastructure can be understood as a planned network of interconnected natural areas such as parks, rivers and open spaces that help to conserve natural ecosystem functions. Green infrastructure planning results in environmental, economic and social benefits by providing nature-based solutions to development objectives. This approach results in resilient urban landscapes adapted for and reducing the negative effects of climate change.

Fingal has a rich biodiversity resource with its coast, countryside, and urban centres. The value of biodiversity extends from the health and wellbeing benefits to be gained from contact with nature, to the economic gains for local businesses associated with food production and outdoor pursuits. Fingal contains a wealth of natural heritage, but the patterns of loss of this heritage mirrors the global pattern of biodiversity loss as our local habitats are lost and species numbers have declined. The challenge is to develop the County in a way which maintains and enhances biodiversity for future generations. Fingal's response to habitat loss and species decline is the development of an Ecological Network that spans the entire County. The Ecological Network is made up of core nature conservation areas, buffer zones, and nature development areas and ecological corridors.

9.2 Context

Fingal County Council has developed the Ecological Network through forward planning initiatives and Development Management and is also involved in practical conservation projects together with local landowners and on Council owned lands. In Portrane, the Council is leasing a private site to preserve dune grassland and various rare plant species by means of a grazing regime with highland cattle. Similarly, the Council is working with landowners on Howth to restore the heathland by means of grazing, invasive species control, wildfire management and wetland restoration. In response to objectives for new parks, open spaces and recreational facilities the Council is preparing Development and Management Plans for Bremore Regional Park in Balbriggan, Ward River Valley Regional Park in Swords, Racecourse Park between Baldoyle and Portmarnock, Rogerstown Park located on the former Balleally Landfill near Rush and the Tolka Valley Regional Park in Dublin 15. All these new Regional Parks incorporate resilient design and include significant areas dedicated to nature conservation. Community Garden Initiatives provide existing and new local groups with opportunities to manage outdoor spaces close to their homes and the Council also provides in excess of 800 public allotment places (the highest per capita provision in the country).

9.3 Opportunities

Green infrastructure and our natural heritage perform key functions for our communities. For example, our parks and open space promote health and wellbeing and make Fingal a better place to live in. Green infrastructure also enhances opportunities for recreation and tourism, sustains our food industry and encourages new businesses to invest in the County. By providing a network of multifunctional green and blue spaces and protecting the natural environment, there are opportunities to contribute to urban sustainability, climate resilience while increasing access to nature and providing a good quality of life for people. It is also recognised that green infrastructure is a vital component in building resilient communities capable of adapting to the consequences of climate change. To ensure the benefits of ecosystem services are realised in

existing and new developments, various green infrastructure components can be incorporated in the design and management such as green roofs, green walls, trees, sustainable drainage systems (SuDS), bird and bat boxes in walls and wildflower meadows. Green roofs and walls can help to regulate the structures internal temperature and reduce storm water run-off. The SuDS wetlands help improve water quality and prevent flash flooding. The tree canopy helps regulate urban heat and improves air quality and provides shade. Birds and bats help to regulate insects and open space and gardens can provide corridors for the movement of wildlife.

9.4 Strategic Aims

Green infrastructure and natural heritage are embedded in planning policy at national and regional levels through the NPF and the RSES. Key policy objectives centre on integrated planning for green infrastructure and Ecosystem Services (NPO 58; NPO 62; RSO 10; RPO 7.12) and enhanced green infrastructure is a key strategic outcome. The NPF also states that: Green Infrastructure planning will inform the preparation of regional and metropolitan strategies and City and County Development Plans by: Assisting in accommodating growth and expansion, while retaining the intrinsic value of natural places and natural assets; Providing increased certainty in planning by proactively addressing relevant environmental issues; Encouraging more collaborative approaches to plan-making by enabling examination of the interactions between future development requirements and the capacity of receiving areas and ensuring that sufficient and well-planned green spaces, commensurate in scale to long-term development requirements, are designated in statutory plans.

The NPF also stresses that "*It is also important to consider the interrelationships between biodiversity, natural heritage, landscape and our green spaces.*" NPO 60 requires that policy "*Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in manner appropriate to their significance.*"

Likewise, the RSES also provides key Regional Policy Objectives as follows.

RPO 7.16 is to *"Support the implementation of the Habitats Directive in achieving an improvement in the conservation status of protected species and habitats in the region and ensure alignment between the core objectives of the EU Birds and Habitats Directives and Local Authority Development Plans*."

RPO 7.17 is to "*Facilitate cross boundary co-ordination between Local Authorities and the relevant agencies in the Region to provide clear governance arrangements and co-ordination mechanisms to support the development of ecological networks and enhanced connectivity between protected sites while also addressing the need for management of alien invasive species and the conservation of native species*."

The *European Union Biodiversity Strategy 2030* contains specific commitments to protect 30% of EU land and sea territory and sets out actions to achieve this, including building upon existing Natura 2000 areas; addressing the key drivers of biodiversity loss with a European Union Nature Restoration Plan and measures to tackle the global biodiversity challenge. To bring nature back to cities, the Commission calls on European cities of at least 20,000 inhabitants to develop ambitious Urban Greening Plans. These should include measures to create biodiverse and accessible urban forests, parks and gardens, urban farms, green roofs and walls, tree-lined streets, meadows and hedges. They should also help improve connections between green spaces, eliminate the use of pesticides, limit excessive mowing of urban green spaces and other harmful biodiversity practices. The promotion of healthy ecosystems, green infrastructure and nature-based solutions

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should be systematically integrated into urban planning, including in public spaces, infrastructure, and the design of buildings and their surroundings.

In 2019, Dáil Éireann declared a national biodiversity crisis. The *National Biodiversity Action Plan 2017–2021* contains a number of relevant objectives and actions aimed at mainstreaming biodiversity into decision making while the Regional Spatial and Economic Strategy supports the implementation of the EU Birds and Habitats Directives and aims to ensure alignment between its core objectives and Local Authority Development Plans (RPO 7. 16). Biodiversity protection is also incorporated into the Marine Strategy Framework Directive, the Water Framework Directive (marine waters) the Nitrates Directive (agricultural run-off), the SEA Directive, EIA Directive and the Invasive Species Regulations.

9.5 Policies and Objectives

Policy GINHP1 – Resilient Design
Promote an awareness of the benefits of resilient design and the multi-functional nature of green infrastructure. Apply multi-functional principles of green infrastructure to inform the Development Management process in terms of design and layout of new residential areas, business/industrial development and other significant projects while maximising the multi-functional nature of green infrastructure by ensuring the development of synergies between Public Open Space, Biodiversity, SuDS/Water Sensitive Design, Climate Change and Active Travel objectives.
Policy GINHP2 – Protection of Green Infrastructure
Ensure that areas and networks of green infrastructure are identified, protected, enhanced, managed and created to provide a wide range of environmental, social and economic benefits to communities.
Policy GINHP3 – Greening of Developments
Encourage measures for the 'greening' of new developments including the use of green roofs, brown roofs, green walls and water harvesting. Where feasible require new developments to incorporate greening elements such as green roofs, brown roofs, green walls, green car parking and SuDs (e.g. clean water ponds fed by rainwater via downpipes).

Objective GINHO1 – Urban Greening Plans
Develop and implement Urban Greening Plans for Balbriggan, Swords and the wider Dublin 15 area within the lifetime of the Development Plan.

9.5.1. Green Infrastructure Themes

The Council has identified a number of key Green Infrastructure (GI) themes. These are:

- Biodiversity,
- Parks, Open Space and Recreation,
- Sustainable Water Management,
- Archaeological and Heritage Landscapes,
- Landscape.

Policy GINHP4 – Green Infrastructure Themes

Ensure the green infrastructure strategy for Fingal protects and enhances existing green infrastructure resources and plans for future green infrastructure provision which addresses the five main themes identified in this Plan, namely: Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Heritage landscapes, Landscape.

9.5.1.1 Biodiversity

Biodiversity can be defined as the diversity of plants, animals, insects, birds, fish and micro-organisms and their habitats in which they live and interact, such as grasslands, woodlands, streams, hedgerows, public parks and private gardens. The County's natural heritage is a core component of Fingal's green infrastructure. Key elements are:

- Fingal's Ecological Network includes Core Biodiversity Conservation Areas: Ramsar sites, Natura 2000 sites (Special Areas of Conservation (SAC) and Special Protection Areas (SPAs)), Natural Heritage Areas (NHA), proposed Natural Heritage Areas (pNHA), Statutory Nature Reserves, Refuges for Fauna, Annex I habitats outside designated sites, habitats of protected or rare flora.
- Ecological Buffer Zones.
- Nature Development Areas.
- River Corridors along major Rivers.

Policy GINHP5 – Green Infrastructure Network

Develop the green infrastructure network to ensure the conservation and enhancement of biodiversity, including the protection of European Sites, the provision of accessible parks, open spaces and recreational facilities (including allotments and community gardens), the sustainable management of water, the maintenance of landscape character including historic landscape character and the protection and enhancement of archaeological and heritage landscapes.

Objective GINHO2 – Fragmentation

Reduce fragmentation and enhance the resilience of Fingal's green infrastructure network by strengthening ecological links between urban areas, Natura 2000 sites, proposed Natural Heritage Areas, parks and open spaces and the wider regional network by connecting all new developments into the wider green infrastructure network.

Objective GINHO3 – Biodiversity in Open Space

Make provision for biodiversity within public open space and include water sensitive design and management measures (including SuDS) as part of a sustainable approach to open space design and management.

Objective GINHO4 – Green Infrastructure and Development

Resist development that would fragment or prejudice the County's strategic green infrastructure network.

Objective GINHO5 – Pollinator Plan

Continue to support the provisions of the *National Pollinator Plan 2021-2025* through the management and monitoring of the County's pollinator protection sites and through the promotion of additional pollinator sites during the lifetime of this Development Plan.

Objective GINHO6 – Agriculture and Horticulture

Identify and map the important agricultural and horticultural lands in the County for future food security purposes and protect these lands from development.

9.5.1.2 Parks, Open Space and Recreation

This theme is defined as lands zoned open space and/or in use as public open space. The Council has established 2,000 hectares of public open space that are increasingly managed in a sustainable manner to ensure that future generations can enjoy the benefits of these amenities for recreation, health and wellbeing.

Policy GINHP6 – Multi-Functionality

Ensure delivery of multifunctional green and civic spaces that meet community needs, promote active and passive recreation, flood and surface water management and local habitat improvements. The multi-functionality of spaces will be balanced against the need to protect and enhance local habitat and the recreational and functional requirements of parks.

Objective GINHO7 – Provision of Open Space

Provide a range of accessible new parks, open spaces and recreational facilities accommodating a wide variety of uses (both passive and active), use intensities and interests.

Objective GINHO8 – Routes

Provide attractive and safe routes linking parks and open spaces and other related features such as cultural sites and heritage assets as an integral part of green infrastructure provision, where appropriate and feasible.

Objective GINHO9 – Greenways and Net Gain

Ensure that all greenway developments have a biodiversity net gain. Nature conservation and opportunities for biodiversity enhancement will be a key part of these infrastructure projects and nature conservation will be considered throughout the lifetime of the project and into the future, following project completion.

Objective GINHO10 – Food Production

Identify and provide opportunities for Fingal residents to engage in food production through allotments, community gardens and the provision of food foraging areas in new parks and green infrastructure proposals where appropriate.

Objective GINHO11 – Donabate Turvey Nature Reserve

That Fingal County Council in the lifetime of this Development Plan provides for the development of a wildlife, education and rehabilitation centre within the Turvey Nature Reserve, Turvey Donabate.

9.5.1.3 Sustainable Water Management

The considered management and enhancement of watercourses including rivers and streams, riverine floodplains and wetland areas and coastal areas liable to flooding can provide effective measures to help manage flooding and improve the quality of water.

Policy GINHP7 – Protection

Protect and enhance the natural, historical, amenity and biodiversity value of the County's watercourses, flood plains, riparian corridors, wetlands and coastal area though long-term and liaison with relevant Prescribed Bodies where appropriate.

Objective GINHO12 – Green Infrastructure Requirements

Ensure the provision of new green infrastructure addresses the requirements of functional flood storage, the sustainable management of coastal erosion, and links with provision for biodiversity, Sustainable Drainage Systems (SuDS) and provision for parks and open space wherever possible and appropriate.

Objective GINHO13 – Wetlands

Seek the creation of new wetlands and/or enhancement of existing wetlands through provision for Sustainable Drainage Systems (SuDS) where appropriate.

Objective GINHO14 – Green Roofs

Seek the provision of green roofs and green walls as an integrated part of Sustainable Drainage Systems (SuDS) and which provide benefits for biodiversity, wherever possible.

Objective GINHO15 – SuDS

Limit surface water run-off from new developments through the use of appropriate Sustainable Urban Drainage Systems (SuDS) using nature-based solutions and ensure that SuDS is integrated into all new development in the County.

Objective GINHO16 – Coastal

Ensure the green infrastructure strategy for Fingal protects the County's natural coastal defences, such as beaches, sand dunes, salt marshes and estuary lands, and promotes the use of soft engineering techniques as an alternative to hard coastal defence works wherever possible.

9.5.1.4 Archaeological and Heritage Landscapes

There is a significant link between our archaeological, built and natural heritage. Historic graveyards, stone structures and ruins are a rich part of not only our cultural but natural heritage and are of significant ecological value while archaeological monuments are often preserved within open space.

Policy GINHP8 – Archaeology and Green Infrastructure

Protect, conserve and enhance landscape, natural, cultural and built heritage features, and support the implementation of the Fingal Heritage Plan in relation to the provision of green infrastructure.

Objective GINHO17 – Fingal Heritage Plan

Protect, conserve and enhance landscape, natural, cultural and built heritage features, and support the objectives and actions of the Fingal Heritage Plan.

Objective GINHO18 – Heritage Landscape

Ensure, wherever possible and appropriate, that elements of the archaeological and heritage landscape are fully integrated into proposals for new developments at the project design stage.

9.5.1.5 Landscape

This theme includes the Special Amenity Areas on Howth Head and the Liffey Valley, High Amenity Areas, Highly Sensitive Landscapes and County Geological Sites.

Policy GINHP9 – Landscape Character

Ensure green infrastructure provision responds to and reflects landscape character including historic landscape character, conserving, enhancing and augmenting the existing landscapes and townscapes of Fingal which contribute to a distinctive sense of place.

9.5.2 Green Infrastructure and Planning

A key objective of green infrastructure planning is that green infrastructure management and provision is integrated with plans for growth and development. All proposals for development must take account of the County's strategic green infrastructure resources and ensure that these are protected, managed and enhanced as new development takes place. In addition, proposals for development must seek to provide for the protection and provision of green infrastructure which addresses the five green infrastructure themes identified in the Development Plan in a coherent and integrated manner. Rewilding is defined as the process of innovation in conservation philosophy science and management, characterised by a desire to restore ecological processes at various scales, often through the introduction of functional species and restoration of natural processes.

Rewilding is a progressive approach to conservation. It's about letting nature take care of itself, enabling natural processes to shape land and sea, repair damaged ecosystems and restore degraded landscapes. Through rewilding, wildlife's natural rhythms create wilder, more diverse habitats.

Policy GINHP10 – Green Infrastructure and Development

Seek a net gain in green infrastructure through the protection and enhancement of existing assets, through the provision of new green infrastructure as an integral part of the planning process, and by taking forward priority projects including those indicated on the Development Plan Green Infrastructure maps during the lifetime of the Development Plan.

Objective GINHO19 – Green Networks

Create an integrated and coherent green infrastructure for the County by requiring the retention of substantial networks of green space in urban, urban fringe and adjacent countryside areas to serve the needs of communities now and in the future including the need to adapt to and mitigate climate change.

Objective GINHO20 – Green Infrastructure and Recreation

Where new residential development is proposed, seek, where appropriate to maximise the use and potential of existing parks, open spaces and recreational provision, by upgrading and improving the play and recreational capacity of these existing facilities through development contributions in lieu of new open space or play provision.

Objective GINHO21 – Integration of Green Infrastructure

Avoid the fragmentation of green spaces in site design and to link green spaces /greening elements to existing adjacent green infrastructure / the public realm where feasible and to provide for ecological functions.

Objective GINHO22 – Network Fragmentation

Resist development that would fragment or prejudice the County's strategic green infrastructure network.

Objective GINHO23 – Policies

Support and implement The *Forest of Fingal-A Tree Strategy for Fingal, Keeping it Green – An Open Space Strategy for Fingal* and *Space for Play – A Play Policy for Fingal* during the lifetime of the Development Plan.

Objective GINHO24 – Allotment Strategy

Continue to respond to the demand for Public Allotments and Community Gardens in the County in line with Fingal's adopted Allotment Strategy.

Objective GINHO25 – Reintroduction Programmes

Promote reintroduction programmes. Reintroduction programmes are an important part of rewilding and increasing biodiversity in the County.

Objective GINHO26 – Re-wilding

Continue to promote and support re-wilding and pollinator initiatives within the County.

9.6 Natural Heritage

Our natural heritage includes the variety of life we see around us every day, often referred to as biodiversity. Biodiversity includes everything from trees to weeds, from mammals to birds, from coast to countryside. Fingal hosts a wealth of wildlife including many threatened habitats and plant and animal species which are protected by law. The Baldoyle, Malahide and Rogerstown Estuaries support thousands of migratory birds during the Winter. These sites have been designated as Special Areas of Conservation (SACs) or Special Protection Areas (SPAs) under the EU Habitats and Birds Directives. At EU level, the most important habitats and species are protected through Natura 2000 which is the network of protected areas established under the *Habitats and Birds Directives*. In addition, member states are called on to develop and implement wider countryside measures in their land-use planning and development policies that support the coherence of the Natura 2000 network pursuant to Article 10 of the *Habitats Directive* and Article 3 of the *Birds Directive*.

At national level biodiversity policy is set out in the *National Biodiversity Plan (NBP)* which identifies habitat degradation and loss as the main factor eroding biodiversity in Ireland today. The spread of invasive species is also a growing problem and prohibitions are in place in relation to the introduction or dispersal of certain invasive species as set out in the *Third Schedule of the European Communities (Birds and Habitats Regulations 2011 (S.I. 477/2011)*. Many of the policy provisions of the NBP are given effect through the legislative framework provided by the *Wildlife Acts 1976–2012* and through the implementation of the *Habitats Directive*, the *Birds Directive* and the *Water Framework Directive*. Among other things, the NBP calls on Local Authorities to move towards no net loss of biodiversity through Development Management, to include policies and objectives in their County Development Plans for the protection and restoration of biodiversity and to develop a green infrastructure network at local level and promote the use of nature-based solutions for the delivery of a coherent and integrated network. It is important that all development proposals include measures to protect and enhance biodiversity. This will be achieved through the Development Management process and reference should be made to the Development Management Standards set out in Chapter 14.

Policy GINHP11 – Biodiversity Action Plan
Support the adoption and implementation of the *Fingal Biodiversity Action Plan*, implementation of the *National Biodiversity Action Plan 2017– 2021* and the *All-Ireland Pollinator Plan 2021–2025* and any superseding plans.
Policy GINHP12 – Protected Sites
Protect areas designated or proposed to be designated as Natura 2000 sites (i.e. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, and Refuges for Fauna.
Policy GINHP13 – Fingal Ecological Network
Support the development of the Fingal Ecological Network in line with the *Fingal Biodiversity Action Plan*.
Policy GINHP14 – Biodiversity Net Gain Guidance
Promote biodiversity net gain in new developments and develop a planning guidance document on Biodiversity Net Gain.

Policy GINHP15 – Biodiversity in Buildings Guidance

Promote the inclusion of swift, swallow, house martin, house sparrow, starling, bat and insect boxes and structures in and on building facades and develop a guidance document on how to incorporate these structures into buildings.

Policy GINHP16 – Rewilding and Pollinator Initiatives

Promote and support rewilding and pollinator initiatives in Fingal.

Objective GINHO27 – National Parks and Wildlife Service

Support the National Parks and Wildlife Service, in the maintenance and achievement of favourable conservation status for the habitats and species in Fingal by taking full account of the requirements of the *Habitats and Birds Directives*, in the performance of its functions.

Objective GINHO28 – Protection of Natural Heritage Areas

Ensure that development does not have a significant adverse impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites and Annex II species contained therein, and on rare and threatened species including those protected by law and their habitats.

Objective GINHO29 – Biodiversity and Open Space

Ensure that the management of the Council's open spaces and parks is pollinator-friendly, provides more opportunities for biodiversity, and is carried out without the use of pesticides where possible.

Objective GINHO30 – Infrastructure and Net Biodiversity Gain

All greenway and infrastructure projects are to have a net biodiversity gain and this principle shall be incorporated from the start of the project.

Objective GINHO31 – Invasive Species

Continue the control programs of invasive species with all relevant stakeholders and landowners to control the key invasive species.

Objective GINHO32 – Development and Invasive Species

Ensure that proposals for development do not lead to the spread or introduction of invasive species. If developments are proposed on sites where invasive species are or were previously present, the applications will be required to submit a control and management program for the particular invasive species as part of the planning process and to comply with the provisions of European Communities *(Birds and Natural Habitats) Regulations 2011* and *EU Regulations 1143/2014*.

9.6.1 Biodiversity Conservation in Fingal

Fingal hosts a wealth of wildlife including a range of threatened habitats and species which are protected by law. The most important sites for wildlife can be found along the coast. Baldoyle, Malahide and Rogerstown estuaries and the islands off the Fingal coast host a range of important habitats and species as well as being home to thousands of breeding and migratory birds. The Rockabill to Dalkey Island marine Special Area Conservation (SAC) is located off the Fingal coast and was designated for the underwater reefs and as a habitat for Harbour Porpoise. In addition to the coastal sites, two wetland sites in Fingal (Sluice River Marsh and the Bog of the Ring) are proposed for designation as Natural Heritage Areas (NHA) under national wildlife legislation.

The occurrence of protected flora and fauna species is not confined to protected sites. Protected birds, bats, otters and badgers for example are frequently found in the wider countryside. The Fingal Ecological Network sets out a spatial framework for biodiversity conservation and management in Fingal. The ecological network consists of the following elements (See Green Infrastructure Maps):

- Core Biodiversity Conservation Areas,
- Ecological Buffer Zones around Core areas,
- Nature Development Areas,
- Ecological Corridors and Stepping-Stones including Trees and Hedgerows.

The approach is primarily based on strictly protecting the most important biodiversity conservation areas in the County as required by law, including the identification and protection of ecological buffer zones around these areas, providing opportunities for nature through the development of conservation initiatives in nature development areas and by protecting important movement corridors and stepping-stones for wildlife in the landscape.

9.6.2 Core Biodiversity Conservation Areas

The most important nature conservation sites make up the core biodiversity conservation areas. These include internationally and nationally designated sites, sites hosting habitats listed in Annex I of the *Habitats Directive* and sites hosting rare and protected flora species and their habitats. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) are being or have been, designated to conserve habitats and species of European importance pursuant to the EU Habitats and Birds Directives. These sites are part of a pan-European network known as Natura 2000 (See Table 9.1). Article 6 of the Habitats Directive requires that the impacts of any plans or projects likely to affect Natura 2000 sites are assessed by the Planning Authority via Appropriate Assessment. Chapter 14 Development Management Standards refers.

Policy GINHP17 – Protection of European and National Sites
Strictly protect areas designated or proposed to be designated as Natura 2000 sites (i.e. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs); also known as European sites) including any areas that may be proposed for designation or designated during the lifetime of this Plan.

Table 9.1: Protected Areas of International and National Importance

Location	SAC	SPA	pNHA	NHA	WFDRPA	Ramsar	SNR	RFF
Baldoyle Bay	✓	✓	✓		✓	✓	✓	
North Bull Island		✓			✓	✓	✓	
Bog of the Ring			✓		✓			
Zone* Marine SAC	✓							
Feltrim Hill			✓		✓			
Howth Head	✓	✓	✓		✓			
Ireland's Eye	✓	✓	✓		✓			
Lambay Island	✓	✓	✓		✓			
Knock Lake			✓		✓			
Liffey Valley			✓		✓			
Loughshinny Coast			✓		✓			
Malahide/Swords/ Broad meadow Estuary	✓	✓	✓		✓	✓		
North Dublin Bay	✓		✓		✓			
Portraine Shore			✓		✓			
Rockabill Island		✓	✓		✓			✓
Rockabill to Dalkey	✓							
Rogerstown	✓	✓	✓		✓	✓	✓	
Royal Canal			✓		✓			
Santry Demesne			✓		✓			
Skerries Islands		✓		✓	✓			
Sluice River Mars			✓		✓			

SAC = Special Area of Conservation SPA = Special Protection Area
pNHA = proposed Natural Heritage Area NHA = Natural Heritage Area
WFDRPA = Water Framework Directive Register of Protected Areas site Ramsar = site designated pursuant to Ramsar Convention on Wetlands SNR = Statutory Nature Reserve
RFF = Refuge for Fauna
** = This area is not mapped on Green Infrastructure 2, Sheet 15 owing to the 24 km distance from shore but can be reviewed in SI 99 of 2016, 24 February 2016, as a map is attached. See www.npws.ie.*

9.6.3 Protected Areas of National Importance

Under the *Wildlife (Amendment) Act, 2000* Natural Heritage Areas (NHAs) are being designated to conserve species and habitats of national importance. This includes the Liffey Valley, Royal Canal and wetland sites such as the Sluice River Marsh and the Bog of the Ring. There are also a number of Statutory Nature Reserves

and Refuges for Fauna in Fingal. These areas, established under the *Wildlife Acts 1976 to 2012*, are areas where nature conservation is the primary objective and takes precedence over all other activities. The Council will normally only grant permission where it is clearly demonstrated that a proposal will have no significant adverse impact on the habitats and species of interest in the designated area and its ecological integrity.

9.6.4 Habitat Areas Listed on Annex I of the Habitats Directive Located Outside Designated Areas

A number of areas hosting habitats listed in *Annex I of the Habitats Directive* but outside Special Areas of Conservation (SACs) have been identified in the County (see Green Infrastructure Maps). These include sand-dunes, shingle and gravel banks and shores, orchid rich grasslands, petrifying springs, and vegetated sea cliffs. The majority of these habitats are found along the coast. Some of these habitats are also important for coastal defence. The Council will normally only grant planning permission where it is clearly demonstrated that a proposal will have no significant adverse impact on the habitats of interest in these areas and their ecological integrity.

9.6.5 Rare and Protected Species and their Habitats

See also Green Infrastructure Maps and Fingal Biodiversity Action Plan.

Certain plant, animal and bird species are rare and threatened. This includes nationally rare plants which occur in Fingal, plants listed in the Red Data Lists of *Irish Plants, Flora (Protection) Order 2015* (or other such Orders) and their habitats, birds listed in Annex I of the *Birds Directive*, and animals and birds listed in the *Wildlife Acts 1976 to 2012* and subsequent statutory instruments. Many of these species are protected by law. In addition, strict protection under the *Habitats Directive* applies to the species listed in Annex IV of that Directive, including all bat species, the otter, and all cetaceans. Where Annex IV species are present, all possible measures to avoid damage and disturbance to them must be taken in the formulation of proposals for development. Where the risk of damage or disturbance is unavoidable, an application for a derogation licence may be made to the Minister for the Department of Housing, Local Government and Heritage under *Regulation 54 or 55 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. 477/2011)*. The derogation licence should be obtained in advance of seeking planning permission for a proposed development. An Ecological Impact Assessment shall be required for any proposed development likely to have a significant impact on species protected by law and their habitats. The Council will normally only grant permission where it is clearly demonstrated that a proposal will have no significant adverse impact, is incapable of satisfactory avoidance or mitigation on the species of interest and associated habitat(s).

Policy GINHP18 – Species Protection

The Council will seek to protect rare and threatened species, including species protected by law and their habitats by requiring planning applicants to demonstrate that proposals will not have a significant adverse impact on such species and their habitats.

Objective GINHO33 – Annex I and Annex II

Ensure that development does not have a significant adverse impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites and Annex II species contained therein, and on rare and threatened species including those protected by law and their habitats.

9.6.6 Ecological Buffer Zones

The Council has identified lands around Malahide/Broadmeadow, Rogerstown and Baldoyle estuaries and around Sluice River Marsh and the Bog of the Ring as ecological buffer zones. These buffer zones protect the ecological integrity of the nationally and internationally designated sites by providing suitable habitat for key species such as birds, by providing for compatible land-uses around the designated sites, and in the case of the freshwater wetland areas, by ensuring a steady supply of clean groundwater and surface water. Around the estuaries the buffer zones can also provide for recreational uses and are also important for coastal flood protection and for climate change adaptation. Ecological buffer zones are areas where agricultural uses may be combined with nature conservation and low-intensity recreational use such as walking and cycling.

Policy GINHP19 – Ecological Buffer Zones

Protect the functions of the ecological buffer zones and ensure proposals for development have no significant adverse impact on the habitats and species of interest located therein.

Objective GINHO34 – Ecological Management Plans

Develop Ecological Management Plans for the Rogerstown, Malahide and Baldoyle Estuaries focusing on their ecological protection and that of their surrounding buffer zones.

Objective GINHO35 – Appropriate Assessment

In accordance with *Appropriate Assessment of Plans and Projects in Ireland, Guidance for Planning Authorities 2010*, any plans or projects that are likely to have a significant effect on a Natura 2000 site, either individually or in combination with other plans or projects, are subject to a screening for Appropriate Assessment unless they are directly connected with or necessary to the management of a Natura 2000 site.

Objective GINHO36 – Biodiversity Gain in Farmland

Promote biodiversity gain by allocating a proportion of Council owned land currently leased for farming for the purposes of rewilding and biodiversity initiatives over the lifetime of this Plan.

9.6.7 Nature Development Areas

'Nature Development Areas', are locations where nature conservation can be combined with existing activities such as farming, forestry, quarrying and recreation (e.g. golf courses). These areas are reservoirs of biodiversity in the wider countryside and together with the corridors and stepping-stones allow species

to move through the landscape. Specific objectives have been developed for the Nature Development Areas in the *Fingal Biodiversity Action Plan* and the Council will work with landowners to achieve benefits for biodiversity in these areas.

Objective GINHO37 – Nature Development Areas
Maintain and/or enhance the biodiversity of the Nature Development Areas indicated on the Green Infrastructure maps.
Objective GINHO38 – Demonstration Sites
Develop a demonstration site for each Nature Development Area.

9.6.8 Ecological Corridors and Stepping-Stones Including Trees and Hedgerows

Ecological corridors are linear landscape features such as rivers, hedgerows and road verges that facilitate the movement of wildlife through the landscape. Stepping-stones are located along these corridors and comprise a series of smaller landscape features such as small woodlands, areas of scrub, wet grassland and marshes. The key corridors in Fingal are along the major rivers, including their floodplains and the adjacent farmland or parkland. The Liffey, Tolka, Pinkeen, Ward, Broadmeadow, Ballyboghil, Corduff, Sluice, Mayne and Delvin rivers and their tributaries, are salmonid systems (designated pursuant to *Directive 78/659/EEC)* and are therefore of particular significance. The Liffey and the Ward rivers are exceptional in supporting Atlantic Salmon (listed in *Annex II of the Habitats Directive*), Sea Trout and Brown Trout populations. To be ecologically effective, corridors need to be a minimum of 48m in width measured from the top of each riverbank. This width allows many species associated with rivers such as the Otter, Bats, Kingfisher, and Dipper, together with the aquatic species in the rivers such as Salmon, Sea Trout, Brown Trout and Lamprey to thrive. These have been selected because of their existing or potential value for wildlife. A buffer of a minimum width of 10m measured from each bank shall apply along small streams and drains. A minimum 10m wide riparian buffer strip measured from the top of the bank either side of all watercourses applies to lands within designated settlement boundaries (as per FCC's Settlement Hierarchy set out in Chapter 2 Planning for Growth). Where lands encompass urban and rural areas, a transitional approach from the urban riparian requirements to the rural riparian requirements may be appropriate and will be assessed on a case-by-case basis.

Within urban areas, the Council aims to protect, develop and enhance terrestrial urban ecological corridors along existing linear features such as hedgerows where possible with a minimum width of 25m. These corridors comprise of a mixture of hedgerow, scrub, rank grassland, wildflower meadow, ponds, marshland and dead timber. SuDS features such as ponds and wetlands can be incorporated within these corridors. Green corridors should be incorporated into all new large developments, as part of green infrastructure provision, linking large areas of open space and linking with areas outside the development site.

The Council will normally only grant planning permission where it is clearly demonstrated that a proposal will not adversely affect the habitats and/or species of interest in the corridor or stepping-stone or compromise its function as an ecological corridor or stepping-stone. Proposals for development affecting these areas

should also seek to enhance the ecological values of the corridor or stepping-stone as an integral part of the proposal. An ecological assessment may be required for any proposed development likely to have a significant impact on habitats and species of interest in an ecological corridor or stepping-stone.

Policy GINHP20 – Mammal Ledges

Protect the ecological corridor function along rivers by including mammal ledges or tunnels in new bridges over any of the main rivers: Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Ballyboghil, Corduff, Matt and Delvin. New bridge structures will also cater for Dipper boxes and Bats where possible. Where new road infrastructure crosses significant urban ecological corridors, tunnels shall be installed underneath the road to facilitate movement of small mammals and amphibians.

Objective GINHO39 – Ecological Corridor Guidance

Develop Design Guidance document for ecological corridors.

Objective GINHO40 – Ecological Assessments

Protect the ecological functions and integrity of the corridors indicated on the Plan Green Infrastructure maps. An ecological assessment may be required for any proposed development likely to have a significant impact on habitats and species of interest in an ecological corridor or stepping-stone.

Objective GINHO41 – Protection of Rivers

Protect rivers, streams and other watercourses and maintain them in an open state capable of providing suitable habitat for fauna and flora, including fish.

Objective GINHO42 – Inland Fisheries

Take full account of Inland Fisheries *Guidelines on the Protection of Fisheries during Construction works in and adjacent to Waters 2016* and *Planning for Water Courses in the Urban Environment 2020* when undertaking, approving or authorising development or works which may impact on rivers, streams and canals and their associated habitats and species.

Objective GINHO43 – Streamside Riparian Zone

Remove existing revetments and/or gabion baskets along river and streams and restore a minimum of 10m of natural streamside riparian zone, where possible. If existing hard bank structures cannot be removed, provide instream river rehabilitation works in consultation with Inland Fisheries Ireland to improve the overall habitat quality of the river.

Objective GINHO44 – Setback of New Surface Water Drainage Outfalls

Set back new surface water drainage outfalls from the main river channel on the landward edge of the floodplain or a designed wetland feature to cater for water quality improvement before the surface discharges into the river.

9.6.9 Protection of Trees and Hedgerows

There is extensive evidence for the wide range of services and value of trees and hedgerows including establishing a sense of place and providing healthy environments. Trees also contribute to visual amenity in built-up areas and by adding significant visual interest in more rural areas. Hedgerows often mark historic field patterns and townland boundaries and significantly enhance the landscape character of rural areas. Trees and hedgerows also perform a vital role as wildlife habitats, biodiversity corridors and essential green elements in the County's green infrastructure network. They have a further crucial role in improving urban air quality and carbon sequestration (capturing and storing carbon), contributing to the mitigation of climate change.

Policy GINHP21 – Protection of Trees and Hedgerows

Protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character and ensure that proper provision is made for their protection and management in line with the adopted Forest of Fingal-A Tree Strategy for Fingal.

Policy GINHP22 – Tree Planting

Provide for appropriate protection of trees and hedgerows, recognising their value to our natural heritage, biodiversity and climate action and encourage tree planting in appropriate locations.

Objective GINHO45 – Hedgerow Categorisation

Develop a 'Hedgerow Categorisation and Management Appraisal Tool' and associated appropriate planning and management requirements for Development Management purposes to ensure a sustainable future for retained hedgerows in the context of new developments.

Objective GINHO46 – Tree Removal

Ensure adequate justification for tree removal in new developments and open space management and require documentation and recording of the reasons where tree felling is proposed and avoid removal of trees without justification.

Objective GINHO47 – Woodland Development Schemes

Promote and support woodland development schemes by identifying suitable areas to establish and enhance woodlands for biodiversity, climate change and recreational purposes in partnership with local communities in line with the adopted Forest of Fingal-A Tree Strategy for Fingal.

Objective GINHO48 – Wildlife Act and Roads Act

The Council shall comply with the requirements set out in the Wildlife Act and Roads Act in the context of its maintenance programmes and housing, recreational and infrastructure developments.

9.6.10 Protected Trees (Tree Preservation Orders)

Tree Preservation Orders (TPOs) may be made under Section 205 of the *Planning and Development Act 2000,(as amended)*. A TPO can be made if it appears to the Planning Authority to be desirable and appropriate in the interest of amenity or the environment and can apply to a tree, trees, group of trees or woodland.

Currently there are three locations where trees are covered by a Tree Preservation Order in Fingal. These are The Vicarage, Church Road, Swords, Santry Demesne and Brackenstown/Brazil, Swords.

Objective GINHO49 – Tree Preservation Order Review

Review Tree Preservation Orders within the County and maintain the conservation value of trees and groups of trees that are the subject of any Tree Preservation Order.

Objective GINHO50 – Tree Preservation Orders

Consider the use of Tree Preservation Orders (TPOs) to protect important trees, groups of trees or woodlands.

9.6.11 Shellfish Waters

See Green Infrastructure Maps.

The aim of the Shellfish Waters Directive is to protect or improve shellfish waters by requiring Member States to designate waters that need protection in order to support shellfish life and growth. The Shellfish Waters Directive was transposed into legislation in Ireland by the European Communities (Quality of Shellfish Waters) Regulations 2006 (S.I. 268/2006), which were subsequently amended by the European Communities (Quality of Shellfish Waters) (Amendment) Regulations 2009 (S.I. 55/2009) and subsequently by the Amendment (No 2) Regulations 2009 (S.I. 464/2009). It is noted that at EU level the Shellfish Directive was repealed with shellfish waters being afforded protection under the WFD. There are two areas off the Fingal coast designated as Shellfish Waters pursuant to the Shellfish Regulations.

Objective GINHO51 – Protection of Shellfish Waters

Protect the quality of designated shellfish waters off the Fingal coast.

9.6.12 County Geological Sites

The Geological Survey of Ireland (GSI) has identified 21 County Geological Sites in Fingal which are important geological heritage sites. Some of these sites may be designated, in due course, as National Heritage Areas (NHAs) because of their geological interest from a national perspective.

Policy GINHP23 – Maintenance of Geological Sites

Seek to maintain and where possible enhance the geological heritage of these sites and to provide access to these sites where possible and appropriate.

Objective GINHO52 – Protection of Geological Site

Protect and enhance the geological and geomorphological heritage of the County Geological Sites listed in Table 9.2. and indicated on Green Infrastructure Maps.

Objective GINHO53 – Access to Geological Sites

Protect and promote safe and sustainable public access to County Geological Sites where appropriate and feasible subject to the requirements of Article 6 of the Habitats Directive.

Figure 9.1 below shows the location of the County Geological Sites identified by the GSI as well as the locations of sites included on the Fingal Extractive Industries (Quarries) Register which was compiled in accordance with the requirements of Section 261 and 261A of the *Planning and Development Act, 2000 (as amended)*.

Figure 9.1 Quarries and Geological Heritage Sites in Fingal

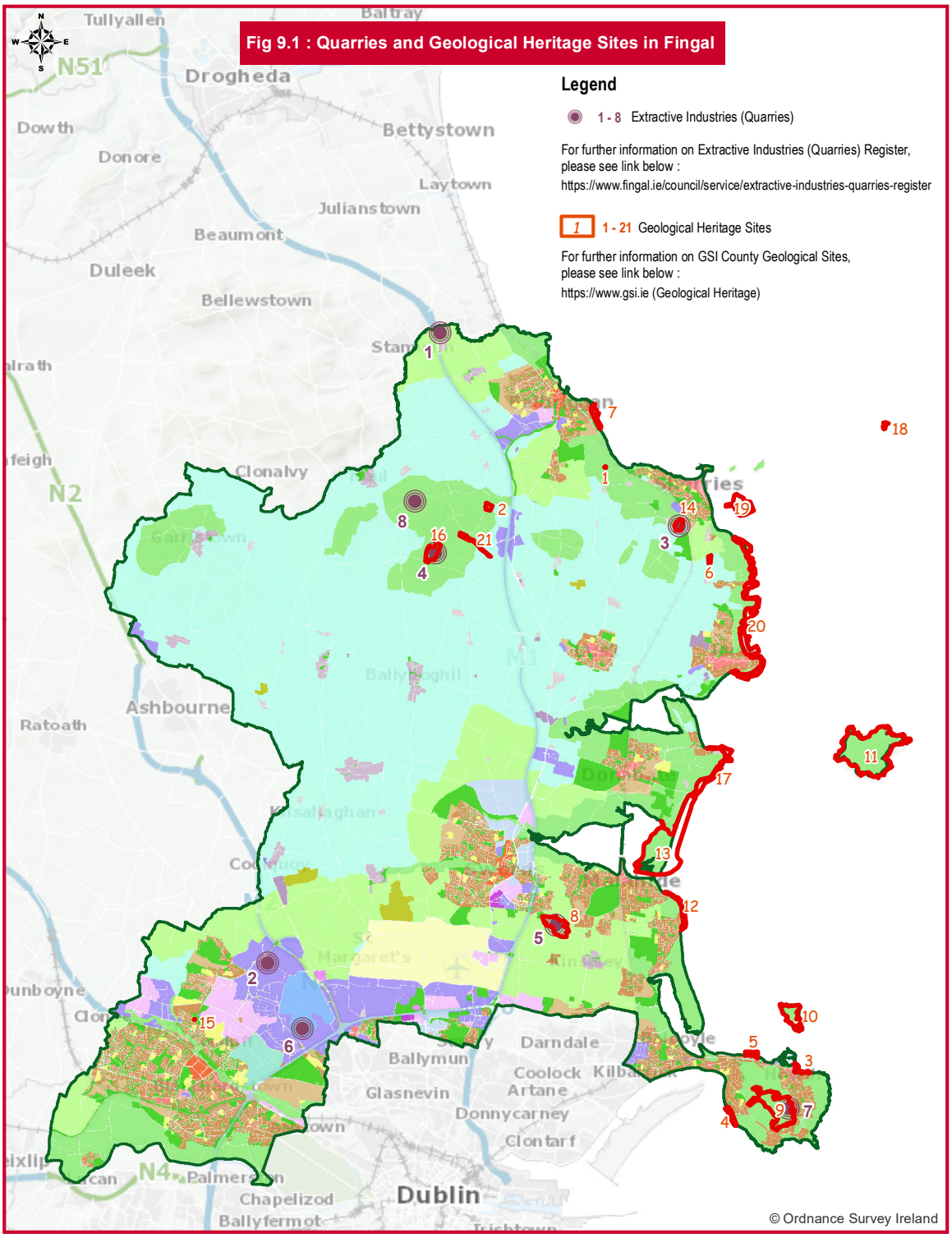


Table 9.2: Geological Heritage Sites

Site Name	
1. Ardgillan House Boulder	**12.** Malahide Coast
2. Balrickard Quarry	**13.** Malahide Point
3. Balscadden Bay	**14.** Milverton Quarry
4. Bottle Quay	**15.** Mulhuddart (Lady's) Well
5. Claremont Strand	**16.** Nags Head Quarry
6. Curkeen Hill Quarry	**17.** Portraine Shore
7. Fancourt Shore	**18.** Rockabill
8. Feltrim Quarry	**19.** Shenick's Island
9. Hill of Howth	**20.** Skerries to Rush Coastline
10. Ireland's Eye	**21.** Walshestown Stream Section
11. Lambay Island	

Soils

Soil sealing can be defined as the destruction or covering of the ground by an impermeable material. It is one of the main causes of soil degradation and soil sealing often affects fertile agricultural land, puts biodiversity at risk, increases the risk of flooding and water scarcity and contributes to global warming. Urbanisation is an ongoing trend leading to land take and soil sealing at the expense of agricultural land and other open landscapes.

Objective GINHO54 – Soils
Reduce land take, soil sealing and loss of natural soils in urban and rural areas.

9.6.13 Landscape

Landscapes are living elements that have responded to, and continue to respond to history, culture, natural cycles, weather events, water, climatic change and economic factors with influences spanning land uses such as agriculture, transport, tourism, industry and energy and settlement patterns. Landscapes give us a strong sense of place. The *European Landscape Convention* which Ireland ratified in 2002 forms the basis for inclusive and participative landscape management. It defines landscape as *"...an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors"* and this definition has been incorporated into the *Planning and Development Act, 2000 (as amended)*.

The *National Landscape Strategy for Ireland 2015–2025* recognises the importance of landscape protection and its relationship with biodiversity and climate change. The RSES recognises the need for national and regional landscape character assessments to be carried out to promote better landscape management and planning in the region, consistent with NPO 61 of the NPF and RPO 7.27 of the RSES.

Policy GINHP24 – National Landscape Strategy
Support the aims and objectives of the European Landscape Convention by implementing the relevant objectives and actions of the *National Landscape Strategy 2015–2025*.

9.6.14 Landscape Character Assessment

The Development Plan's Landscape Character Assessment (LCA) provides for the classification of Fingal's landscapes into the following (1) types and values and (2) sensitivities. Character Types represent generic areas of distinctive character that makes one landscape different from another such as uplands or the coast, while Sensitivity is evaluated using criteria ranging from high to low. A highly sensitive landscape is likely to be vulnerable to change whereas a landscape with a low sensitivity is likely to be less at risk from change.

Table 9.3: Landscape Character Assessment Summary-Character, Value and Sensitivity

Landscape Character Types	Landscape Value	Landscape Sensitivity
Rolling Hills Type	Modest	Medium
High Lying Type	High	High
Low Lying Type	Modest	Low
Estuary Type	Exceptional	High
Coastal Type	Exceptional	High
River Valley and Canal Type	High	High

Rolling Hills Character Type

Rolling Hills Character Type is made up principally of agricultural land and is of value due to the Ward and Broadmeadow River and the ecological and visual attributes they bring. The protected views (R108 (St Margaret's to Naul road) and R125 (Swords to Ashbourne Road), tree belts and undulating lands also add value to the area. An important quality is the archaeological heritage in Swords. The Rolling Hills Character Type is categorised as having a modest value.

High Lying Character Type

The High Lying Character Type is categorised as having a high value, its importance highlighted by the High Amenity zoning covering substantial parts of the area. This is an area of upland, rising to a high point of 176 metres at Hillfort Mound, to the southeast of the Naul. These hills afford panoramic views of the Mourne Mountains to the north, the coastline to the east and the Wicklow Mountains to the south. There are a number of important visual ridges on these uplands, that can be seen from wide areas of Fingal and Meath. Almost the whole County can be viewed from the more elevated roads. It also has an important ecological value with strong hedgerows and the presence of the 'Bog of the Ring' proposed Natural Heritage Area here. There is little obtrusive or inappropriate development in the area and there is a pronounced absence of any substantial coniferous woodland.

Low Lying Character Type

Low Lying Character Type has an open character combined with large field patterns, few tree belts and low roadside hedges. The main settlements located within the area include Oldtown, Ballyboghil and Lusk and parts of Malahide and Donabate. Dublin Airport is located in this area. This low-lying area is dominated by agriculture and a number of settlements. The area is categorised as having a modest value. It contains pockets of important value areas requiring particular attention such as important archaeological monuments and demesnes and also the Feltrim Hill and Santry Demesne proposed Natural Heritage Areas.

Estuary Character Type

The Estuary Character Type is categorised as having an exceptional value, recognised by the EU designations (candidate Special Areas of Conservation and Special Protection Areas) that apply to each in addition to national designations such as proposed Natural Heritage Areas and Ramsar. Estuary Character consists of the three large sand spits which have created protected estuarine and saltmarsh habitats of great ornithological and ecological interest at Rogerstown, Swords/ Malahide and Baldoyle. The flat horizontal nature of estuaries means that views are generally contained within the low hills and dunes that enclose these areas. There are some groups of trees to the edges of the estuary zones especially to the north side of the Swords/Malahide estuary. The character of these zones can alter depending on the tidal condition. The aesthetic quality of the estuaries is also outstanding.

Coastal Character Type

Coastal Character Type is categorised as having an exceptional landscape value. The type forms the eastern boundary of the County and contains a number of important beaches, islands and headlands that together create a landscape of high amenity and landscape value. A number of important settlements are located within this area, including Balbriggan, Skerries, Rush, Malahide, Portmarnock and Howth. The land is generally low lying, with the exception of some prominent headlands and hills in the northern part of the area, Howth and the offshore islands. Most of the Howth peninsula is covered by the 1999 Special Amenity Area Order (SAAO).

There are a number of important demesne or estate landscapes containing important woodlands in or adjoining this area at Ardgillan, Hampton, Milverton and Portrane. Horticulture (around Rush), golf courses and individual dwellings are prevalent land uses in the area also. Views along the coast are generally contained within headlands, ridgelines and harbours, creating a number of visual compartments.

The Coastal Character Type is categorised as having an exceptional landscape value. This value is arrived at due to the combination of visual, ecological, recreational and historical attributes. The area has magnificent views out to sea, to the islands and to the Mourne and Wicklow mountains and contains numerous beaches and harbours. The area's importance is highlighted by the High Amenity zoning covering substantial parts of the area. The area is rich in archaeological, architectural and natural heritage and is of high ecological value.

River Valleys and Canal Character Type.

The Tolka and Liffey valleys together with the Royal Canal Corridor are the main landscape features in this area. The Tolka and Liffey valleys are characterised by areas of grassland along meandering river valleys which, especially in the case of the Liffey, are well wooded at the edge of the floodplain and along the valley slopes. Areas of both valleys support recreational facilities along their corridors. A number of institutional and private demesnes along the valley edges maintain a rural and wooded character to the areas. However, housing estates are beginning to encroach into corridor areas. In recognition of the special amenity value of this area a Special Amenity Area Order (SAAO) was made for the Liffey Valley between Lucan and Chapelizod in 1990. This designation includes specific controls over development. The River Liffey is also a proposed Natural Heritage Area (pNHA). The Royal Canal corridor is also included in this zone. The canal and its corridor provide valuable habitat for fish and other species and is a pNHA. The canal itself and the many bridges and other structures associated with it are an integral part of the County's architectural heritage. This Character Type is categorised as having a high value, due to the visual and recreation qualities contained therein. This is evident by virtue of the High Amenity zoning and SAAO designation in the area in addition to the dense tree belts and steep river valley slopes. The river valleys and the canal are also important for their ecology and biodiversity.

Policy GINHP25 – Preservation of Landscape Types

Ensure the preservation of the uniqueness of a landscape character type by having regard to the character, value and sensitivity of a landscape when determining a planning application.

Objective GINHO55 – Protection of Skylines

Protect skylines and ridgelines from development.

Objective GINHO56 – Visual Impact Assessments

Require any necessary assessments, including visual impact assessments, to be prepared prior to approving development in highly sensitive areas.

Objective GINHO57 – Development and Landscape

Ensure development reflects and, where possible, reinforces the distinctiveness and sense of place of the landscape character types, including the retention of important features or characteristics, taking into account the various elements which contribute to their distinctiveness such as geology and landform, habitats, scenic quality, settlement pattern, historic heritage, local vernacular heritage, land-use and tranquillity.

Objective GINHO58 – Sensitive Areas

Resist development such as houses, forestry, masts, extractive operations, landfills, caravan parks, and campsites, and large agricultural/horticulture units which would interfere with the character of highly sensitive areas or with a view or prospect of special amenity value, which it is necessary to preserve.

Objective GINHO59 – Development and Sensitive Areas

Ensure that new development does not impinge in any significant way on the character, integrity and distinctiveness of highly sensitive areas and does not detract from the scenic value of the area. New development in highly sensitive areas shall not be permitted if it:

- Causes unacceptable visual harm.
- Introduces incongruous landscape elements.
- Causes the disturbance or loss of (i) landscape elements that contribute to local distinctiveness, (ii) historic elements that contribute significantly to landscape character and quality such as field or road patterns, (iii) vegetation which is a characteristic of that landscape type and (iv) the visual condition of landscape elements.

9.6.15 Views and Prospects

See also Green Infrastructure and Zoning Maps.

Fingal has many areas of high-quality landscape especially along the coast, the river valleys and the upland area to the north along the border with County Meath. As a result, the County contains many vantage points from which views and prospects of great natural beauty may be obtained over both seascape and rural landscape. The scenery and landscape of the County are of enormous amenity value to residents and tourists and constitute a valuable economic asset. The protection of this asset is therefore of primary importance in developing the potential of the County. Given the high rates of economic and population growth, the challenge the County faces is to manage the landscape so that any change is positive in its effects, such that the landscapes we value are protected. There is a need, therefore, to protect and conserve views and prospects throughout the County for future generations. In assessing views and prospects it is not proposed that this should give rise to the prohibition of development along these routes, but development, where permitted, should not hinder or obstruct these views and prospects and should be designed and located to minimise their impact. Views and prospects for protection have been identified on the Green Infrastructure Maps and zoning maps.

Policy GINHP26 – Preservation of Views and Prospects

Preserve views and prospects and the amenities of places and features of natural beauty or interest including those located within and outside the County.

Objective GINHO60 – Protection of Views and Prospects

Protect views and prospects that contribute to the character of the landscape, particularly those identified in the Development Plan, from inappropriate development.

Objective GINHO61 – Landscape/Visual Assessment

Require a Landscape/Visual Assessment to accompany all planning applications for significant proposals that are likely to affect views and prospects.

Objective GINHO62 – Review and Update Views and Prospects

Review and update the views and prospects outlined the Development Plan in line with the policy as set out in Section 9.6.15 – Views and Prospects.

9.6.16 Special Amenity Areas

Special Amenity Area Orders are in place for Howth and the Liffey Valley. The order for the Liffey Valley between Lucan Bridge and Chapelizod was confirmed by the Minister for the Environment in March 1990 and the Howth Order was confirmed by the Minister in 1999. The Council recognises that the Liffey Valley and Howth are two of the great natural assets of the Greater Dublin Area having a rich natural, built and cultural heritage. The Council will ensure that these areas are protected and enhanced, and that enjoyment by the public is facilitated.

Policy GINHP27 – Howth and Liffey Valley Amenity Orders

Protect and enhance the special amenity value of Howth and the Liffey Valley, including its landscape, visual, recreational, ecological, geological, and built heritage value, as a key element of the County's Green Infrastructure network and implement the provisions of the Howth and Liffey Valley Special Amenity Area Orders (SAAO).

Objective GINHO63 – SAAOs

Prioritise Rogerstown, Malahide and Baldoyle Estuaries for Special Amenity Area Orders.

Objective GINHO64 – SAAO Management Committees

Re-establish in a timely manner the management committee for the Liffey Valley Special Amenity Area with an annual programme of quarterly meetings in partnership with South Dublin County Council on an ongoing basis, develop a five year works programme as part of the implementation plan for the SAAO and explore the possibility of extending the Liffey Valley Special Amenity Area north to the Westmanstown Road (R121), Porterstown Road, Carpenterstown Road and Tower Road.

Objective GINHO65 – SAAO Management Plans

Implement the Management Plans and work programmes for the Special Amenity Areas and review them as necessary in consultation with all relevant stakeholders.

Objective GINHO66 – Liffey Valley Regional Park Study

To carry out a study for the lands that comprise Liffey Valley inclusive of the Special Area Amenity Order (SAAO), Shackletons Mill and adjacent lands so as to investigate and determine viable and appropriate uses to support and facilitate the development of a Regional Park (Liffey Valley Park) including a Greenway (Liffey Valley Greenway), with particular emphasis on enhancing the recreation, amenity value and accessibility of the area, in accordance with the Council's published document *Towards a Liffey Valley Park 2007*. This new Regional Park will serve the needs of existing communities of Clonsilla, Hansfield and Ongar as well as the wider Greater Dublin area. The study will be carried out in consultation with the surrounding Local Authorities, State Agencies, existing landowners, sectoral, community and commercial interests.

9.6.17 High Amenity Zoning

A High Amenity zoning (HA) has been applied to areas of the County of high landscape value. These are areas which consist of landscapes of special character in which inappropriate development would contribute to a significant diminution of landscape value in the County. These landscape areas meet one or more of the following criteria:

- Contain scenic landscape of high quality,
- Afford expansive or interesting views of surrounding areas,
- Are components in important views and prospects,
- Are unique or special within the County,
- Are important elements in defining the coastal character of the County,
- Act as a backdrop to important coastal views,
- Contain important groups of trees or woodland,
- Are elevated or ridge sites on which development would be obtrusive,
- Provide public access to interesting attractive landscapes or to semi-natural areas.

Policy GINHP28 – Protection of High Amenity Areas

Protect High Amenity areas from inappropriate development and reinforce their character, distinctiveness and sense of place.

Objective GINHO67 – Development and High Amenity Areas

Ensure that development reflects and reinforces the distinctiveness and sense of place of High Amenity areas, including the retention of important features or characteristics, taking into account the various elements which contribute to its distinctiveness such as geology and landform, habitats, scenic quality, settlement pattern, historic heritage, local vernacular heritage, land-use and tranquillity.

9.7 The Coast and Coastal Protection

Fingal's coastline extends from Kilbarrack Stream in the south of the County to the Delvin River located north of Balbriggan. It is characterised by a series of shallow bays between headlands with a variety of inlets, islands, harbours, beaches and a number of protected areas of national and international importance. It is the single most important natural resource in the County. As well as being an economic resource for the fishing, leisure and tourism industries, the coastal area is significant in terms of cultural and archaeological heritage having been the focus of human settlement and activity for thousands of years. In addition, significant portions of the coastline are visually sensitive as evidenced by the many protected views and prospects, high amenity zonings and areas of exceptional landscape value which are highly sensitive to development. It is important that the coast is managed and developed in a way which protects and enhances its natural and cultural heritage and its landscape. The future economic, tourism, recreational and energy resource potential of the coast will need to be balanced with the requirement to protect its natural heritage, water quality and attractions.

The *National Marine Planning Framework* was published in July 2021 in accordance with EU Directive 2014/89/EU. It sets out a national strategy for the strategic planning and sustainable development in the maritime area for the purpose of achieving ecological, economic and social priorities (managing marine assets). Common terrestrial / marine policy areas include renewable energy, electricity networks, coastal and flood defences, fishing and aquaculture, ports and harbours, public access, tourism and recreation, protected sites and species, seascape and landscape. Development proposals must avoid significant reduction in the distribution and net extent of important habitats and other habitats that important species depend on, including avoidance of activity that may result in disturbance or displacement of habitats.

The coast is an ever-changing dynamic environment, subject to the continuous natural processes of erosion and deposition. While erosion is a normal occurrence in coastal areas, rates of erosion may be accelerated due to storm action, inappropriate development, pressures from leisure or recreational activities or the presence of man-made protection works. In addition, the impacts of predicted sea level rise and increase in the frequency of storm surges and high tides due to climate change need to be considered. It is recognised that defending long stretches of soft shoreline from erosion and coastal flooding may become technically and economically unsustainable in the future as a result of these climate change conditions.

There are broadly two approaches to dealing with coastal erosion and coastal flooding: providing engineered coastal defence structures or applying coastal adaptation strategies. The provision of engineered coastal defence structures can be divided into soft and hard engineering approaches. The soft engineering approach uses ecological principles and practices, which support the natural process of erosion and deposition, to maintain and enhance natural systems (such as sand-dunes, beaches, salt marshes, mudflats). In essence soft engineering uses existing habitats and vegetation to soften the land-water interface while maintaining the integrity of the shoreline. Hard engineering, on the other hand, is generally defined as controlled disruption of natural processes by using man-made structures. As the cost of hard engineering structures and their maintenance is high, such solutions are normally confined to densely populated locations where it is considered necessary to protect significant public infrastructure. In addition, the provision of hard defences can alter patterns of deposition, erosion or sedimentation elsewhere along the coastline leading to unintended impacts elsewhere. These factors, together with the fact that there is little information on the dynamics of coastal processes in Fingal, suggest that the provision of hard defences should be restricted along the coast to the maximum extent possible.

Coastal adaptation allows natural processes to take place and for lands to flood or erode without intervention. This may be combined with the removal of structures that would be affected by flooding or erosion. This approach eliminates the need for coastal defence structures but does require sufficient space for the coastal processes to take place. Managed retreat is a step further whereby coastal protection measures are removed to allow for more coastal flooding and/or where it is no longer economically feasible to maintain the existing defence structures.

Managed retreat tends to create more attenuation space to deal with coastal flooding issues and it helps to provide a natural buffer against coastal erosion. Best practice in coastal zone management stipulates not to interfere with the coast and the coastal processes if at all possible. This is mainly due to the unforeseen consequences of protective measures on other parts of the coast and the costs associated with the installation and future maintenance of coastal protection structures.

Objective GINHO68 – Coastal Erosion

Where coastal erosion is considered a threat to existing properties, explore the technical and economic feasibility of coastal adaptation and coastal retreat management options.

Objective GINHO69 – Coastal Defence Works

Employ soft engineering techniques as an alternative to hard coastal defence works, wherever possible.

Objective GINHO70 – Identification of Coastal Protection Works

Identify, prioritise and implement necessary coastal protection works subject to the availability of resources, whilst ensuring a high level of protection for natural habitats and features, and ensure due regard is paid to visual and other environmental considerations in the design of any such coastal protection works.

Objective GINHO71 – Erosion Risk Management

Undertake erosion risk management studies for high-risk areas so that the long-term erosion risks to property can be clearly identified long before the risk may be expected to occur.

Objective GINHO72 – Coastal Erosion Policy

Develop a coastal erosion policy for Fingal based on best international practice to outline how the Council will deal with existing properties at risk of erosion and how future coastal erosion problems will be managed having regard to national climate change legislation, mitigation and adaptation policies, and the need to protect the environment.

9.7.1 New Development in Coastal Areas

Coastal development must take account of the changing and dynamic nature of the coast and the need for coastal protection as described above. The coastal zone is subject to growing pressures from increasing population and increasing and sometimes conflicting social, economic and recreational uses. As a general principle, development in coastal areas should be accommodated wherever possible in previously developed areas before consideration is given to development in greenfield sites.

In all cases proposals for coastal development must consider the need for coastal defence. Development will only be permitted where the Council is satisfied that the development will not add to the requirement, if any, for any coastal defence works in the area over the lifetime of the development. Provision must also be made for the retention of existing soft defences such as beaches, sand-dunes, salt marshes and estuary lands. Development should be set-back a sufficient distance from soft defences and erodible coastline to allow for natural processes, such as erosion and flooding, to take place in these areas. A number of areas of coastline at risk from coastal erosion have been identified in the County based on current information and experience (see Green Infrastructure Maps). In these areas there will be a presumption against new development unless it can be shown, based on best available scientific information, that the likelihood of coastal erosion over the lifetime of the development is minimal. This will ensure that no new development takes place in areas likely to be subject to coastal erosion in the future.

Policy GINHP29 – Development and the Coast

Protect the special character of the coast by preventing inappropriate development along the coast.

Objective GINHO73 – New Development and the Coast

Prevent inappropriate development along the coast, particularly on the seaward side of coastal roads. New development for which a coastal location is required shall, wherever possible, be accommodated within existing developed areas.

Objective GINHO74 – Pattern of Coastal Development

Strictly control the nature and pattern of development within coastal areas and ensure that it is designed and landscaped to the highest standards and sited appropriately so as not to detract from the visual amenity of the area. Development shall be prohibited where the development poses a significant or potential threat to coastal habitats or features, and/or where the development is likely to result in altered patterns of erosion or deposition elsewhere along the coast.

Objective GINHO75 – Prohibition of Coastal Development

Prohibit development along the coast outside existing urban areas where such development could not be adequately safeguarded over the lifetime of the development without the need to construct additional coastal defences.

Objective GINHO76 – Development and Risk of Coastal Erosion

Prohibit new development outside urban areas within the areas indicated on Green Infrastructure maps, which are within 100m of coastline at risk from coastal erosion, unless it can be objectively established based on the best scientific information available at the time of the application, that the likelihood of erosion at a specific location is minimal taking into account, inter alia, any impacts of the proposed development on erosion, or deposition.

Objective GINHO77 – National Marine Planning Framework

Comply with the policies and objectives of the *National Marine Planning Framework* as it relates to the area between the mean high-water mark and the near shore with respect to the planning and resource management of the marine area.

9.7.2 Coastal Tourism and Recreation

The coast is an established area of leisure and amenity. Coastal areas have great potential for tourist related projects which could generate sustainable employment opportunities. These include land-based activities such as walking and cycling on the Fingal Coastal Way and water-based activities such as bathing, kayaking, surfing, kite-boarding and angling all along the Fingal coast. The infrastructure associated with such activities can conflict with the sensitive nature of the coast. In addition, motorised forms of water sports, such as power boating, raise particular concerns in terms of interference with the enjoyment of coastal amenities by other members of the public and can lead to adverse impacts on the natural heritage. It will be necessary to identify locations on the coast where these activities can be catered for without being in conflict with other objectives or contrary to the proper planning and sustainable development of the area. The Council

recognises that these activities require a coastal location but need to be controlled and directed appropriately in view of the sensitive nature of the coast.

Policy GINHP30 – Coastal Recreation

Encourage the enhancement of existing and development of new shared access leisure and amenity type uses along the coast so long as such uses do not cause significant adverse impacts on the environment, visual amenity and heritage.

Policy GINHP31 – Coastal and Harbour Access

Enhance and promote access to the coast and harbours, including the promotion of coastal and harbour shared access recreational facilities where appropriate, while also prioritising and protecting the coastal environment.

Objective GINHO78 – Coastal Way

Plan and develop the Fingal Coastal Way from north of Balbriggan to Kilbarrack taking full account of the need to protect the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on European Sites, other protected areas and species protected by law.

Objective GINHO79 – Coastal Access and Appropriate Assessment

Ensure that there is appropriate public access to the coast including the provision of coastal walkways and cycleways, while taking full account of the need to conserve and enhance the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on European Sites and species protected by law, through Screening for Appropriate Assessment, and examine the designation of traditional walking routes thereto as public rights of way.

Objective GINHO80 – Appropriate Leisure Facilities

Encourage the development of facilities for maritime fishing and leisure developments where the siting of such installations and their supporting infrastructure will not have a significant adverse impact on the natural or cultural heritage or detract from the visual amenity and environmental quality and stability of an area, or public access to beaches.

Objective GINHO81 – Protection of Beaches

Protect beaches, and bathing areas as valuable local amenities and as a tourism resource and support the maintenance, protection and improvement of access to them.

Objective GINHO82 – Protection of Bathing Waters

Protect bathing waters, including those listed in the *Water Framework Directive* Register of Protected Areas for the Eastern River Basin District, at Sutton, Portmarnock, Malahide, Donabate, Portrane, Rush, Loughshinny, Skerries and Balbriggan in order that they meet the required bathing water standards and implement the findings and recommendations of the Quality of Bathing Water in Ireland reports as published.

9.7.3 The Islands

There are a number of islands in Fingal, namely Lambay Island, Ireland's Eye, Shenick Island, Colt Island, St. Patrick's Island and Rockabill. Lambay Island is the only inhabited island. All of the islands are zoned as High Amenity Areas and they are all designated nature conservation sites of national or international importance. They are also of importance from an archaeological and architectural heritage viewpoint.

Policy GINHP32 – Protection of the Islands

Protect and enhance the special landscape character and exceptional landscape value of the islands, including their biodiversity, archaeological and architectural heritage.

9.7.4 Dublin Bay Biosphere Reserve

Biosphere Reserves are places where nature and people connect. They are areas which are internationally recognised for their biological diversity yet also actively managed to promote a positive relationship between people and nature. The Dublin Bay Biosphere Reserve is a special designation awarded by the United Nations Educational, Scientific and Cultural Organisation (UNESCO). It is part of a global network of 651 Biosphere Reserves in 120 countries. The Biosphere extends to over 300 sq km, with over 300,000 people living within the newly enlarged Biosphere. The Biosphere designation does not add or detract from the regulatory framework already in place to protect Dublin Bay but encourages cooperation between the many stakeholders from across the bay to manage this natural amenity resource on Dublin's doorstep in a sustainable manner.

The Biosphere is managed by the Dublin Bay Biosphere Partnership which includes Fingal County Council, Dublin City Council, Dun Laoghaire–Rathdown County Council, Dublin Port Company, Failte Ireland, National Parks and Wildlife Service and local community groups and NGOs. The partnership is working to promote the protection of habitats and species, to support education and research within the site and to support a sustainable economy for people living and working in the area.

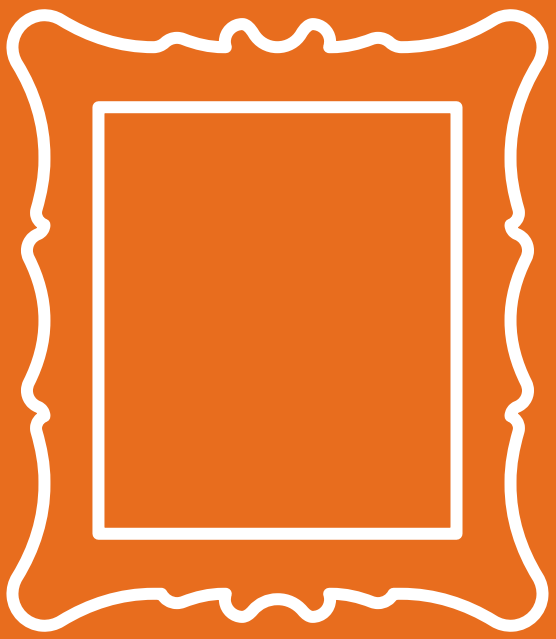
Policy GINHP33 – Dublin Bay Biosphere Partnership

Participate in and actively support and contribute to the work of the Dublin Bay Biosphere Partnership.

Objective GINHO83 – Dublin Bay Biosphere Nature Conservation Strategy

Support the implementation of the Dublin Bay Biosphere Nature Conservation Strategy, the Education and Awareness strategy and any other programs developed during the lifetime of this Plan.

10. HERITAGE, CULTURE AND ARTS



10.1 Introduction

Fingal's heritage and culture are derived from tangible physical artefacts, collections, sites and structures as well as intangible customs, folklore and language. Art is the expression of human creativity and ideas, often but not exclusively taking inspiration from cultural heritage. Development can impact on heritage, culture and the arts though the physical alteration of the environment in which they exist, through the provision of spaces for their display or celebration, and through the protection and safeguarding of sites and structures via buffer areas or appropriately scaled and sensitively designed schemes.

The physical traces left in the landscape by previous generations in archaeological monuments and sites and in historic buildings, townscapes and vernacular structures embodies the tangible cultural heritage of Fingal linking the past and present, demonstrating building forms and materials that utilised and responded to the surrounding environment and traditions of the inhabitants. Fingal's customs and rituals have strong links to its rural, agricultural heritage such as mumming and veneration of holy wells. The County also has an extensive maritime history connecting the County it to its Viking heritage, its fishing communities and military coastal defences.

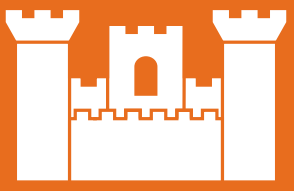
The Council will ensure the conservation, management, protection and enhancement of the archaeological, architectural and cultural heritage of the County, which are valuable and finite resources, through good management, sensitive interventions and sympathetic development. The Council acknowledges, supports and reinforces the integral role heritage, culture and the arts play in sustaining and creating attractive, vibrant and engaging places to live, work and enjoy.

10.2 Context

There are currently 1311 known archaeological sites and 790 protected structures that encompass the story of the people of Fingal from churches and castles to Martello Towers and windmills, mounds, sub-surfaces sites, graveyards and burials, mill races and shipwrecks. Input of archaeological expertise into plans, programmes and the Development Management process has also ensured the integration of the archaeological resource into placemaking, walking and cycling schemes, infrastructure and housing developments. Many of the objectives relating to the Record of Monuments and Places, the Record of Protected Structures, Architectural Conservation Areas, Designed Landscapes and Historic Building Stock are achieved through the on-going day-to-day Development Management process, specifically engaging in pre-planning consultations, assessment of planning applications and issuing Section 57 Declarations. Statements of Character for the three new Architectural Conservation Areas – Balbriggan Historic Core, Old Portmarnock (Drumnigh Road) and Sutton Cross and Environs have been prepared.

1262 Archaeological Sites & Monuments (RMP & SMR)

785 Protected Structures (RPS)



127 Historic Demesnes

22 Geological Heritage Sites

32 Architectural Conservation Areas (ACAs)

Over the lifetime of the Fingal Development Plan 2017–2023 the impact of climate change on the heritage resource has come to the fore. The Department of Culture, Heritage and the Gaeltacht has developed the *Built and Archaeological Heritage Climate Change Sectoral Adaptation Plan* which aims to improve understanding of the heritage resource and its vulnerability to climate change impacts in order to plan for climate change adaptation. Fingal County Council's *Climate Change Action Plan 2019–2024* includes measures for archaeological heritage including undertaking a Climate Change Risk Assessment of Fingal's Cultural Heritage to identify and survey the architectural and archaeological heritage sites and designed landscapes at risk.

10.3 Opportunities

Heritage, culture and the arts are part of our identity, part of the distinctive character, vibrancy and attractiveness of where we come from or the places we live and work and plays a significant role in drawing visitors to the area. The archaeological, architectural and vernacular heritage of Fingal is an irreplaceable and finite resource. The Council is dedicated to protecting, conserving and presenting the County's rich cultural heritage while promoting sustainable economic development and the enrichment of the environment. The retention and adaptive re-use of the County's built heritage with the embodied carbon contained within it and full building life cycle costs taken into consideration, will be a key contributor to addressing the Council's climate change and sustainable development goals. The Council also actively supports the installation of and commissioning of performance of artworks within the public realm, public buildings, large infrastructure or building developments.

The Council's vision is to conserve, manage, protect and enhance the archaeological, architectural and cultural heritage of the County, which are valuable and finite resources, through good management, sensitive interventions and sympathetic development and to acknowledge, support and reinforce the integral role heritage, culture and the arts play in sustaining and creating attractive, vibrant and engaging places to live, work and enjoy.

10.4 Strategic Aims

Heritage and culture are embedded in planning policy at national and regional levels through the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES).

The National Planning Framework identifies heritage as a strategic investment priority, recognising 'Enhanced Amenities and Heritage' as a National Strategic Outcome and emphasising that our built, natural, and cultural heritage, has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place. The NPF includes several National Policy Objectives (NPOs) which relate directly to or could incorporate heritage such as NPO16, NPO17, NPO23, NPO29, NPO60 and NPO61. Some of these are set out below:

- NPO 17 is to '*Enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations.*'
- NPO 29 is to '*Support the implementation of language plans in Gaeltacht Language Planning Areas, Gaeltacht Service Towns and Irish Language Networks.*'
- NPO 60 is to '*Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.*'

If Trees Could Talk, an arts-in-education project by artist Louis Haugh & Anne Bradley

The RSES sets out Regional Strategic Outcomes which are aligned with international, EU and national policy and specifically identifies 'Creative Places' as one of these outcomes. It recognises the need to enhance, integrate and protect our arts, culture and heritage assets to promote creative places and heritage led regeneration. Sustaining and investing in cultural infrastructure is a core consideration of the strategy and it directs that "*Good heritage management should be incorporated into spatial planning, to promote the benefits of heritage led urban regeneration in historic towns, for example through the protection of historic urban fabric, the reuse of historic buildings and the enhancement of places of special cultural or natural interest.*" There are seven Regional Policy Objectives (RPO) assigned to arts, culture, language and heritage (RPO 9.24 to RPO 9.30), two of these RPOs are set out below.

- RPO 9.25 is to "*Seek to work with all relevant stakeholders to promote equality of access to and engagement with arts and cultural services and in the promotion of culture and heritage led urban and rural regeneration.*"
- RPO 9.30 is to "*Support the sensitive reuse of protected structures.*"

Heritage Ireland 2030 promotes national policy priorities in relation to the protection and management of our national heritage (built, cultural and natural). The *National Policy on Architecture 2022* supports long-term planning strategies for the creation of sustainable communities, environmental resilience, urban regeneration and the *Town Centre First : A Policy Approach for Irish Towns*, supports the re-use of vacant historic buildings. The *National Vernacular Strategy* for the built vernacular provides direction on understanding, protecting and maintaining the modest everyday buildings constructed using traditional methods and materials. These documents are underpinned by the core principle that heritage belongs to us all and we all share a responsibility to protect it.

10.5 Policies and Objectives

Fingal's heritage is part of our identity and contributes significantly to our wellbeing and our sense of place. It encompasses our archaeological, built, cultural (tangible and intangible) and natural heritage. The Council is committed to the protection and conservation of Fingal's heritage including buildings, areas, structures, sites and features of archaeological, architectural, historical, artistic, cultural, scientific, social or technical interest.

The Fingal Heritage Plan 2018–2023 provides strategic support to the Council and other stakeholders by delivering or contributing to a wide range of initiatives aimed at improving the protection, management, understanding and appreciation of our heritage. The Fingal Heritage Plan identifies opportunities to raise awareness, engage communities and provides support to connect with our past and present.

Policy HCAP1 – Fingal Heritage Plan

Implement the current *Fingal Heritage Plan 2018–2023* and to support the preparation and implementation of the Fingal Heritage Plan 2023–2029.

10.5.1 Archaeological Heritage

Fingal has a wealth of archaeological sites and monuments, over 1311 of which have been recorded to date. All of these sites contain precious information about our past and those people who lived in Fingal before us. Added to this are our burials, shipwrecks, structures, features objects and artefacts, whether located on land, underwater or in the inter-tidal zone. Fingal's archaeological heritage is an important resource for identity, communities, education and tourism and has a powerful contribution to make to the quality of life of today's citizens in terms of social inclusion, environmental protection and sustainable development.

Archaeological heritage, whether known, newly discovered, or yet to be discovered, is protected by the *National Monuments Acts 1930–2014*. The *European Convention on the Protection of the Archaeological Heritage* known as the *Valletta Convention 1992* remains the core text for the protection of management of archaeological heritage across the 45 European countries which have to date signed and ratified it. The convention has been transposed at a national level into the *Framework and Principles for the Protection of Archaeological Heritage 1999*. Archaeological heritage is also protected under various legislation including the *National Monuments Acts 1930–2014*, *Natural Cultural Institutions Act 1997* and the *Planning and Development Act 2000, (as amended)* and through aspects of EU environmental law.

10.5.1.1 Record of Monuments and Places (RMP)

The principal legal mechanism for the protection of archaeological monuments is the Record of Monuments and Places (RMP) which was established under Section 12 of the *National Monuments (Amendment) Act, 1994*. Section 12 (3) of the 1994 Act provides that the owner or occupier of a monument included in the Record or any person who proposes to carry out, or to cause or permit the carrying out of any work at or in relation to such a monument, he or she shall give notice in writing to the Minister for Housing, Local Government and Heritage of the proposed works at least two months in advance and shall not, except in the case of urgent necessity and with the consent of the Minister, commence the work until two months after the giving of notice. The Zone of Notification is identified on www.archaeology.ie. To note, certain structures in Fingal are of both archaeological and architectural interest and appear on both the Record of Monuments and Places/ Sites and Monuments Record (Appendix 6) and the Record of Protected Structures (Appendix 5).

10.5.1.2 National Monuments

Under Section 14 of the *National Monuments (Amendment) Act 2004*, a National Monument is a monument in the ownership or guardianship of the Minister of the Department of Housing, Local Government and Heritage, in the ownership of a Local Authority, or are the subject of a Preservation Order or a Temporary Preservation Order. The full list of National Monuments is available at https://www.archaeology.ie/publications-forms-legislation/record-of-monuments-and-places. A separate list is available documenting those in State care, ownership or guardianship at: https://www.archaeology.ie/sites/default/files/media/pdf/monuments-in-state-care-dublin.pdf. Prior written consent from the Minister of Housing, Local Government and Heritage is required for any works at or in relation to all National Monuments.

10.5.1.3 Sites and Monuments Record (SMR)

The Sites and Monuments Record is an online database maintained by the NMS of all known or suspected archaeological sites and monuments. The Historic Environment Viewer (HEV) is the National Monuments Service's online interactive map/search facility, providing access to all records stored on its national database of sites and monuments. Although the archaeological resource is finite, sites continue to be discovered. Where new development is being considered, it is therefore advisable to visit the HEV at https://maps.archaeology.ie/HistoricEnvironment/ in order to assess the archaeological potential of a site.

10.5.1.4 Underwater Archaeology

Fingal's off-shore and coastal waters, tidal estuaries and rivers have a diverse and interesting range of features and finds associated with its maritime/riverine heritage such as shipwrecks, piers, quay walls, fords, stepping stones. Section 3 of the *National Monuments (Amendment) Act 1987* makes specific provisions for the protection of shipwrecks and underwater archaeological objects, whereby, all wrecks over 100-years old are legally protected. Wreck Inventory of Ireland Database (WIID) holds records of over 18,000 known and potential wreck sites and this is used as a tool to help manage and protect historic wrecks, (https://archaeology.ie/underwater-archaeology/wreck-viewer refers). Development, including infrastructure responding to the mitigation of flooding resulting from climate change, within the marine, off-shore and coastal waters, tidal estuaries and rivers areas which have the potential to impact on both known and potential terrestrial and underwater archaeology, will require appropriate intertidal and the underwater archaeological assessment. The Council will seek and have regard to the advice and recommendations of the Department of Housing, Local Government and Heritage relating to all developments within these environments. The Council will seek to protect, preserve and promote marine and coastal zone archaeology, including the underwater heritage of Fingal. Where flood relief schemes are being undertaken, the Council, will have regard to the *Archaeological Guidelines for Flood Relief Schemes DHLGH 2022*.

Policy HCAP2 – Importance of Archaeological Resource

Recognise the importance of our archaeological resource and provide appropriate objectives to ensure its appropriate retention, promotion and recording.

Policy HCAP3 – Record of Monuments and Places/ Sites and Monuments Record

Safeguard archaeological sites, monuments, objects and their settings listed in the Record of Monuments and Places (RMP), Sites and Monuments Record (SMR), underwater cultural heritage including protected wrecks and any additional newly discovered archaeological remains.

Policy HCAP4 – Preservation-in-situ

Favour the preservation in-situ (or at a minimum preservation by record) of all sites and features of historical and archaeological interest.

Objective HCAO1 – Preservation-in-situ

Favour the preservation in situ or at a minimum preservation by record, of archaeological sites, monuments, features or objects in their settings. In securing such preservation the Council will have regard to the advice and recommendations of the National Monuments Service of the Department of the Housing, Local Government and Heritage.

Objective HCAO2 – Protection of RMPs/SMRs

Protect all archaeological sites and monuments, underwater archaeology, and archaeological objects, which are listed in the Record of Monuments and Places, Wreck Inventory of Ireland and all sites and features of archaeological and historic interest discovered subsequent to the publication of the Record of Monuments and Places, and to seek their preservation in situ (or at a minimum, preservation by record) through the planning process.

Objective HCAO3 – Management of Archaeological Resource

Encourage and promote the appropriate management and maintenance of the County's archaeological heritage, including historical burial grounds and underwater cultural heritage in accordance with conservation principles and best practice guidelines.

Objective HCAO4 – Industrial or Military Heritage

Secure the preservation in-situ of significant examples of industrial or military heritage.

Objective HCAO5 – Community Monuments Fund

Support the implementation of the Community Monuments Fund in order to ensure the monitoring and adaptation of archaeological monuments and mitigate against damage caused by climate change.

Objective HCAO6 – Climate Change and the Archaeological Resource

Co-operate with other agencies in the investigation of climate change on archaeological sites and monuments and to develop suitable adaptation measures to strengthen resilience and reduce the vulnerability of archaeological heritage in line with the *National Climate Change Sectoral Adaptation Plan for Built and Archaeological Heritage 2019*.

Policy HCAP5 – Development Design

Incorporate heritage features into infrastructure design at an early stage in the development planning and management process to protect and promote the cultural heritage resource and create awareness and interpretation.

Objective HCAO7 – Archaeology and Development Design

Ensure archaeological remains are identified and fully considered at the very earliest stages of the development process, that schemes are designed to avoid impacting on the archaeological heritage.

Objective HCAO8 – Archaeological Impact Assessment

Require that proposals for linear development over one kilometre in length; proposals for development involving ground clearance of more than half a hectare; or developments in proximity to areas with a density of known archaeological monuments and history of discovery; to include an Archaeological Impact Assessment and refer such applications to the relevant Prescribed Bodies.

Objective HCAO9 – Archaeology in the Landscape

Ensure that in general development will not be permitted which would result in the removal of archaeological monuments with above ground features, protected wrecks and that this will be especially the case in relation to archaeological monuments which form significant features in the landscape.

Objective HCAO10 – Context of Archaeological Monuments

Ensure that development within the vicinity of a Recorded Monument or Zone of Archaeological Notification does not seriously detract from the setting of the feature and is sited and designed appropriately.

Objective HCAO11 – Impacts of large-scale development

Ensure that proposals for large scale developments and infrastructure projects consider the impacts on the archaeological heritage and seek to avoid them.

Objective HCAO12 – Coastal and Maritime Heritage

Co-operate with other agencies in the assessment of the potential for climate change to impact on coastal, riverine, inter-tidal and sub-tidal sites and their environments including shipwreck sites.

Objective HCAO13 – Findings of Archaeological Activity

Encourage reference to or incorporation of significant archaeological finds into development schemes, where appropriate and sensitively designed, through layout, in situ and virtual presentation of archaeological finds and by using historic place names and the Irish language where appropriate.

Objective HCAO14 – Archaeology in Open Space

Retain and manage appropriately archaeological monuments within open space areas in or beside developments, ensuring that such monuments are subject to an appropriate conservation management plan, are presented appropriately and are not left vulnerable, whether in the immediate or longer term, to dangers to their physical integrity or possibility of loss of amenity.

Policy HCAP6 – Promotion

Promote the tourism potential of Fingal's cultural heritage and improve legibility by providing guidance for appropriate interpretation in line with the *Fingal Heritage Signage and Trails Guidance 2021*.

Policy HCAP7 – Community Initiatives

Support community initiatives and projects regarding preservation, presentation and access to archaeological heritage and underwater cultural heritage, provided such are compatible with appropriate conservation policies and standards, having regard to the guidance and advice of the Department of Housing, Local Government and Heritage.

Objective HCAO15 – Best Practice
Promote best practice for archaeological excavation by ensuring that they are undertaken according to best practice as outlined by the National Monuments Service, Department of Housing, Local Government and Heritage, The National Museum of Ireland and the Institute of Archaeologists of Ireland.
Objective HCAO16 – Conservation Plans
Manage the archaeological sites and monuments that Fingal County Council owns or is responsible for according to best practice and according to Conservation Plans where they exist.
Objective HCAO17 – Dissemination
Ensure the public dissemination of the findings of licenced archaeological activity in Fingal through the Dublin County Archaeological GIS project, publications, public lectures and events to promote awareness of, and access to, Fingal's archaeological inheritance and foster high quality community archaeology.
Objective HCAO18 – Public Awareness
Raise public awareness of the cultural heritage and improve legibility by providing appropriate interpretation in areas, sites, villages, and buildings of archaeological and historic significance.
Objective HCAO19 – Community Archaeology Strategy
Continue to implement the findings of the Community Archaeology Strategy for Fingal.
Objective HCAO20 – Cultural Tourism
Support the growth of cultural tourism in the County, including the potential for niche heritage-based tourism products by facilitating the development of heritage events, infrastructure such as heritage trails, walkways and cycleways etc. and activities such as community excavation.
Objective HCAO21 – Climate Change
Promote awareness and the appropriate adaptation of Ireland's built and archaeological heritage to deal with the effects of climate change.

10.5.2 Architectural Heritage

Fingal has a diverse building stock. Within the range of building types and uses in Fingal are structures, streetscapes, village and town cores of distinctive, innovative or rare architectural heritage significance that they are deemed worthy of protection by statutory designation as individual elements or clusters of buildings. There are also more modest or everyday structures that are part of the built heritage of the County. Through their form, scale, materials and placement they contribute positively to the urban and rural areas of Fingal, assisting in placemaking and establishing the distinctive character and architectural interest of a particular location. These structures are also of value in the embodied energy they contain, their display of traditional building craftmanship and skill in their construction, the survival within them of original or historic materials and methodologies some of which may no longer be in use.

Fingal's architectural heritage is a finite, non-renewable and irreplaceable resource that needs to be cared for and respected as Fingal develops and grows into the future. Any new insertions or changes to the architectural heritage should be directed by the following principles.

Table 10.1: Guiding Principles of Architectural Conservation

GUIDING PRINCIPLES OF ARCHITECTURAL CONSERVATION
Minimum Intervention
Regular Maintenance
Repair Rather Than Replace
Honesty Of Repairs And Alterations
Use Of Appropriate Materials And Methods
Respect And Retain Earlier Alterations Of Interest
Managed Sustainable Change
Reversibility Of Interventions

Architectural heritage is primarily protected under Part IV of the *Planning and Development Act 2000, (as amended)*. There are two principal mechanisms within this legislation for the protection of these assets: The Record of Protected Structures (RPS) and Architectural Conservation Areas (ACAs). It is a mandatory requirement of national legislation that the Council maintains a RPS and includes objectives for ACAs in its Development Plan. For built heritage that is not covered by statutory designations, there is national and international policy advocating its retention and revitalisation and the Council supports this through specific Development Plan policy and objectives.

Policy HCAP8 – Protection of Architectural Heritage

Ensure the conservation, management, protection and enhancement of the architectural heritage of Fingal through the designation of Protected Structures and Architectural Conservation Areas, the safeguarding of designed landscapes and historic gardens, and the recognition of structures and elements with no specific statutory designation that contribute positively to the vernacular, industrial, maritime or 20th century heritage of the County.

Policy HCAP9 – Re-use of Architectural Heritage

Champion the maintenance, repair, re-use and sensitive retro-fitting of the architectural heritage and older building stock of the County as a cornerstone of its sustainable development policy and will require that adaptative re-use and regeneration adheres to best conservation practice.

Policy HCAP10 – Retention

Continue to support and encourage the sympathetic and appropriate reuse, rehabilitation and retention of protected structures and historic buildings ensuring the special interest, character and setting of the building or structure is preserved.

10.5.2.1 Statutory Designated Sites of Protected Structures and Record of Protected Structures

Protected Structures are defined as structures, or parts of structures that are of special interest under one or more of the following categories: architectural, historical, archaeological, artistic, cultural, scientific, social or technical. A Protected Structure, unless otherwise stated, includes the exterior and interior of the structure, the land lying within its curtilage, any other structures and their exterior and interiors lying within that curtilage, plus all fixtures and features which form part of the interior or exterior of any of these structures. Curtilage refers to the parcel of land immediately associated with the Protected Structure and generally forms the boundary of the property ownership. Any works that would materially affect or impact the character of a Protected Structure, including its setting and ancillary buildings that contribute to its character, require planning permission. A Declaration under Section 57 of the *Planning and Development Act 2000, (as amended)* can be sought from the Council to list the general types of work that do and do not affect the character of a specific Protected Structure.

The current RPS is included in Appendix 5 of this Plan. The RPS may be varied at any time by following the procedures outlined in Section 55 of the *Planning and Development Act, 2000 (as amended).* The up-to-date RPS, incorporating any additions or deletions within the lifetime of the current Development Plan, will be maintained on the Council's website or can be checked at the public counter of the Council's Offices.

10.5.2.2 Architectural Conservation Area (ACA)

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value or contributes to the appreciation of Protected Structures. ACAs could encompass, for example, a terrace of houses, a whole streetscape, town centre or a small cluster of structures associated with a specific building such as a mill or country house. Most structures in an ACA are important in the context of their contribution to the streetscape or character of an area and so the protection status generally relates only to the exterior of the buildings or the streetscape, except for Protected Structures within ACAs where the protection extends to the interior and curtilage of these properties. Any works that would have a material effect on the special character of an ACA require planning permission.

Fingal currently has 33 Architectural Conservation Areas. Each ACA boundary is outlined on the Development Plan maps that accompany this written statement. A list of all the ACAs along with a brief summary of their special character is set out in Appendix 5. Individual ACA boundary maps are also provided within Appendix 5.

Chapter 14 Development Management Standards contains specific direction and considerations for planning applications affecting Protected Structures (see Table 14.21 and Table 14.22) and development within Architectural Conservation Areas (see Table 14.23). These standards should be consulted prior to a scheme being designed.

Policy HCAP11 – Conservation of Architectural Heritage

Conserve and protect buildings, structures and sites of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest by adding or retaining them on the Record of Protected Structures or by designating groups of structures as Architectural Conservation Areas.

Policy HCAP12 – Interventions to Protected Structures

Ensure that direct or indirect interventions to Protected Structures or adjoining development affecting them are guided by architectural conservation principles so that they are sympathetic, sensitive and appropriate to the special interest, appearance, character, and setting of the Protected Structure and are sensitively scaled and designed.

Policy HCAP13 – Retention of Protected Structures

Require the retention and appropriate active use of Protected Structures.

Policy HCAP14 – Architectural Conservation Areas

Protect the special interest and character of all areas which have been designated as an Architectural Conservation Area (ACA). Development within or affecting an ACA must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting wherever possible. Development shall not harm buildings, spaces, original street patterns, archaeological sites, historic boundaries or features, which contribute positively to the ACA.

Policy HCAP15 – Character of Architectural Conservation Areas

Support and encourage the sympathetic and appropriate adaptive reuse, refurbishment, and upgrading of protected structures and buildings or structures that contribute to the character of an Architectural Conservation Area ensuring that their special interest, character and setting is retained. Prohibit development that seeks the demolition of a Protected Structure or buildings that contribute to the character of an ACA in almost all circumstances.

Policy HCAP16 – Conservation Best Practice

Promote best conservation practice and encourage the use of appropriately qualified and experienced conservation professionals, contractors, and craft persons.

Objective HCAO22 – Record of Protected Structures

Review the Record of Protected Structures (RPS) to assess current entries and to add structures of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest as appropriate.

Objective HCAO23 – Expansion of Record of Protected Structures

Expand the RPS to include structures of industrial, maritime, vernacular and twentieth century heritage where they are of sufficient significance and complete the assessment of the few remaining Ministerial Recommendations from the National Inventory of Architectural Heritage (NIAH) Survey of Fingal.

Objective HCAO24 – Alteration and Development of Protected Structures and ACAs

Require proposals for any development, modification, alteration, extension or energy retrofitting affecting a Protected Structure and/or its setting or a building that contributes to the character of an ACA are sensitively sited and designed, are compatible with the special character, and are appropriate in terms of the proposed scale, mass, height, density, architectural treatment, layout, materials, impact on architectural or historic features.

Objective HCAO25 – Architectural Heritage Impact Statement

Require an Architectural Heritage Impact Statement as part of the planning documentation for development that has the potential to affect the relationship between the Protected Structure and any complex of adjoining associated buildings, designed landscape features, or designed views or vistas from or to the structure. This particularly relates to large landholdings such as country estates, institutional complexes, and industrial sites where groups of structures have a functional connection or historical relationship with the principal building.

Objective HCAO26 – Use of Protected Structures

Where required to support active use or facilitate suitable adaptive re-use of Protected Structures the Council may in certain circumstances consider the relaxation of site zoning restrictions to secure the preservation and conservation of the Protected Structure where the use proposed is compatible with the existing structure. This will only be permitted where the development is consistent with conservation policies and the proper planning and sustainable development of the area.

Objective HCAO27 – Protected Structures within Larger Developments

Where permission is being sought for a development in which works to the Protected Structure are one element of a larger proposal, the Council will seek for the repair and refurbishment of the Protected Structure to be contained and completed within the first phase.

Objective HCAO28 – Conservation Plans for Protected Structures

Demonstrate best practice in relation to the management, care and maintenance of Protected Structures by continuing the programme of commissioning Conservation Plans for the principal heritage properties in the Council's ownership (several of which are also ACAs), implement the policies and actions of these Conservation Plans where they exist, and ensure the Plans are used by all sections of the Council to inform and direct the design of interventions within the heritage properties, both to buildings and landscapes.

Objective HCAO29 – Protected Structures Audit

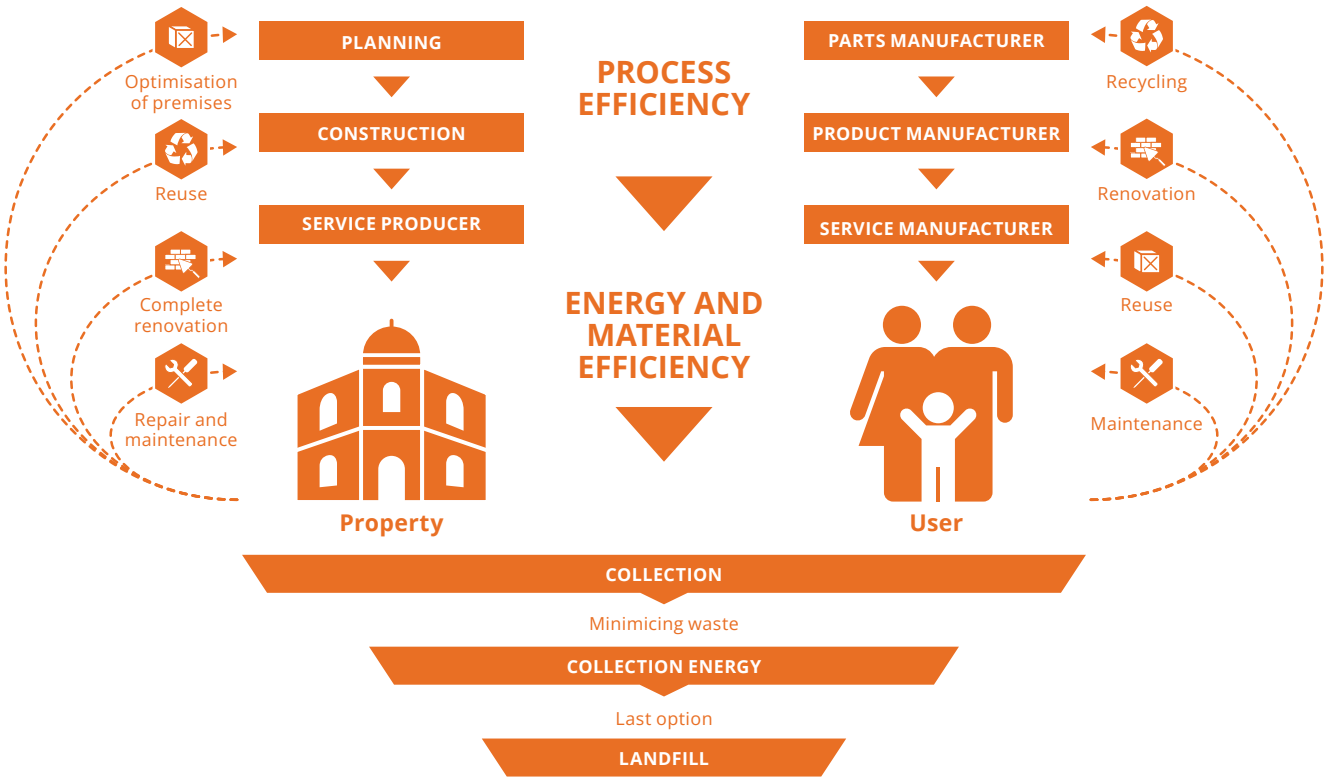
Carry out an audit and assess the condition of all Protected Structures within the Council's ownership and pilot a management/maintenance plan as a template for these structures.

10.5.2.3 Energy Retrofitting of Built Heritage

The reuse or continued use of older buildings is a central principle of sustainable development and energy conservation practice, ensuring the building materials and embodies energy of these structures, is retained and thereby contribute to the remission of the County's carbon footprint. Embodied energy or embodies carbon refers to carbon already expanded, to extract, process, manufacture, transport and construct a building.

Energy retrofitting is the adaptation of existing buildings to improve the thermal performance of the structure and to reduce energy consumption and emissions. The majority of Fingal's built heritage was constructed using traditional building methods and materials that are based on the idea of breathability and good ventilation, allowing for a cycle of absorption and evaporation of moisture. This concept differs from modern construction which primarily uses impermeable materials. The rating of the energy performance of older buildings often does not accurately reflect the existing thermal performance of older buildings. Energy efficiency and retrofitting proposals and products that are appropriate for modern construction are often not suitable for traditionally built structures and can dis-improve the energy performance and cause damage to the fabric and structural integrity of the building by trapping moisture. Any energy up-grading of traditional buildings needs to be informed by a proper understanding of the built fabric and for the works to be appropriate and sensitive to this. The condition of the building is a key contributor to good thermal performance and routine maintenance, conservation and building repair should be completed before other energy retrofitting options are considered.

Policy and objectives in Chapter 3 Sustainable Placemaking and Quality Homes on Re-use and the Rural Settlement Strategy and Chapter 5 Climate Change on Sustainable Construction/Circular Economy refers. In addition, direction should be taken from the Government's publication on *Energy Efficiency in Traditional Buildings 2010* and any subsequent update, I.S. EN 16883:2017 *Conservation of Cultural Heritage – Guidelines for Improving the Energy Performance of Historic Building 2017*, The Pebble Trust and Chris Morgan *Sustainable Renovation: Improving Homes for Energy, Health and Environment 2018*, and SEAI, The Heritage Council, Carrig Conservation Ltd. and ICOMOS report *Deep Energy Renovation of Traditional Buildings 2018*.



Policy HCAP17 – Maintenance and Energy Retrofitting

Promote good housekeeping principles of routine maintenance checks, with repair and conservation of building fabric where required as a mechanism to assist with achieving the best thermal performance from a building.

Support and promote the sensitive retro fitting of energy efficiency measures and the use of renewable energy sources in traditional and historic buildings, including Protected Structures.

Ensure that the measures are compatible with traditional construction methods and materials and do not have a detrimental physical, aesthetic or visual impact on the structure.

Objective HCAO30 – Retrofitting Pilot Project

Demonstrate best practice on energy retrofitting of historic buildings through a pilot project using suitable case studies to improve comfort levels and reduce energy consumption for the occupier.

10.5.2.4 Historic Designed Landscapes – Historic Gardens, Demesnes and Country Estates

Historic designed landscapes relate to gardens, parkland, woodland, estates, and public parks that were deliberately laid out for artistic effect. By using both natural and built features such as trees, shrubs, flowers, lawns, ponds, watercourses, views/vistas, follies, statues, walled gardens, gate lodges or gates, an architectural and horticultural composition was created for the enjoyment of the owners or the general public. These landscapes or gardens could be formal set pieces with ornamental planting in set patterns usually geometric designs or they could be 'naturalised' parkland made to look like the rural countryside but which had been carefully planned through the placement of individual or groups of trees, expanses of open lawns, and sunken boundary walls known as 'ha-has' that allowed uninterrupted views of pastoral scenes.

The architectural components of historic gardens, from small gardens to large parks, include:

- Plan and topography,
- Vegetation e.g. species, proportions, colour schemes, spacing and respective heights,
- Structural and decorative features,
- Water.

Fingal does not have a tradition of urban public parks or cemetery gardens and so the designed landscapes of the County consist primarily of demesnes or estate lands, which were originally privately owned. These designed landscapes are generally focused around a historic house, which usually will be a Protected Structure. In Fingal, the most significant designed landscapes have been designated as Architectural Conservation Areas to assist in protecting the character of the designed landscape e.g. Malahide Castle Demesne, Luttrellstown Castle Demesne, Newbridge House Demesne. Due to the rarity of 18th Century or earlier designed landscapes, those that survive in Fingal are highly significant and sensitive.

Chapter 14 Development Management Standards contains specific guidance for planning applications affecting historic designed landscapes which should be adhered to (see Objective DMS0189). Additional direction is available in the Department of Arts, Heritage and the Gaeltacht's *Architectural Heritage Protection Guidelines for Planning Authorities 2011* or any superseding documents and in Cork County Council's *Guidance Notes for the Appraisal of Historic Gardens, Demesnes, Estates and their Setting 2006*.

Policy HCAP18 – Designed Landscape Features, Settings and Views

Protect the setting, significant views, and built features of historic designed landscapes and promote the conservation of their essential character, both built and natural.

Policy HCAP19 – Development and Historic Demesnes

Resist proposals or developments that would lead to the loss, or cause harm to the character, principal components or setting of historic designed landscapes and demesnes of significance in the County.

Policy HCAP20 – Conservation and Woodland Management Plans

Support the commissioning of Conservation Plans and Woodland Management Plans and the cataloguing of the collections for the historic designed landscapes in the Council's ownership. Encourage private owners to undertake Conservation Plans and Woodland Management Plans for their historic landscapes.

Objective HCAO31 – Protection of Designed Landscapes

Identify the historic designed landscapes of significance in the County and determine the appropriate mechanism to ensure their future protection. Several of the most significant are already designated, as Architectural Conservation Areas.

Objective HCAO32 – Designed Landscape Appraisal

Require that proposals for development within historic designed landscapes include a Designed Landscape Appraisal (including an ecological assessment) as part of the planning documentation to fully consider the potential impacts of the proposal. The appraisal should be carried out prior to the initial design of any development, in order that this evaluation to inform the design which must be sensitive to and respect the built heritage elements and green space values of the site.

Objective HCAO33 – Conservation Plans

Continue the programme of commissioning Conservation Plans for the principal heritage properties in the Council's ownership that contain historic designed landscapes.

Objective HCAO34 – Perimeter of Phoenix Park

Ensure that development within Fingal along the perimeter of the Phoenix Park adheres to the Office of Public Works' (OPW), *Phoenix Park Conservation Management Plan*, does not have a detrimental impact on the Park, does not damage any of the built elements along its boundary, or interrupt any important vistas into or out of it.

10.5.2.5 Vernacular Heritage and Other Built Heritage Assets

Built heritage is not confined to buildings, features and items designated as Protected Structures or located within Architectural Conservation Areas. Scattered throughout the countryside and within the towns and villages of Fingal is an extensive stock of modest older buildings and structures some of which have been designed by an architect or engineer while others are vernacular structures built to no formal plans using

traditional building types and materials. While not all older buildings may be of sufficient special interest to be designated Protected Structures, generally their form, scale, materials, detailing and planned layout contribute positively to the rural landscape or to the historic villages and towns of Fingal, adding architectural interest, historic character and visual amenity throughout the County. The embodied carbon contained within the older building stock combined with full building life cycle cost considerations mean that their retention and continued use or reuse exemplifies sustainable development and best energy conservation practice, which is supported by national and regional policy.

Policy HCAP21 – Built Heritage Assets

Protect and enhance the historic environment and built heritage assets, including elements of historic street furniture, paving and historic boundary treatments.

Policy HCAP22 – Retention and Reuse of Existing Building Stock

Seek the retention, appreciation and appropriate revitalisation of the historic and vernacular building stock, and 20th century built heritage of Fingal in both the urban and rural areas of the County by deterring the replacement buildings with modern structures and by protecting (through the use of Architectural Conservation Areas and the Record of Protected Structures and in the normal course of Development Management) these buildings where they contribute to the character of an area and/or where they are rare examples of a structure type, a distinctive piece of architecture or have an innate value. (See also Table 14.26)

Policy HCAP23 – Heritage-led Regeneration

Require that adaptative re-use of older buildings and historic centre heritage-led regeneration adheres to best conservation practice and principles. There will be a presumption against the demolition of older buildings where restoration or adaptation is a feasible option.

Policy HCAP24 – Works to Vernacular Buildings

Works to vernacular buildings should adhere to best conservation practice and use traditional, especially vernacular, building methods and materials.

Policy HCAP25 – Retention of Historic Fabric

Encourage the retention of the original or historic fabric such as windows, doors, wall renders, roof coverings, shopfronts, pub fronts and other significant features of older or historic buildings, whether protected or not.

Policy HCAP26 – Historic Townscapes

Recognise the importance of historic townscapes or streetscapes in creating a sense of place when the urban fabric or groups of buildings are read together and how the gradual attrition of historic fabric or detailing, or the demolition and replacement of individual modest buildings can fundamentally alter the character of the place.

Objective HCAO35 – Appropriate Maintenance, Repair and Re-use

Advocate for and support appropriate maintenance, repair, re-use and sensitive retro-fitting of the architectural heritage, vernacular buildings and the older building stock of the County, whether protected or not, to deliver the Council's sustainable development policy.

Objective HCAO36 –Extensions to Vernacular Dwellings

Require that the size, scale, design, form, layout and materials of extensions to vernacular dwellings or conversions of historic outbuildings take direction from the historic building stock of Fingal and are in keeping and sympathetic with the existing structure.

Objective HCAO37 – Thatched Buildings Audit

Audit and map the historic thatched buildings of Fingal and devise measures to assist their continued survival.

Objective HCAO38 – Infill Development

Support the development of sustainable backland and infill development that is appropriate in scale and character to historic town and village centres, that transitions appropriately, accommodates surviving structures where appropriate and retains the historic streetscape form.

Objective HCAO39 – Character of Historic Townscapes

Maintain and enhance the character and quality of historic townscapes or streetscapes by seeking those interventions to the exteriors of existing buildings are appropriately detailed and use good quality materials. Original finishes/fabric should be retained or replicated.

Objective HCAO40 – Public Realm Works

Require that public realm works, proposed infrastructural and public utility works do not remove historic street furniture such as limestone or granite kerbs, cobblestones, cast-iron post boxes, water pumps, milestones and historic street-lamp standards, except where an exceptional need has been clearly established.

Objective HCAO41 – Modern Street Furniture

Sensitively design, locate and rationalise modern street furniture and elements such as utility boxes, cables, bins, bike racks, poles, wires, antenna and signage. Defunct or obsolete telephone boxes/kiosks should be removed rather than replaced.

Objective HCAO42 – Undergrounding Cables

Underground cables and wires in historic urban environments or designated sites, such as SAAO's and ACAs, where appropriate, and where it does not detrimentally impact on other elements of heritage e.g. archaeology, natural heritage.

Objective HCAO43 – Historic Street Elements Audit

Commission a study to map historic street furniture, stone setts, historic kerbing and historic pavers/flags, and associated features in the public realm, to be protected, conserved or reintroduced.

10.6 Industrial Heritage

The sites, structures, machinery, artefacts and plant associated with manufacturing, transportation, communications, construction, public utilities, raw material extraction and production form our industrial heritage. Rapid advancements and developments in engineering and technology have left much of our historic industrial heritage obsolete and under threat from dereliction, demolition or unsympathetic adaptation. Industrial buildings were constructed to meet the requirements of a specialised function and so the dimensions of spaces, layout and sometimes the location of these structures can be unusual and challenging to adapt to different uses. An understanding of the significance of the structure and any surviving machinery and/ or plant should inform the design of any redevelopment. Examples of the industrial heritage of Fingal include the historic railway structures, harbours, lighthouses, bridges, milestones, factories, mills, weirs, lime kilns, forges and windmills spread throughout the whole of the County.

Policy HCAP27 – Recognition of Industrial Heritage

Recognise the value of the industrial heritage of the County and seek to protect and retain it through designation or appropriately scaled and designed development for its continued or adaptive re-use, taking direction from the ICOMOS (International Council on Monuments and Sites) and TICCIH (The International Committee for the Conservation of the Industrial Heritage) *Principles for the Conservation of Industrial Heritage* (The Dublin Principles).

Policy HCAP28 – Awareness of Industrial Heritage

Promote awareness of Fingal's industrial, military, maritime, canal and railway heritage.

Objective HCAO44 – Fingal industrial Heritage Survey

Update and publish the Fingal Industrial Heritage Survey to outline the history of the development of industry in the County and use it to identify significant industrial heritage structures that should be added to the Record of Protected Structure or industrial heritage complexes that should be designated as Architectural Conservation Areas.

Objective HCAO45 – Development and Industrial Heritage

Utilise the information provided within the Fingal Industrial Heritage Survey when assessing development proposals for surviving industrial heritage sites.

Objective HCAO46 – Preservation of Industrial Heritage

Secure the preservation in-situ of significant examples of industrial, military and nautical heritage that form part of our post-medieval archaeological heritage, and examples of which may date from periods up to and including the 20th century.

Objective HCAO47 – Historic Harbours

Ensure that repairs and new insertions to the historic harbours, piers and quays are appropriate in the materials used and, in the design, and scale of any new structures or equipment.

Objective HCAO48 – Historic Bridges

Seek the retention and appropriate repair/maintenance of the historic road and rail bridges of the County whether Protected Structures or not.

Objective HCAO49 – Royal Canal

Protect and enhance the built and natural heritage of the Royal Canal and ensure that development along it or within its vicinity is sensitively designed and does not have a detrimental effect on the character of the Canal, its built elements and its natural heritage values. Works to the built fabric of Royal Canal should have regard to the Waterways Ireland's *Heritage Plan* and *Guidelines for Conservation of the Built Heritage – Repair and maintenance of heritage structures on the inland waterways of Ireland 2015*.

10.7 Climate Change and Heritage

Climate change relates to long-term alterations in regional and global climate patterns which is affecting existing environments and resulting in more extreme weather events. Climate change impacts on the historic environment and cultural heritage directly through the loss or damage of archaeology, older structures and historic landscapes resulting from severe weather incidents, coastal erosion and rising sea levels. Gradual environmental changes can also require increased or different maintenance regimes, impact the availability of traditional building materials, lead to structural issues arising from soil shrinkage and affect the survival of planting schemes and mature trees in designed landscapes. To address these, the Council needs to make provision for risk assessments, disaster risk management planning, maintenance regimes, reduction of carbon emissions and improved energy performance of the existing building stock. The *National Climate Change Sectoral Adaptation Plan for Built and Archaeological Heritage 2019* sets out specific goals and actions to build adaptive capacity within this sector and reduce its vulnerability to climate change. The Council is already delivering on several of these through the implementation of the *Fingal Climate Action Plan 2019–2024* which includes actions relating to the historic environment. The Council has also carried out the *Fingal Cultural Heritage and Climate Change Risk Assessment 2021* to understand the vulnerability of Fingal's Cultural Heritage to climate hazards.

Policy HCAP29 – Climate Change and Heritage

Advance and support mechanisms through which the Council can develop resilience, adapt or mitigate the impact of Climate Change on the archaeological and built heritage of the County.

Policy HCAP30 – Effects of Climate Change

Co-operate with other agencies in the investigation of climate change on the fabric of historic buildings and traditional construction to enhance adaptive capacity, strengthen resilience and reduce the vulnerability of the built heritage.

Objective HCAO50 – Climate Change Mitigation

Utilise the data provided by the *Fingal Cultural Heritage and Climate Change Risk Assessment 2021* to address or mitigate, where possible, the potential Climate Change impacts identified. Where managed loss is the most appropriate option to ensure the site or structure is fully recorded and the data retained by the Council.

An Urgent Enquiry, Special Area of Conversation, A Public Art Commission by artists Joanna Hopkins and Mary Conroy

Objective HCAO51 – Adaptation Strategies

Develop resilience and adaptation strategies for the built and archaeological heritage in the Council's ownership.

Objective HCAO52 – Risk Management Pilot

Pilot a disaster risk management plan for a Council owned heritage property to serve as a template for other historic buildings in the Council's ownership.

10.8 Access to the Heritage Resource

The protection and conservation of the archaeological and built heritage will be best achieved through the recognition and appreciation of it by all sections of society. It is important that awareness of the location and significance of protected sites and structures is achieved and that these are conserved and presented to the highest quality. The Council can improve awareness of and access to heritage through production of relevant publications and guidance notes, the running of exhibitions and seminars, the development of cultural tourism products and can provide digital access through interactive maps, videos, virtual exhibitions, and podcasts. In addition, the means of access to monuments currently accessible can be preserved and improved to Council owned sites. While the Council cannot provide public access to private property, if requested it can offer advice and guidance to privately owned protected sites and structures that are open to the public on how to sensitively adapt their properties to enhance access for all.

Policy HCAP31 – Access

Improve access, visitor facilities, enhance animation of heritage sites and upgrade visitor infrastructure at Council owned heritage sites, where appropriate.

Objective HCAO53 – Tourism

Promote the tourism potential of Fingal's cultural heritage and improve legibility by providing guidance for appropriate interpretation in line with the *Fingal Heritage Signage and Trails Guidance 2021*.

Objective HCAO54 – Understanding of the Heritage Resource

Promote and enhance the understanding of the archaeological and architectural heritage of Fingal through the development of cultural tourism products, talks, exhibitions and publications. digital access through interactive maps, videos, virtual exhibitions, and podcasts.

Objective HCAO55 – Universal Access

Accommodate and improve universal access to Council owned archaeological and architectural heritage sites open to the general public, where possible. Ensure the archaeological and architectural heritage significance of the site is taken into account when providing such access and is not damaged or compromised.

Objective HCAO56 – Engagement

Seek to work with all relevant stakeholders to promote equality of access to and engagement with arts and cultural services.

10.9 Culture

Culture is defined by UNESCO as, a set of distinctive spiritual, material, intellectual and emotional features of society or a social group, that encompasses, not only art and literature but lifestyles, ways of living together, value systems, traditions and beliefs. Participation in cultural activities, as recognised in the Government policy document *Culture 2025*, can contribute to social cohesion, reduce isolation and enrich all our lives. The three fundamental principles of national policy are to, a) Recognise the value of culture and creativity to the individual and society b) Support creative practice and cultural participation and c) Cherish our cultural heritage. Intangible cultural heritage such as folklore, traditions, skills, instruments and cultural spaces are part of the identity and distinctive character of Fingal. Although there is a challenge in protecting cultural assets, there is an opportunity to expand the range of spaces and places available to allow the pace of cultural growth match our population growth. The objective of the RSES is to enhance, integrate and protect our arts, culture and heritage assets to promote creative places and heritage led regeneration.

10.9.1 Cultural Infrastructure

Cultural infrastructure is a key social asset that must be planned for in the same way as we do for our water supply, our transport, our parks and our built heritage. Culture infrastructure can be defined as, the buildings, structures and places/spaces where culture is either experienced, participated in, showcased, exhibited or sold and places of creative production where creative work is made by artists, performers, makers or manufacturers. Culture also contributes to the economic growth of Fingal through attracting tourists and visitors through its cultural activities and attractions, providing employment and spin off economic benefits to other sectors including food and beverage, retail and the taxi industry. Cultural engagement and investment have the potential to provide skilled employment.

Policy HCAP32 – Protection of Cultural Infrastructure

Ensure that culture infrastructure is valued and protected as an integral part of the fabric of Fingal, in line with national and regional policy.

Policy HCAP33 – Cultural Resources

Support the growth and expansion of the many cultural resources within Fingal, particularly where proposals increase the opportunity for greater engagement with local communities, the young, the marginalised and people with disabilities.

Objective HCAO57 – Arts and Culture Infrastructure Policy

Develop an Arts and Culture Infrastructure policy document for Fingal that informs the preparation of audits, use of vacant spaces and toolkits for provision of cultural and arts facilities.

Objective HCAO58 – Swords Castle Cultural Quarter

Support the enhancement of the identity, cultural and tourism development of Swords by protecting, conserving and enhancing the historic site of Swords Castle and its environs and the improvement of public and civic facilities and spaces of Swords Town Centre through the delivery of the Swords Cultural Quarter.

Objective HCAO59 – Cultural Assets

Ensure that regeneration contributes to the cultural assets of the community with new spaces provided at street level in larger regeneration projects that will accommodate and provide for new local cultural uses.

Objective HCAO60 – Cultural Spaces

Develop the range of cultural spaces and facilities in tandem with new housing developments to meet the needs of an increased population within Fingal.

Objective HCAO61 – Temporary Cultural Provision

Facilitate the temporary use of underused sites or buildings for artistic or cultural provision. Where applications are made seeking to demolish or replace a cultural space/use, the development must re-accommodate the same or increased volume of space/use or a similar use within the redevelopment. Cultural uses include theatres, cinemas, artist studios, performance spaces, music venues, nightclubs, studios and dance space.

10.10 Language Heritage

As outlined in the Government publication *Infheistíocht inár gCultúr, inár dTeanga agus inár nOidhreacht Investing in our Culture, Language and Heritage 2018–2027*, a key objective of Project Ireland 2040 is to provide better social, economic and cultural infrastructure, including providing more opportunities to enjoy our cultural heritage and language. The Council has an important role to play in the promotion of the Irish language in the County through organising events such as Seachtain na Gaeilge and other initiatives, through support for Irish language names for new residential developments, in the provision of bilingual directional signage and in the translation of public documents published by the Council. The Council will continue to support initiatives at County level to strengthen bilingualism in the County.

Policy HCAP34 – Irish Language

Promote, support and preserve the Irish Language within the County.

Objective HCAO62 – Irish Language Facilities

Highlight the profile of the Irish language in the urban and rural environment and support the Irish language by facilitating the provision of Irish language facilities and activities.

Objective HCAO63 – Naming of Residential Schemes

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

Objective HCAO64 – Townland Names

Encourage the use and promotion of historical and current townland names in the urban and rural environment in both the Irish and English languages, with a view to supporting the provision of townlands' place names markers/signage.

Objective HCAO65 – Shopfronts

Actively support the use of the Irish language on shopfronts.

Objective HCAO66 – Promotion of Irish Language

Promote Irish language and traditional culture in Fingal and support events celebrating Irish as a living language and our cultural heritage.

Objective HCAO67 – Irish Language Supports

Continue to promote the established Coiste Gaeilge Comhairle Fhine Gall, a Fingal County Irish Language Committee, which encourages the use of the Irish language, the development of Seachtain na Gaeilge and promotes the use of Gaeilge on shop fronts.

10.11 Multi-Culturalism

An increasingly diverse migrant population consisting of a range of nations, ethnicities, and religions has called Fingal home in recent decades. This adds a diversity and richness to our lived experience and worldview and is part of our evolving cultural heritage. The Migration and Diversity profile of Census 2016 indicates that 46,909 non-Irish people are resident in Fingal, comprising just over 16% of the population. Fingal County Council has appointed an Integration Officer to coordinate the goals of the Fingal *Migrant Integration and Social Cohesion Strategy 2019–2024*.

Policy HCAP35 – Promotion of Multi-Culturalism

Promote the County's multi-cultural heritage.

Policy HCAP36 – Language Heritage

Promote and support the language heritage of new Irish/migrant communities within the County.

Objective HCAO68 – Environment for Multi-Culturalism

Establish an environment for promoting cross cultural awareness, racial harmony, mutual understanding and appreciation of all religious and ethnic traditions within the County, including development of public spaces with cross-cultural appeal and relevance.

Objective HCAO69 – Migrant Integrations and Social Cohesion Strategy

Implement the actions identified in Fingal's *Migrant Integration and Social Cohesion Strategy 2019–2024* or any subsequent strategies.

10.12 Arts

Arts is defined by the *Arts Act 2003* as, any creative or interpretive expression (whether traditional or contemporary) in whatever form, and including, in particular, visual arts, theatre, literature, music, dance, opera, film, circus and architecture and including any medium when used for those purposes. Allowing space for artists to work and live within Fingal is vital to maintaining a vibrant artistic community as part of the cultural life of the County. The Council through its Arts Office seeks to promote the cultural life of the County and increase accessibility to arts and culture facilities for all members of the community.

Policy HCAP37 – Fingal Arts Plan 2019–2025

Support the implementation of the *Fingal County Council Arts Plan 2019–2025* (and updates thereto) by facilitating and encouraging the provision of new or improved arts and cultural facilities within the County.

Objective HCAO70 – Artist's Spaces

Develop and provide spaces for artist studios within Fingal and avail of opportunities for utilising underused buildings and local buildings with heritage value, to promote the expansion of cultural uses within existing spaces and communities, for artistic and cultural purposes.

Objective HCAO71 – Inclusivity

Support greater inclusivity as part of the cultural experience by supporting adaptation to existing facilities and support initiatives and investments in arts and cultural spaces that aim to promote increased cultural engagement for minority groups, people with disabilities, young people, socially excluded, members of the Travelling community and LGBTQ+ community members.

Assemble – A Film Trilogy a public art commission by artist Anthony Haughey & the Global Migration Collective

11. INFRASTRUCTURE AND UTILITIES

11.1 Introduction

Land-use planning, transportation and the provision of essential infrastructure are interdependent key components for the delivery of development and they require an integrated approach by all stakeholders. Fingal is committed to providing and delivering infrastructural services within its statutory remit, which will enhance the quality of the County's environment and facilitate sustainable economic development and housing. The NPF acknowledges this inter-dependency and it is now a requirement that lands be serviced with adequate infrastructure or indeed be serviceable within the lifetime of the Development Plan, to be deemed appropriate to be zoned for development purposes.

The policies and objectives in this chapter are intended to address a wide range of supporting infrastructure and services, including improvements in water services, water quality, the promotion of sustainable waste management in our transition to a circular economy, diversity in our energy supply and improved energy efficiency, enhanced digital connectivity and SMART technologies and a holistic approach to flood risk and surface water management, while safeguarding environmental quality and providing for climatic resilience.

These policies and objectives will support the availability of quality infrastructure which is critical to productivity and competitiveness. The location and delivery of both regional and local infrastructure is necessary to ensure that Fingal's Settlement Strategy is successful and that its economy can thrive as part of a wider city region.

11.2 Context

The availability of infrastructure such as water, wastewater, surface water drainage, energy and telecommunication networks will play a key role in securing economic investment. Such infrastructure must be provided in a manner which ensures compliance with all relevant European, National and Regional legislation and frameworks and is considered critical by the Government for Ireland's environmental and economic wellbeing.

The provision of an adequate supply of water and wastewater facilities is crucial to facilitate and sustain the growth of Fingal and the greater Dublin area. Uisce Éireann (UÉ) has responsibility for the provision of water/ wastewater infrastructure and Fingal will continue to work with UÉ and the Regional Assembly to ensure that UÉ's Investment Plan fully aligns with Fingal's Settlement Strategy. Water supply for the wider Dublin area is at critical levels of demand at present and to facilitate further growth in line with NPF population growth projections, prioritisation of water supply investment should occur. Uisce Éireann has identified key projects for the Region which are included in Project Ireland 2040. It is essential that we have a resilient water supply to serve the existing population and for the additional 1 million people projected by 2040.

Surface water management and flood prevention remain the responsibility of the Local Authorities and the OPW and Fingal County Council will continue to protect and enhance the County's floodplains, wetlands and coastal areas supporting approaches to manage surface water that take account of water quantity (flooding), water quality (pollution), biodiversity (wildlife and plants) and amenity (Sustainable Urban Drainage Systems (SuDS)). The amount of wastewater generated in greater Dublin is projected to increase

by over 50% in the period to 2050 and this needs to be addressed in the context of the upgrade of the Ringsend Wastewater Treatment plant and the need for additional national infrastructure such as the Greater Dublin Drainage Project.

Successful waste management strategies and policies play an essential role in protecting public health, maintaining a high-quality environment and supporting sustainable development in Fingal and the wider eastern region. In managing our waste needs, we need to minimise waste going to landfill and maximise waste as a valuable resource, as we make the transition from a linear to a circular economy.

A secure and resilient supply of energy is critical to a well-functioning region. Over-reliance on non-indigenous supplies of energy is still a major issue for Fingal and the Eastern Region. Energy generation and energy related activity in Fingal is likely to change significantly over the coming years as the move to a low carbon economy increases.

In recent years, the Irish Government has prioritised the delivery and implementation of the EU Digital Agenda and Digital Single Market through development and implementation of the National Broadband Plan. Ireland ranks 5th out of 28 EU Member States (2022) in the European Commission Digital Economy and Society Index (DESI) and *Fingal's Digital Strategy 2020–23* will continue to encourage and support communities and businesses to reap the full rewards of a digitally enabled society.

Development Plan policy will continue to include measures to avoid, mitigate and minimise or promote the pro-active management of noise, engage with the EPA to monitor and improve air quality and have regard to data on artificial light and light pollution.

11.3 Opportunities

While it is acknowledged that Fingal and the wider Greater Dublin Area faces a variety of infrastructural challenges, there are many opportunities for Fingal to meet the increased demand for high quality infrastructure and services in the area. The Ringsend Wastewater Treatment plant is currently being upgraded and when all the proposed works are complete in 2025, it can treat wastewater for up to 2.4 million population equivalent (PE). The GDDP is acknowledged as being another critical piece of national infrastructure and will secure the long term sustainable growth of Fingal and the Greater Dublin Area. The GDDP will assist Fingal County Council in delivering on its ambitious plans for the future development of the County, not just in terms of local spatial planning policy, but in also supporting the consolidation of the metropolitan area, sustainable population growth, economic prosperity and continued confidence for investors in the long term.

Fingal County Council has recently prepared a SuDS Guidance Document – *Green/Blue Infrastructure for Development* (Appendix 11), which will guide applicants in the provision of SuDS for new development through the planning process and will promote and support the strategic planning of surface water management in Fingal. Increased flooding associated with climate change, rising sea levels and severe rainfall episodes require Fingal and the wider Dublin area to adapt our flood risk management response to address these events. The Council will continue to work with the OPW and Uisce Éireann and other statutory bodies to address the strategic planning and management of surface water to reduce run off, improve the drainage network and protect the water quality in our rivers, streams and coastal waters.

The Council will continue to tackle issues that are contributing to Ireland's greenhouse gas emissions and will facilitate the delivery of numerous gas and electricity projects providing additional energy capacity across the County, in addition to upholding quality standards in respect of environmental safety, public lighting, air quality and noise management. In an effort to reduce our carbon footprint, it will be necessary to diversify our energy production systems and increase measures for energy saving in the future, leading away from fossil fuels and towards green energy such as wind, wave, solar and biomass, together with smart energy systems and the electrification of transport fleets.

Ireland's energy sector will need to adapt to embrace a more diverse range of low, zero-carbon and renewable energy sources in order to provide for a more environmentally sustainable, stable and indigenous energy supply. Ireland's direct linkages with other EU countries by both air and sea and subsea energy connections offers significant opportunities (particularly for transport and energy infrastructure), given their advantages in terms of resilience and ease of movement across internal borders, particularly given the UK's withdrawal from the EU.

The provision of a good quality high speed broadband and telecommunications service is essential for supporting and attracting business and investment and we will continue to pursue opportunities to facilitate changes and advances in technology while also ensuring that the environment and visual amenities of the County are protected. The Council is committed to the continued development and improvement of the County's digital infrastructure and services. The widespread availability of a high-quality ICT network within the County will be critical to the development of our economy while also supporting social development. The demand for super connectivity and the importance of secure and reliable communications networks will increase in the future and the transition to 5G use will require Local Authorities to play a greater role in supporting the rollout of digital connectivity infrastructure and telecoms networks.

In June 2020, Balbriggan was chosen as Ireland's first town to be named as a Smart District in a move that will put it at the cutting edge of smart projects to improve services, create jobs and build a better community. The Council will continue to investigate opportunities to enhance community life, support economic opportunities and drive innovation through a number of smart district projects.

11.4 Strategic Aims

Fingal County Council will continue to identify and support the provision of key enabling infrastructure at strategic development sites in Fingal, as outlined in the MASP, to facilitate their release for development during the lifetime of the Development Plan and Fingal County Council will consult with all relevant public service providers to ensure that zoned lands are serviced in a timely fashion to facilitate opportunities for employment, enterprise creation and residential development.

Fingal County Council will continue to support the principle of the circular economy on re-usables and water and waste reduction. Promoting and delivering more sustainable forms of water and waste management in Fingal in line with circular economy principles will be central to the overall approach of the Plan. Other key strategic aims include the following:

- Fingal will continue to support Uisce Éireann's strategic water service projects and infrastructure improvements and engage to facilitate the timely delivery of the water services infrastructure necessary to support Fingal's settlement hierarchy, sustainable growth and mitigation and adaptation to climate change, in line with national and regional policy. Fingal will continue to support the implementation of the UÉ Water Services Strategic Plan, 2015 (and any subsequent plan) and key projects in order to maintain and improve existing services and service further growth.
- Ensure the implementation of water conservation and SuDS measures to reduce the level of surface water run-off, improve water quality and contribute to adaptation to climate change through natural solutions and continue to support initiatives to improve water quality and to achieve 'good ecological' status in compliance with the *Water Framework Directive* and associated River Basin Management Plans, particularly those which employ nature-based management measures.
- Our transition towards a circular economy is already underway, with many businesses, consumers and public authorities in Europe embracing this sustainable model through the adoption of a new Circular Economy Action Plan – one of the main building blocks of the European Green Deal, Europe's new agenda for sustainable growth. The Council will continue to support and promote Government policy on eliminating landfill, reducing the amount of waste produced and maximising waste as a source of products and renewable energy and will prioritise waste prevention, re-use, recycling and recovery over the disposal of waste. In accordance with the *Eastern and Midlands Region Waste Management Plan 2015–2021* (EMRWMP) (and any future National Waste Management Plan), the waste management policies and objectives included in this chapter will support a move towards achieving a 'circular economy' which is essential if Fingal and the wider Eastern Region is to make better use of resources and become more resource efficient.
- Facilitate and promote the development of energy networks to facilitate sustainable growth and economic development and support the transition to alternative, renewable, decarbonised and decentralised energy sources, technologies and infrastructure. The Council will continue to support the development of a safe, secure and reliable supply of electricity and encourage the development of enhanced electricity networks, facilitating new transmission infrastructure projects under *EirGrid's Grid Development Strategy*. Projects to reduce energy use must also be prioritised, which could encompass both individual and community changes in energy habits and leverage new technologies via Smart Grids and Smart Cities. This can significantly improve the efficiency and quality of complex systems such as electricity, water, waste, energy and transport services, thereby reducing their costs while contributing to the 'green economy'.

- The RSES supports actions to strengthen communications links to develop a stable, innovative and secure digital communications and services infrastructure on an all-island basis. This is a fast-moving and evolving infrastructure and we need to be able to respond and adapt to future communications networks and technology along with changing work practices (such as more people working from home) and emerging economic models. Fingal is committed to the continued development and improvement of the County's digital infrastructure and services. The widespread availability of a high-quality ICT network within the County will be critical to the development of Fingal's economy whilst also supporting social development.
- Continue to work proactively with the EPA to monitor and improve air quality in Fingal and support the proactive management, monitoring and mitigation of noise pollution and support the *Noise Action Plan for the County of Fingal 2019–2023* and the *Environmental Noise Action Plan for the Dublin Agglomeration 2018–23* and any subsequent plans.

11.5 Water Services Policies and Objectives

11.5.1 Water Supply and Wastewater

Water services are key considerations when Fingal is determining the Core Strategy, population growth and settlement hierarchy. It also has a key role in the economic development of the County as both inward investment and employment opportunities are attracted to high quality water service systems, which increases Fingal's attractiveness as a place to do business. Investment in water and wastewater infrastructure must be coordinated as part of the overall planning process to ensure the efficient provision of services and to support future development.

The *Urban Wastewater Treatment Directive* and the *Drinking Water Directive* set out the required standards for wastewater and water supply respectively and have been transposed into Irish legislation through Regulations. National policy for the delivery and development of water and wastewater services is set out in the *Water Services Policy Statement 2018 – 2025* (WSPS, 2018), which highlights key objectives for the delivery of water and wastewater services up to 2025.

Uisce Éireann in its role as a prescribed body guides Planning Authorities in relation to water services through its recommendations on planning applications and on statutory development plans. UÉ is responsible for the provision of public water services and the management of water supply and wastewater investment.

The sustainable management of water is provided for through capital investment in water services provision under the UÉ *Water Services Strategic Plan (WSSP) 2015* and related Capital Investment Plans and Programmes. The provision of an adequate supply of water and wastewater facilities is crucial to facilitate and sustain the growth of Fingal and the greater Dublin area and we will continue to work with UÉ and the Regional Assembly to ensure that UÉ's Investment Plan fully aligns with Fingal's Settlement Strategy.

UÉ Investment Plans contain a mix of projects, national programmes and capital maintenance programmes. The WSSP sets out the objectives of UÉ for the provision of water services over a period of 25 years and provides strategic direction to the preparation of investment plans during this time. It details current and future challenges which affect the provision of water services and identifies the priorities to be tackled in the short and medium term. This Strategic Framework identifies and prioritises the key objectives required to ensure the public water system can meet the challenges of the future.

Water supply for the wider Dublin area is at critical levels of demand and to facilitate further growth in line with NPF population growth projections, prioritisation of water supply investment should occur. The importance of investing in the Region's infrastructure to ensure it remains a competitive location is recognised. UÉ has identified key projects for the Region which are included in Project Ireland 2040 to support planned development and maintain and improve existing services. Specifically, the Water Supply Project for the Eastern and Midlands Region is required to ensure sufficient treated water is available to meet the long-term water supply needs of the Region to provide for projected growth up to 2050 and contribute to resilience and security of supply for the area.

The phased upgrade of the Ringsend WWTP Project and Greater Dublin Drainage Project are key wastewater infrastructure investment priorities in the short-to-medium term, whilst the Water Supply Project for the Eastern and Midlands Region (EMR) is identified as a critical longer-term project to ensure resilience and security of supply.

The Greater Dublin Drainage Project aims to provide drainage infrastructure to support the continued development of the Greater Dublin Area. The project aims to provide long term sustainable wastewater drainage and treatment.

Ireland is not a water stressed country. However, we need to operate our water network to cater for growth and to optimise this great natural resource. Recent droughts and storms have left some people with no water or reduced water, including a water conservation order (hosepipe ban) for the first time in Ireland. To prevent this happening in the future UÉ must plan ahead and have prepared a *National Water Resources Plan* (NWRP, 2021) to determine the water we can provide now and into the future. The NWRP sets out how we will balance the supply and demand for drinking water over the short, medium and long term and it will be a 25 year strategy to ensure we have a sustainable, secure and reliable drinking water supply for everyone. Fingal County Council will continue to work with Uisce Éireann to implement the policies and recommendations included within this NWRP.

UÉ's *National Wastewater Sludge Management Plan* (NWSMP, 2016) sets out a nationwide standardised approach to ensure that treated public wastewater sludge across the country is effectively managed, stored, transported and re-used or disposed in a sustainable way, to the benefit of the public and the environment we all live in.

Table 11.1 below highlights Uisce Éireann's 'Statement of Capacity' which contains the broad strategic water and wastewater capacities at present and the relevant infrastructural investments programmed by Uisce Éireann in its Investment Plan.

National Water Resources Plan (NWRP)
The plan will set out how we can balance the amount of drinking water we can supply with the demand for water that is needed over the short, medium and long term.
UISCE ÉIREANN : IRISH WATER
Calculate the demand for water from homes, businesses, farms and industry now and into the future
Assess the amount of water we have available
Identify areas where there is not enough water supply to meet demand
CAFE
SHOP
SCHOOL
How climate change will impact our water
HOSPITAL
Develop a national plan to ensure there will be enough water to meet demand

Table 11.1: Uisce Éireann's Statement of Capacity (Uisce Éireann, February 2023)

Statement of Feasibility for Fingal to Inform the FDP			
Area	**Wastewater Treatment**	**Wastewater Network**	**Water Supply and Network**
Metropolitan Area	Long Term will need the Greater Dublin Drainage Project and Ringsend WWTW Upgrades	Drainage Area Plans (DAP) are underway for most settlements in the area. North Fringe Sewer (NFS) area Swords and Malahide.	The Greater Dublin Area is constrained. Will need the Water Supply Project (WSP) in the medium term.
Swords	Swords WWTW – Should be sufficient headroom. However, will need a project in the longer term (full realisation of MetroLink)	There are issues in some areas. DAP working on upgrade solutions. Immediate upgrades developed into projects. Fosterstown Masterplan extension to Malahide Roundabout.	Leixlip WTW. Water conservation and the National Leakage Reduction programme will be an important part of water supply management
Blanchardstown (incl Castleknock, Clonsilla, Mulhuddart, Ongar, Hollystown & Tyrrelstown)	Ringsend upgrades underway & GDD project in the longer term	Blanchardstown Regional Drainage Scheme (BRDS) Trunk Sewer effectively complete. Local sewers will be developer led. UÉ are developing a high level servicing plan of all development land for the fringes of the 9c catchment. Includes Barnhall SDZ. Ongar, Cherrywood, Huntstown, Hollystown, Mulhuddart, etc.	Leixlip WTW. Water conservation and the National Leakage Reduction programme will be an important part of water supply management
Baldoyle / Sutton	Ringsend Upgrades underway	Goes to north fringe sewer – no issues.	Leixlip WTW. Water conservation and the National Leakage Reduction programme will be an important part of water supply management
Howth	Ringsend Upgrades underway	Planned project for Doldrum Bay.	WS upgrades almost complete. Howth Reservoir Upgrade – Feasibility stage
Other Settlements (incl Santry)	Ringsend	North Fringe	
Donabate & Portrane	Portrane TW has headroom	Pumping Stations under construction with system upgraded to facilitate 3000 units.	Leixlip WTW. Watermain extension / Upgrade in progress
Malahide	Can accommodate this level of growth	Kinsealy Lane (south) now connected to the North Fringe Sewer. Kinsealy Lane North – A project is planned and to be completed within the lifetime of the FDP. Main Town Area – some network capacity issues. DAP will identify solutions.	WS upgrades recently completed

Statement of Feasibility for Fingal to Inform the FDP			
Area	**Wastewater Treatment**	**Wastewater Network**	**Water Supply and Network**
Portmarnock	Ringsend Upgrades underway	Planned project for P.Stn upgrade at Portmarnock Bridge. P.Stn. needs to be delivered. Existing network pumping control being implemented to get another phase in.	Leixlip WTW. Water conservation and the National Leakage Reduction programme will be an important part of water supply management
Towns & Villages (incls Coolquay, Kinsealy, Rivermeade & Rowlestown)	Issues in Oldtown, Rivermeade & Turvey.	Oldtown WWTW – it is planned to upgrade the plant under the National Certificate of Authorisation Programme. No current plans for a project in Turvey or Rivermeade. Rowlestown also needs P.Stn Upgrade	
Balbriggan	Barnageeragh WWTW has ample headroom	Quay Street upgrade planned for future development 10 year Horizon delivery 2023 / 24. New network required to get Balbriggan north area and South of Quay St to Dublin Road Pumping Station. UÉ developing plan of infrastructure required. DAP for Balbriggan / Skerries has commenced.	Bog of the Ring & Leixlip
Rush	Portrane WWTW has ample headroom	Upgraded.	Leixlip (as above)
Lusk	Portrane WWTW has ample headroom	Generally, no issues, no local concerns	Leixlip (as above)
Skerries & Loughshinny	Barnageeragh WWTW has ample headroom	New pumping stations at Rush Road, Skerries & Loughshinny have been completed	Leixlip (as above)
Towns & Villages	Issues in Naul, will be addressed under the Small Towns & Villages Growth Programme		
Rural	Colecot & Ballyboughal are constrained settlements	No immediate plans for upgrades.	

Policy IUP1 – Uisce Éireann-Water Services Infrastructure

Support Uisce Éireann's strategic water service projects and infrastructure improvements and engage with them to facilitate projects that deliver the water services infrastructure necessary to support Fingal's settlement hierarchy, sustainable growth and mitigation and adaptation to climate change in line with national and regional policy.

Policy IUP2 – Uisce Éireann-Water Quality and Water Conservation

Continue to support UÉ in their role in water quality, water conservation and addressing leakage and support opportunities for water conservation as part of new and retrofitted developments and encourage the consideration of alternative water sources.

Policy IUP3 – Regional Wastewater Treatment Plant

Facilitate the provision of appropriately sized and located wastewater treatment plants and networks including a new Regional Wastewater Treatment Plant and the implementation of other recommendations of the Greater Dublin Strategic Drainage Study, in conjunction with relevant stakeholders and services providers, to facilitate development in the County and Region and to protect the water quality of Fingal's coastal and inland waters through the provision of adequate treatment of wastewater.

Policy IUP4 – Uisce Éireann – Water Service Projects

Support Uisce Éireann in delivering key water service projects in the County, as per Table 11.1 above.

Policy IUP5 – Greater Dublin Drainage Study

Promote and support the implementation of the Greater Dublin Strategic Drainage Study, Dublin Region Local Authorities (2005) GDSDS, including any updates to the original report.

Policy IUP6 – Water Supply

Liaise with Uisce Éireann to ensure that an adequate supply of drinking water for domestic, commercial, industrial and other uses is available for the sustainable development of the County.

Policy IUP7 – Additional Water Source

Liaise with, support and facilitate Uisce Éireann during the lifetime of the Plan to identify and develop an additional sustainable water source serving the Eastern and Midlands Region and the existing population of Fingal while also facilitating the sustainable development of the County, in accordance with the requirements of Fingal's Settlement Strategy and associated Core Strategy.

Objective IUO1 – Water Conservation Measures

Promote the sustainable use of water and water conservation and demand management measures in new and existing developments within the County, to promote water conservation by all water users.

Objective IUO2 – Water Safety Plans

Protect both ground and surface water resources and work with Uisce Éireann to develop and implement Water Safety Plans to protect sources of public water supply and their contributing catchment and to reduce leakage in accordance with any future Regional Water Conservation Strategy.

Policy IUP8 – Strategic Water Services Infrastructure

Identify and support the provision of key enabling infrastructure at strategic development sites in Fingal, as outlined in the MASP, to facilitate their release for development during the lifetime of the Development Plan and consult with all relevant public service providers to ensure that zoned lands are serviced in a timely fashion to facilitate opportunities for employment, enterprise creation and residential development.

Objective IUO3 – Water Services Infrastructure

Ensure that all new developments in areas served by a public foul sewerage network connect to the public sewerage system and comply with the requirements of the Uisce Éireann Foul Sewer specification (where applicable).

Objective IUO4 – Separate Foul and Surface Water Drainage Systems

Require all new development to provide separate foul and surface water drainage systems and to prohibit the connection of surface water outflows to the foul drainage network where separation systems are available, and vice versa (foul to surface), where separation systems are available.

Objective IUO5 – Protection of Water and Drainage Infrastructure

Work in conjunction with Uisce Éireann to protect existing water and drainage infrastructure by protecting existing wayleaves and buffer zones around public water service infrastructure.

Objective IUO6 – Buffer Zones around Wastewater Treatment Plants

Establish a buffer zone around all wastewater treatment plants suitable to the size and operation of each plant. The buffer zone should not be less than 100m from the odour producing units.

Objective IUO7 – Buffer Zones around Pumping Stations

Establish an appropriate buffer zone around all pumping stations suitable to the size and operation of each station. The buffer zone should be a minimum 35 metres – 50 metres from the noise/odour producing part of the pumping station to avoid nuisance from odour and noise. For small scale developments (less than 15 houses) a smaller buffer zone may be agreed with the Planning Authority.

Policy IUP9 – Sludge Management Plan

Have regard to the policies and objectives contained in Uisce Éireann's *National Wastewater Sludge Management Plan 2016* and subsequent plans, and to support appropriate options for the extraction of energy and other resources from sewerage sludge and continue to work with Uisce Éireann and other relevant stakeholders to ensure the provision of facilities for the safe and sustainable management of sludges (sewage, waterworks, agricultural, industrial and septic tank) that are generated within the County.

Objective IUO8 – Taking in Charge of Private Drainage Infrastructure

Require that all new surface water infrastructure within public or private developments be constructed in accordance with the standards set out within the *Greater Dublin Regional Code of Practice for Drainage Works, as amended*, irrespective of the management and maintenance regime proposed for the development or whether or not the development is intended to be taken in charge, in full or in part (i.e. infrastructure shall be to designed to taking in charge standards).

11.5.2 Surface Water and Flood Risk Management

Surface water management and flood prevention remain the responsibility of the Local Authorities and the Office of Public Works (OPW). The management of surface water drainage in Fingal over the lifetime of the Development Plan and beyond will be key to reducing surface water run-off both mitigating and adapting to climate change and flooding.

11.5.2.1 Nature-Based Surface Water Solutions through SuDS

Approaches to manage surface water that take account of water quantity (flooding), water quality (pollution), biodiversity (wildlife and plants) and amenity are collectively referred to as SuDS.

The approach of using SuDS can best be summarised as offering a 'total' solution to rainwater management and is applicable in both urban and rural situations. By using SuDS techniques, water is either infiltrated or conveyed more slowly to the drainage system and ultimately to water courses via permeable paving, swales, green roofs, rain water harvesting, detention basins, ponds and wetlands. The increased use of SuDS helps control the rate of surface water run-off, thereby, reducing the volume of rainfall being discharged to our drainage systems and potential for overflows and localised flooding. Facilitating run-off to percolate through natural features such as the natural ground, tree pits, green roofs and swales, will provide for staged water treatment, helping to remove pollution and sediments and thereby, improving the water quality of our rivers in line with the requirements of the WFD.

Fingal County Council will actively encourage and promote the use of green solutions such as swales, tree pits, green roofs, downpipe planters, ponds and wetlands for drainage, which minimise negative environmental impacts resulting from development. Above ground drainage solutions maximise the benefits in terms of water quality, flooding, biodiversity, amenity, climate change and maintenance amongst others.

The incorporation of the principle of SuDS in all public and private developments in urban areas is recommended as is the need for diversion of storm water from combined sewers where possible in order to overcome challenges in relation to management of surface water and its separation from foul sewage. Fingal's SuDS Guidance Document – *Green/ Blue Infrastructure for Development as amended*, is intended to guide applicants in the provision of SuDS for development through the planning process and a key objective is to provide clarity for developers and a general agreement across Fingal County Council's sections at an early stage of the development process in terms of how SuDS can be incorporated on a development site. This will ensure the early consideration of surface water drainage management and open space provision in the development design process, with the overarching principle of SuDS design being that surface water runoff should be managed for maximum benefit, including water quantity, water quality, amenity, and biodiversity.

Swale, filter drains and an Attenuation Basin in Malahide

(Source: FCC's SuDs Guidance Document – Green/ Blue Infrastructure for Development (FCC, 2021)

The use of green solutions for drainage is underpinned in the NPF and Fingal's *Climate Change Action Plan 2019 –2024* and is a key cornerstone of achieving flooding and Water Framework Directive objectives.

See also Appendix 11 (SuDS Guidance Document), and Chapter 14, Development Management Standards (Section 14.20.3 SuDS)

Policy IUP10 – Water Conservation and SuDS

Promote the inclusion of water conservation and SuDS measures in all developments, to reduce the level of surface water run-off, improve water quality and contribute to adaptation to climate change through natural solutions.

Policy IUP11 – Multi-Disciplinary Approach

Adopt a multi-disciplinary approach to the implementation of policies in relation to wetlands, flood alleviation measures, public access to rivers and riparian/waterway/green corridors and encourage measures for the 'greening' of new developments including the use of green roofs, brown roofs, green walls and water harvesting.

Objective IUO9 – Surface Water Drainage Systems

Maintain and enhance existing surface water drainage systems in the County and to require SuDS in new developments where appropriate, as set out in the *Greater Dublin Strategic Drainage Study (Vol 2: New Development) / Greater Dublin Regional Code of Practice for Drainage Works)*.

Objective IUO10 – SuDS – Nature-Based Solutions

SuDS shall incorporate nature-based solutions and have regard to the objectives set out in Fingal's Guidance Document – *Green/ Blue Infrastructure for Development*, *as amended* (Appendix 11) and Nature Based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document (November 2021, DHLGH).

Objective IUO11 – SuDS in New Developments

SuDS shall be incorporated into all parts of a development (open spaces, roads, footpaths, private areas), and have regard to the FCC SuDs Guidance Document – *Green/ Blue Infrastructure for Development*, *as amended* (Appendix 11), and shall ensure:

- That the design of SuDS enhances the quality of open spaces and when included as part of any open space provision, it must contribute in a significant and positive way to the design and quality of the open space.
- Open space areas shall not be dominated by SuDS features.
- Underground tanked systems, whether concrete or plastic, are the least favoured means for surface water management and shall only be used when green solutions have proven not feasible.

See also Appendix 11 (SuDS Guidance Document), and Chapter 14 Development Management Standards (Section 14.20.3 SuDS).

Objective IUO12 – Green Roofs

Require the use of Green Roofs particularly on apartment, commercial, leisure and educational buildings as part of the overall surface water management strategy for each development, where appropriate.

Objective IUO13 – Surface Water Run-Off

Require that all surface water run-off from new / extended domestic driveways, repaired/ replacement driveways and vehicular entrances (where such development is not exempted from the requirement to obtain planning permission) is managed using SuDS, ensuring no increase in surface water discharges to the public drainage network.

Objective IUO14 – Buffer Zones for Riparian Corridors

Implement policies relating to the buffer zones for riparian corridors and SuDS, having regard to Fingal's SuDS Guidance document *Green/ Blue Infrastructure for Development, as amended*.

Objective IUO15 – Surface Water Management Plan

Require the preparation of a Surface Water Management Plan as part of all new developments which shall include the following:

- Identify and assess the existing surface water movements through the development before considering and developing a surface water management system using SuDS, having regard to our Fingal Guidance Document –Green/ Blue Infrastructure for Development, as amended (Appendix 11).
- Incorporate SuDS along the route of the water movement to enhance the water quality effects of nature-based systems at the different stages – Treatment Train approach from source to discharge.
- Require applications for new developments to submit details of surface water management plans during construction to ensure compliance with the water quality standards and to protect the water quality and flow regime of surface and groundwater resources.

11.5.2.2 Flood Risk Management

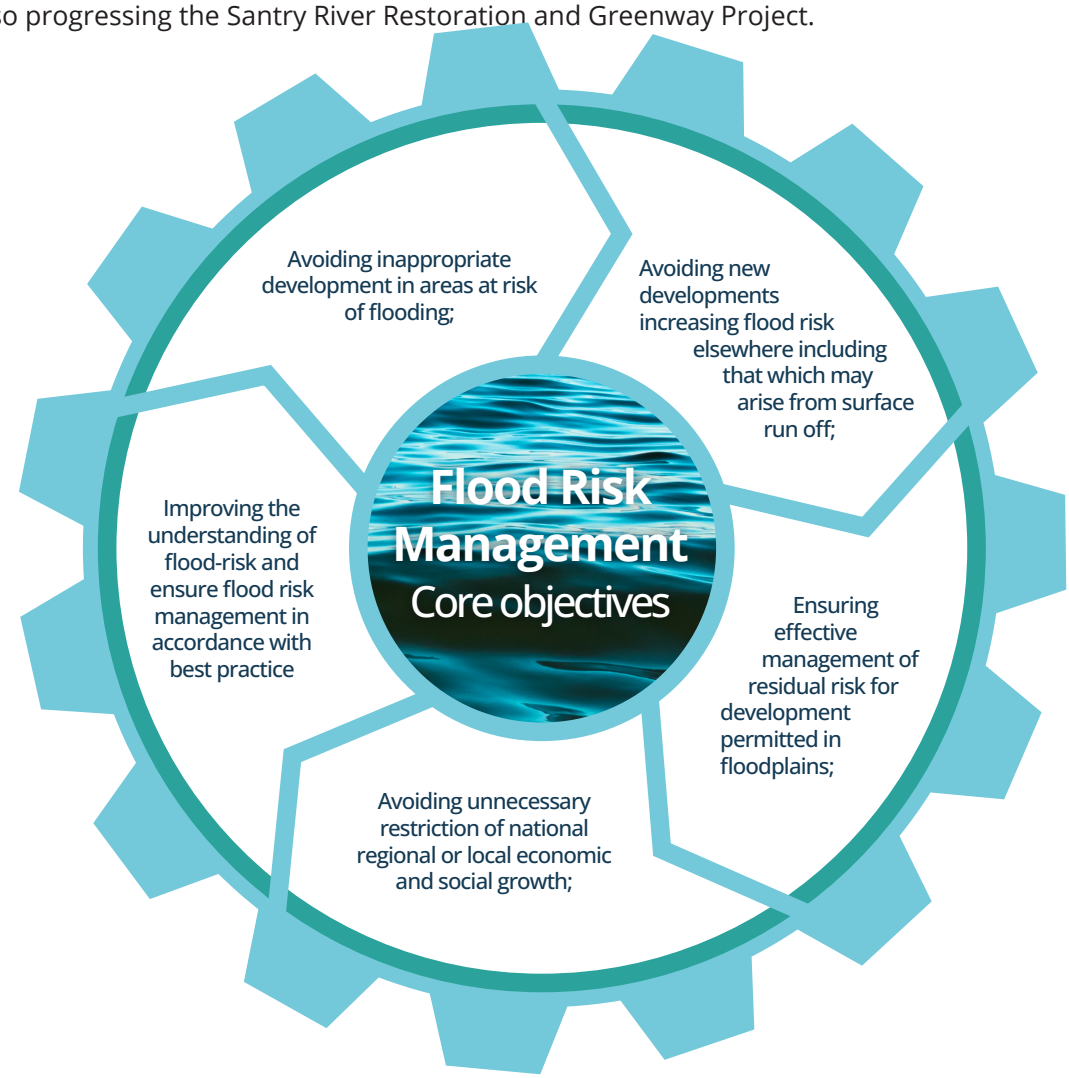
The OPW is the lead organisation for flood risk management in Ireland and they have now created detailed Flood Maps to describe existing and potential flood risk. Flood Plans set out how that flood risk is to be managed through investment in flood relief schemes and other policy measures. As part of the preparation of statutory plans and development proposals, Fingal has regard to the recommendations and flood maps arising from the Fingal-East Meath CFRAM Study and the Eastern CFRAM Study. Fingal County Council is covered by two Flood Risk Management Plans:

- **Flood Risk Management Plan for the Liffey and Dublin Bay River Basin (UOM09)**
  Areas for further assessment included in this plan: Clonee, Belcamp park, Balgriffin, Kinsaley, Mulhuddart, Lucan to Chapelizod, Malahide, Sutton and Baldoyle, Sutton and Howth North, Swords South and Santry.
- **Flood Risk Management Plan for the Nanny-Delvin River Basin (UOM08)**
  Areas for further assessment included in this plan are: Donabate, Portrane, Balbriggan, Skerries, Lusk, Staffordstown/Turvey, Oldtown, Swords and Rush.

Fingal will continue to work in close partnership with the OPW on implementing the remaining projects under both FEMFRAMS and CFRAMS as well as minor non-catchment based projects. We will continue to protect and enhance the County's floodplains, wetlands and coastal areas as vital green infrastructure which provides space for storage and conveyance of floodwater, enabling flood risk to be more effectively managed and reducing the need to provide flood defences in the future and to ensure that new development does not impact on important wetland sites within river / stream catchments. The County's floodplains are also being

protected by way of technical input into forward planning processes such as the preparation of Local Area Plans, Masterplans etc.

Fingal is also progressing the Santry River Restoration and Greenway Project.



Fingal is continuing to examine ways to more effectively manage the potential impacts of climate change on flooding and flood risk in line with the *Flood Risk Management Climate Change Sectoral Adaptation Plan 2019*. In response, the Strategic Flood Risk Assessment (SFRA) for the Development Plan has considered climate change and resultant increases in rainfall intensity, changed rainfall patterns and increased risk from fluvial and coastal flooding.

Inland Fisheries Ireland's (IFI) *Planning for Watercourses in the Urban Environment 2020* outlines an integrated watercourse protection strategy that has been developed through consultation with a wide range of experts in the area. Watercourses including rivers, lakes and streams are an integral part of our environment and if managed appropriately can significantly improve the quality of life for people living in urban areas. The implementation of this strategy should not only protect watercourses and their associated riparian zones in urban areas, but also shall provide other benefits important for the wellbeing of people living nearby.

See also Chapter 5 Climate Action (Section 5.5.6 – Flood Resilience) for further information on flood risk management.

11.5.2.3 Strategic Flood Risk Assessment (SFRA)

A Strategic Flood Risk Assessment (SFRA) of the County has been carried out to support the Strategic Environmental Assessment of the Fingal Development Plan. The assessment was carried out in accordance with the requirements of the Flood Risk Management Guidelines and the EU Water Framework Directive. The SFRA Report is a separate document to be read in parallel with this Plan. The SFRA identifies and maps flood risk in the County and has supported a sequential approach to planning, in accordance with the recommendations of the Flood Risk Management Guidelines.

Policy IUP12 – Flood Risk Management

Ensure the continued incorporation of Flood Risk Management into the spatial planning of the County of Fingal, to meet the requirements of the EU Floods Directive and the EU Water Framework Directive and to promote a climate resilient County.

Policy IUP13 – Protection of Fingal's Floodplains, Wetlands and Coastal Areas

Protect and enhance the County's floodplains, wetlands and coastal areas subject to flooding as vital green infrastructure which provides space for storage and conveyance of floodwater, enabling flood risk to be more effectively managed and reducing the need to provide flood defences in the future.

Policy IUP14 – OPW

Continue to support and assist the OPW in implementing and delivering the relevant Flood Risk Management Plans for rivers, coastlines and estuaries within Fingal.

Objective IUO16 – OPW Flood Risk Management Guidelines

Have regard to the OPW *Flood Risk Management Guidelines 2009*, as revised by Circular PL 2/2014, when assessing planning applications and in the preparation of statutory and non-statutory plans and to require site specific flood risk assessments to be considered for all new developments within the County. All development must prepare a Stage 1 Flood Risk Analysis and if the flooding risk is not screened out, they must prepare a Site-Specific Flood Risk Assessment (SSFRA) for the development, where appropriate.

Objective IUO17 –Strategic Flood Risk Assessment

Implement and comply fully with the recommendations of the Strategic Flood Risk Assessment prepared as part of the *Fingal Development Plan 2023–2029*.

Objective IUO18 – SFRA Recommendations

All Flood Risk Assessments must comply with the recommendations from the SFRA report.

Objective IUO19 – Medium Range Future Scenario Climate Change Predictions

Surface water designs must include 'Medium Range Future Scenario Climate Change Predictions'.

Objective IUO20 – Tolka River Flood Study Maps

Prepare a flood map using data from both the River Tolka Flood Study extents and recently provided National Indicative Fluvial Mapping as well as site specific modelling to ensure the most up-to-date flood maps for Tolka River are available, within 1 year of making this Development Plan.

Objective IUO21 – Precautionary Principle in OPW Guidelines

Require all developments in the County to be designed and constructed in accordance with the 'Precautionary Principle' as detailed in the OPW Guidelines and to minimise the flood risk in Fingal from all potential sources of flooding as far as is practicable, including coastal, pluvial, fluvial, reservoirs and dams, and the piped water system.

Objective IUO22 – Flood Alleviation Measures

Support and facilitate the provision of new or upgrading of existing flood alleviation measures where appropriate.

Objective IUO23 – Protection of Rivers, Streams and Watercourses

Ensure that where flood protection or alleviation works take place that the natural and cultural heritage of rivers, streams and watercourses are protected and enhanced to the greatest extent possible.

Objective IUO24 – Cross-Boundary Flood Management

Work with neighbouring Local Authorities when developing cross-boundary flood management work programmes and when considering cross-boundary development.

11.5.3 Water Quality of Waterbodies

Ireland's rich water resources are of strategic importance and clean water is essential for creating a healthy society and supporting a growing economy. Our drinking water is primarily sourced from our rivers and lakes as well as from groundwater sources. The NPF notes it is essential that we have a resilient water supply to serve the existing population and for the additional 1 million people projected by 2040. Our water bodies are also a resource for leisure activities and for the tourism sector and most of our bathing waters are of very high quality.

The Environmental Protection Agency (EPA) consider urban wastewater to be one of the principal pressures on water quality in Ireland and the treatment and disposal of wastewater in an environmentally sound manner is critical for human health. This means that we need to ensure adequate treatment and capacity, storm water overflows operating correctly and that we avoid direct discharges of untreated wastewater.

In conjunction with the Geological Survey of Ireland (GSI), a Groundwater Protection Scheme has been prepared for Fingal, which provides Guidelines for the planning and licensing authorities in carrying out their functions, and a framework to assist in decision-making on the location, nature and control of developments and activities in order to protect groundwater. Use of the scheme helps to ensure that within the planning and licensing processes, due regard is taken of the need to maintain the beneficial use of groundwater. The

Groundwater Protection Scheme is available at www.gsi.ie.

11.5.3.1 Quality of Bathing Water (Coastal)

The *Bathing Water Quality Regulations, 2008*, set out our obligations for bathing water quality checks and public information during the bathing season. Fingal take 9 samples in total, 1 before and 8 during the bathing season. Samples are generally taken fortnightly during the bathing season. Bathing water quality on Fingal beaches is generally classified as 'Good' or 'Excellent', and water quality results for Fingal's beaches can be checked on the EPA website: https://www.beaches.ie/. If test results don't meet the necessary standards, Fingal has a process in place for notifying beach users.

Fingal currently monitors 10 identified beaches within the County for water quality, with regular updates on bathing water quality during the bathing season, which runs from 1st June to 15th September each year. Fingal will continue to support the retention of the Blue Flag status of Velvet Strand beach at Portmarnock and the recently added Balcarrick, Donabate and Rush South Beach.

11.5.3.2 The River Basin Management Plan (RBMP) for Ireland 2018 to 2021

The RBMP sets out and seeks to implement supporting measures to improve water quality in over 70 water bodies on a prioritised basis and identifies the actions that Ireland will take to improve water quality and achieve 'good' ecological status in water bodies (rivers, lakes, estuaries and coastal waters) by 2027. Ireland is required to produce a RBMP under the *Water Framework Directive* (WFD). UÉ's planned capital investment in the upgrading of wastewater treatment plants and collection systems will address the priorities set out in the RBMP.

11.5.3.3 Draft River Basin Management Plan (RBMP) for Ireland 2022–27

The third cycle RBMP will be published in 2023 and will cover the period from 2022 to 2027. The Plan aims to build on the progress made during the previous cycles to ensure the long-term delivery of water quality improvement. The third plan and further cycles every six years will involve the ongoing protection of water bodies.

Recent data on the existing water quality in Fingal for the period 2013–2018 (published in 2019) shows that the majority of our river and coastal water bodies have achieved good or high status, while our lakes and transitional waters have significantly higher percentages of poor status water bodies.

Policy IUP15 – Water Quality
Support initiatives to improve water quality and to achieve good ecological status in compliance with the Water Framework Directive and associated River Basin Management Plans, particularly those which employ nature-based management measures, and explore opportunities for targeted watercourse improvement interventions which are designed to deliver a wider range of environmental benefits.
Policy IUP16 – IFI Guidelines Planning for Watercourses in the Urban Environment 2020

Protect inland and sea fisheries and take full account of Inland Fisheries Ireland Guidelines *Planning for Watercourses in the Urban Environment 2020*, when undertaking, approving or authorising development or works which may impact on rivers streams, watercourses, estuaries, shorelines and their associated habitats.

Policy IUP17 – Groundwater

Strive to achieve 'good status' in all waterbodies and protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and control development in a manner consistent with the proper management of these resources in compliance with the Water Framework Directive, the *Eastern River Basin Management Plan 2017–2021* and any subsequent plan.

Policy IUP18 – Groundwater Protection Schemes

Promote the reduction of groundwater pollution and to protect and improve the aquatic environment and water-dependent ecosystems through proactive discharge and emissions management and through the enhancement of the physical condition of waterbodies and to implement the recommendations contained in any Groundwater Protection Scheme prepared under EU Ground Water Directives.

Policy IUP19 – Bathing Water Quality and Beaches

Maintain and enhance Fingal's beaches for bathing to a high standard and protect and improve water quality and bathing facilities for them to attain Blue Flag standards.

Objective IUO25 – River Basin Management Plans

Maintain, improve and enhance the environmental and ecological quality of our surface waters, groundwater and aquifers by implementing the EU Water Framework Directive through the relevant programme of measures set out in the River Basin Management Plans and to take into consideration the River Basin Management Plan and Programme of Measures when considering new development proposals.

Objective IUO26 – Riparian Corridors

Establish riparian corridors free from new development along all significant watercourses and streams in the County:

- Ensure a minimum 10m wide riparian buffer strip measured from the top of the bank either side of all watercourses. This minimum 10m wide riparian buffer strip applies to lands within development boundaries– i.e. within designated settlement boundaries (as per Fingal County Council's Settlement Hierarchy set out in Chapter 2, Planning for Growth, Table 2.20).
- A minimum 48m wide riparian buffer strip is required in all other areas outside of development boundaries.
- Where lands encompass urban and rural areas, a transitional approach from the urban riparian requirements to the rural riparian requirements may be appropriate and will be assessed on a case-by-case basis.
- Notwithstanding the above, cognisance must be taken of Flood Zone A and B, as outlined in the SFRA.

See also Chapter 14 Development Management Standards (Section 14.20.5 Riparian Corridors) and the SFRA.

Objective IUO27 – De-culverting of Watercourses

Promote de-culverting to restore watercourses to their natural environmental state.

11.6 Waste Policies and Objectives

Fingal's approach to waste management is consistent with the EU Waste Hierarchy and the circular economy approach to waste which promotes the principles of prevention, re-use, recycling, energy recovery and sustainable disposal. The transition towards a circular economy is already well underway and the *Government's Waste Action Plan for a Circular Economy 2020–2025* outlines the new focus which goes beyond simple management of waste and moves towards how we look at resources more broadly, thereby capturing the maximum value of all materials. This Waste Action Plan provides Ireland with a roadmap for waste planning and management and is supported by the *Circular Economy and Miscellaneous Provisions Act 2022* and the *Whole of Government Circular Economy Strategy 2022* and the *National Food Loss Prevention Roadmap* to comply with EU Waste Directive obligations.

Fingal will continue to facilitate the implementation of national legislation and national and regional waste management policy having regard to the waste hierarchy, including the *Eastern Midlands Region Waste Management Plan 2015–2021* (EMRWMP), which informs these Development Plan policies and objectives. The implementation of the EMRWMP must ensure that European and national mandatory targets are achieved and, in doing so, that the health of communities in the region, its people and the environment are not compromised. A *National Waste Management Plan for a Circular Economy* is currently in preparation and this will replace the existing Regional Waste Management Plans.

Fingal has developed and implemented a range of policies and actions, including public education and awareness initiatives to promote circular economy waste management principles. Fingal continues to support regional initiatives including the Ballymun Rediscovery Centre, which is the National Centre for the Circular Economy bringing together the skills and expertise of artists, scientists, designers and craftspeople united in a common purpose of sustainability.

The overall vision of the EMRWMP is to rethink the approach taken towards managing waste

so that it is now seen as a valuable material. In recent years, there has been a significant move away from landfill. In Fingal, Balleally and Dunsink landfills have been closed for a number of years and there are no landfill sites remaining in the County. Gas is now being collected at both Balleally and Dunsink and is being used to generate electricity for the national grid. Dunsink's proximity to Dublin City now provides significant opportunities for other uses to be considered.

Fingal will continue to promote more sustainable and localised approaches to litter and waste management and continues to manage a network of bring centres together with civic amenity sites and bottle banks for the recycling of a range of household and commercial waste streams outside of current private kerbside collection systems. There are many Bring Banks facilities in Fingal which are open 24 hours a day and glass, cans and textiles can be recycled at them.

Fingal currently operate two recycling centres – Coolmine Recycling Centre, Dublin 15 and Estuary Recycling Centre, Swords. The Recycling Centres accept a full range of recyclable materials, bulky waste, waste electrical and electronic equipment, household hazardous waste, paint tins, etc. Fingal will continue to identify suitable sites for bring banks to ensure that developing settlements have ease of access to such facilities, subject to funding and resources available, although it is acknowledged that there can be difficulties identifying suitable additional sites.

Fingal's Litter Management Plan 2019 sets out our objectives for preventing and managing litter in Fingal, and our implementation plan to meet those objectives. The Plan is action-based and focuses on the prevention, enforcement and management of litter, with the objective of a consistently cleaner environment for the citizens of Fingal.

A key component of Fingal's waste management policy is the development and delivery of a comprehensive education and awareness campaign and Fingal County Council now employs an Environmental Educational Officer to promote Environmental Awareness Programmes within the County.

Fingal's Gum Litter Taskforce – Gum Litter Awareness Campaign

Policy IUP20 – Implementation Of Existing Waste Management Policy

Support the implementation of existing waste management policy and promote education and awareness on all issues associated with waste management, both at industry and community level, including the promotion of waste reduction by encouraging reuse, recycling and recovery of waste. Fingal County Council will continue to promote and support the objectives of the *Eastern and Midlands Region Waste Management Plan 2015–2021*, or such plans as may be updated.

Policy IUP21 – Environmental Policy, Legislation and Guidance

Have regard to European Union, National and Regional waste and related environmental policy, legislation, guidance and codes of practice to improve management of material resources and wastes.

Policy IUP22 – Transition From A Waste Economy Towards A Green Circular Economy

Support the principles of transition from a waste economy towards a green circular economy and implement good waste management and best practices to enable Fingal to become self-sufficient in terms of resource and waste management and to enhance employment and increase the value recovery and recirculation of resources, in accordance with the *Whole of Government Circular Economy Strategy 2022*.

Policy IUP23 – Segregated Public Waste Bins and Compactor Bins

Promote a Countywide system of segregated public waste bins and segregated compactor bins.

Objective IUO28 – Eastern Midlands Region Waste Management Plan

Implement the provisions of the *Eastern Midlands Region Waste Management Plan 2015–2021* or any subsequent Waste Management Plan applicable within the lifetime of the Development Plan. All prospective developments in the County will be expected to take account of the provisions of the Regional Waste Management Plan and adhere to the requirements of that Plan.

Objective IUO29 – Sustainable Waste Recovery And Disposal

Provide for, promote and facilitate high quality sustainable waste recovery and disposal infrastructure/technology in keeping with the EU waste hierarchy, national legislation and regional waste management policy to adequately cater for Fingal's growing population.

Objective IUO30 – Hazardous Waste

Adhere to the recommendations of the *National Hazardous Waste Management Plan 2014–2020* and any subsequent plan, and to co-operate with the EPA and other agencies in the planning, organisation and supervision of the disposal of hazardous waste streams, including hazardous waste identified during construction and demolition projects. To continue to promote the use of clean technology and minimisation of hazardous waste production in all development within the County.

Policy IUP24 – Recycling / Re-Use

Promote and encourage the establishment of re-use, recycling and repair activities to prevent and minimise waste generation and disposal, in accordance with the *Eastern Midlands Region Waste Management Plan 2015–2021* (or any subsequent plan).

Policy IUP25 – Litter Management

Support the implementation of the *Fingal Litter Management Plan 2019* and any subsequent plans through enforcement of the litter bye-laws, street cleaning and continued roll out of education and awareness campaigns.

Objective IUO31 – Network of Bring Infrastructure

Provide for and maintain the network of bring infrastructure within the County (i.e recycling centres, civic amenity facilities, bring banks) to facilitate the recycling and recovery of hazardous and non-hazardous municipal wastes and ensure the provision of adequately sized public recycling facilities in accessible locations throughout the County.

Objective IUO32 – Bring Bank Facilities

Seek to identify suitable sites for new bring bank facilities to ensure that developing settlements have ease of access to such facilities over the Plan period, subject to funding and resources available.

Objective IUO33 – Home Composting

Continue to promote home composting and explore the potential for composting in rural areas and promote the development of composting (digestor) plants for organic solid waste at appropriate locations within the County. Continue to promote developments to manage food waste in accordance with the requirements of the *Waste Management (Food Waste) Regulations*.

Objective IUO34 – Waste Management in New Developments

Require the provision of appropriate, well designed, accessible space to support the storage, separation and collection of as many waste and recycling streams as possible in all new commercial and residential developments within the County. See also Chapter 14, Development Management Standards (Section 14.20.12: Waste Management)

Objective IUO35 – Education and Awareness

Continue to raise environmental awareness of waste prevention and minimisation and reduction in illegal dumping through the continuation of Council based initiatives, with particular emphasis placed on the involvement of local schools, community organisations, individual households and businesses.

Objective IUO36 – Partnership Approach

Continue to develop the Council's partnership approach with the Tidy Towns Associations, community groups, farming organisations, trade unions, the business community, the local media, sporting organisations, tourism bodies and Gardaí in the support and fostering of anti-litter initiatives within the County.

11.6.1 Control of Major Accident Hazards Directive (Seveso Directive)

Contaminated land is generally considered to be lands where there are substances which could cause significant harm and endanger human health. The *SEVESO III Directive* (2012/18/EU) requires that the objectives of preventing major accidents and limiting their consequences should be taken into account in land-use policy. This Directive was transposed into Irish legislation through *S.I. No. 209 of 2015 Chemicals Act Control of Major Accident Hazards (COMAH) Regulations* 2015.

COMAH establishments, are defined as locations (typically industrial) where significant quantities of dangerous substances are stored and are categorised as Upper Tier or Lower Tier by the type and the quantity of hazardous substances that they store. Fingal has several sites (both Upper Tier and Lower Tier Establishments) and the Health and Safety Authority (HSA) provides advice, where appropriate, in respect of planning applications within a certain distance of the perimeter of these sites. Seveso Site Consultation Distances are specified in the Planning and *Development Regulations, 2001 (as amended)* and vary depending on the nature of activity at the site. Such technical advice will be taken into account in the consideration of applications for planning permission.

See also Chapter 14, Development Management Standards (Section 14.20.21: Major Accidents – Seveso Sites)

Policy IUP26 – COMAH Establishments/SEVESO

Continue to have regard to the provisions of the *SEVESO III Directive* (2012/18/EU) relating to the control of major accident hazards involving dangerous substances and its objectives to prevent major accidents and limit the consequences of such accidents. Fingal will continue to have regard to the provisions of the Directive and recommendations of the HSA in the assessment of all planning applications located on, or impacted by, COMAH establishments in accordance with *Guidance on Technical Land-use Planning Advice: for Planning Authorities and Operators of COMAH establishments 2021*.

Objective IUO37 – Restrictions on Development in proximity of a Seveso Site

Have regard to the provision of the *Major Accident Directive (Seveso III) (European Council Directive 2012/18/EU)* and impose restrictions in consultation with the HSA, on developments abutting or within proximity of a Seveso site. The extent of restrictions on development will be dependent on the type of risk present and the quantity and form of the dangerous substance present or likely to be present.

Objective IUO38 – Location of New Seveso Development

Permit new Seveso development only in low-risk locations away from vulnerable residential, retail and commercial development.

Objective IUO39 – Extensions to Seveso Sites

Prohibit new extensions to long-established Seveso sites where they are a non-conforming use and where they pose an unacceptable accident risk to the public.

Objective IUO40 – Adjacent Uses – Seveso Sites

In areas where Seveso sites exist in appropriate locations with low population densities, ensure that proposed uses in adjacent sites do not compromise the potential for expansion of the existing Seveso use and in particular the exclusion of developments with the potential to attract large numbers of the public.

Objective IUO41 – Storage of Seveso Substances

Attach to any grant of permission for new warehouses or similar industrial buildings, a condition to exclude use/storage of SEVESO substances (or require a separate planning permission for it).

Objective IUO42 – HSA Consultation Distances for new Seveso Sites

Have regard to the advice of the HSA when proposals for new Seveso sites are considered and for all planning applications within the consultation distances stated in Table 14.27: List of Seveso / COMAH Sites (Chapter 14 Development Management Standards).

Objective IUO43 – Seveso Risk Assessment

Require developers to submit a detailed Consequence and Risk Assessment with all Environmental Impact Statements and/or legislative licence applications for all Seveso sites.

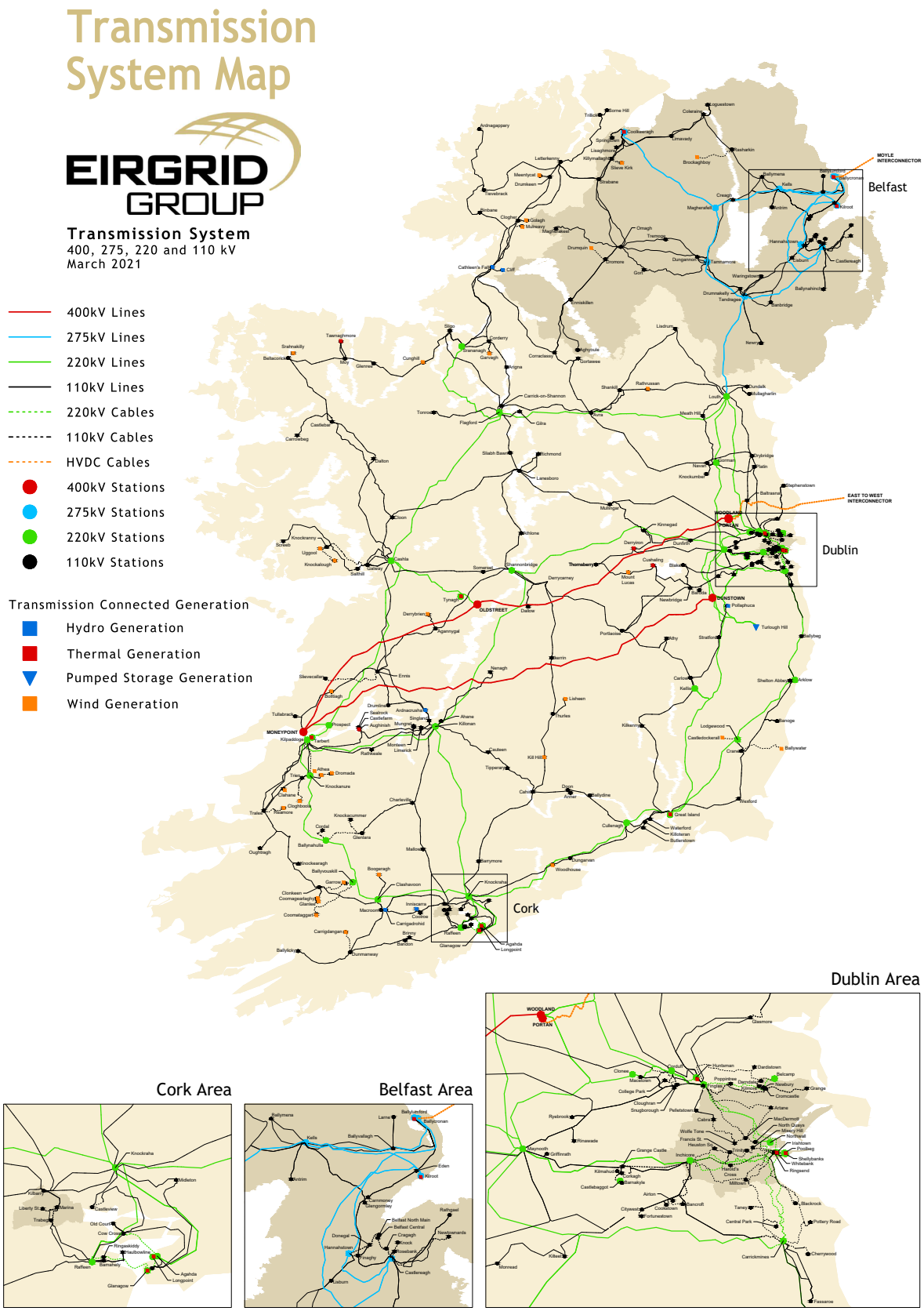
11.7 Energy Policies and Objectives

A secure and resilient supply of energy is critical to a well-functioning region, and is essential for heating, cooling, and to fuel transport, power industry, and generate electricity. With projected increases in population and economic growth, the demand for energy is set to increase in the coming years. At present, we have a significantly higher carbon footprint than the EU average, in part due to higher transport and energy demand, mostly based on fossil fuels, which has worked against achieving agreed climate action targets.

Ireland needs to exploit renewable energy to reduce national dependency on imported fuels for energy provision and to ensure security of supply which will benefit the economy as well as the environment. Along with transport demand, higher densities and shorter travel distances will also reduce energy demand and use. Multi-storey and terraced buildings in close proximity require less energy and make renewables-based systems of energy distribution such as district heating, more feasible.

In planning Ireland's future energy landscape and in transitioning to a low carbon economy, the ability to diversify and adapt to new energy technologies is essential. Over the period to 2040, it is likely that technological advances will accelerate the commercial application, development and deployment of a marine renewable energy sector including offshore floating wind farms, tidal turbine devices and wave energy converters. Fingal will promote more energy efficient development through the location of housing and employment along public transport corridors, where people can choose to use less energy intensive public transport, rather than being dependent on the car. CHP and District Heating systems will be supported and encouraged, where possible.

Figure 11.1: Transmission System Map March 2021



ESB Networks and EirGrid are responsible for the electricity distribution and transmission system in Ireland. Gas Networks Ireland is responsible for supply, transmission and distribution of natural gas. In an effort to reduce our carbon footprint, it is now necessary to diversify our energy production systems away from fossil fuels and towards green energy such as wind, wave, solar and biomass. Smart energy systems and the electrification of transport fleets will require the progressive and strategic development of a different form of energy grid to reduce investment needs. The maintenance and adequate provision of energy networks is a critical part of securing the region's future.

Fingal will continue to support energy utility providers, businesses and local community groups in their efforts to reinforce and strengthen existing utility infrastructure, transmission / distribution networks and community funded energy generation projects and will support new infrastructure projects and technologies with particular emphasis on renewable, alternative, and decentralised energy sources, and those which are less carbon intensive in line with the *Electricity and Gas Networks Sector Climate Change Adaptation Plan 2019*. We will continue to support the development of a safe, secure, and reliable supply of electricity and to support the development of enhanced electricity networks and facilitate new transmission infrastructure projects including those under *EirGrid's Grid Development Strategy*, to service the existing and future needs of Fingal and the wider Eastern Region and to strengthen all-island energy infrastructure and interconnection capacity.

The linkage of renewable energy proposals to the electricity and gas transmission grid will be actively supported by the Council and the development of onshore or coastal enabling infrastructure for offshore renewable energy installations will also be supported in appropriate locations in accordance with the *National Marine Planning Framework 2021* and *Maritime Area Planning Act 2021 (MAP Act)*. Fingal's Development Plan policy objectives on Energy and Climate Change reflect strategic national and EU policy.

11.7.1 Renewable Energy

Our Development Plan policies encourage the sustainable development of the renewable energy sector in the County (including bioenergy, wind, wave, solar, green hydrogen and biofuels, etc) due to the positive contribution it can make to the economy and to the achievement of renewable energy targets (see also Chapter 5 Climate Action). Ireland's territorial waters present major opportunities in the blue economy and offshore renewable energy sectors, which would support our transition to a zero-carbon economy. Under the *Offshore Renewable Energy Development Plan (OREDP)*, and any successor thereof, Ireland has set ambitious plans for renewable energy and offshore renewable energy resource development. Over the period to 2040, it is likely that technological advances will accelerate the commercial application, development and deployment of a marine renewable energy sector including offshore floating wind farms, tidal turbine devices and wave energy converters.

The development of onshore and offshore renewable energy is critically dependent on the development of enabling infrastructure including grid facilities to bring the energy ashore and connect to major sources of energy demand. It is likely, with the withdrawal of the UK from the EU (Brexit), that in transport and energy infrastructure terms for example, Ireland's direct linkages with other EU countries by both air and sea and subsea energy connections may become significantly more important, given their advantages in terms of resilience and ease of movement across internal borders. In Fingal, energy generation and energy related activity is likely to change significantly over the coming years as the move to a low carbon economy increases.

Fingal County Council will continue to work in partnership with existing service providers to facilitate required enhancement and upgrading of existing infrastructure and networks and support the safeguarding of strategic energy corridors from encroachment by other development that could compromise the delivery of energy networks.

Fingal is also currently supporting the implementation of the *Strategy for Renewable Energy 2012–2020* (Department of the Environment, Climate and Communications) and the related *National Renewable Energy Action Plan (NREAP)* and *National Energy Efficiency Action Plan (NEEAP)* through encouraging the use of renewable energy as part of the Development Management process as well as investigating and promoting district heating as an energy source for the County.

Policy IUP27 – Energy Networks and ICT Infrastructure

Facilitate and promote the development of energy networks and ICT infrastructure where necessary to facilitate sustainable growth and economic development and support the provision of critical energy utilities and the transition to alternative, renewable, decarbonised, and decentralised energy sources, technologies, and infrastructure.

Policy IUP28 – Promote Energy Efficient Development

Promote more energy efficient development through the location of housing and employment along public transport/cycling corridors, where people can choose to use less energy intensive public transport or cycling, rather than being dependent on the car.

Policy IUP29 – Enhancement And Upgrading Of Existing Infrastructure And Networks

Work in partnership with existing service providers, businesses and local community groups to facilitate required enhancement and upgrading of existing infrastructure and networks and support the development of new energy systems, local community sustainable energy generation projects and transmission grids, which will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave, and solar energy.

Policy IUP30 – Promote Low Carbon Energy Development

Promote more energy-efficient development through the location of housing and employment along district heating hubs, or potential renewable energy locations, where people can connect buildings to energy efficient, low-carbon alternatives.

Policy IUP31 – Enhancement and Upgrading Of Existing Infrastructure And Networks

Support *EirGrid's Grid Development Strategy – Your Grid, Your Tomorrow 2017, Implementation Plan 2017–2022*, *Shaping our Electricity Future-A Roadmap to achieve our Renewable Ambition 2021* and *Transmission Development Plan (TDP) 2020-2029*, and the Government's *Policy Statement on Security of Electricity Supply November 2021* and any subsequent plans prepared during the lifetime of this Plan, to provide for the safe, secure, and reliable supply of electricity.

Policy IUP32 – East Meath-North Dublin Grid Upgrade

Support the development of the East Meath-North Dublin Grid Upgrade to strengthen the electricity supply network in anticipation of the future development of renewable energy, onshore and offshore.

Policy IUP33 – Renewable Energy

Continue to develop and implement climate action and energy related initiatives in Fingal and continue to support the recording and monitoring of renewable energy potential in Fingal in partnership with other stakeholders including the East Midlands Regional Assembly EMRA, the Dublin Energy Agency (Codema) and the Climate Action Regional Office (CARO).

Policy IUP34 – District Heating Systems and CCHP

Promote the use of district heating systems at appropriate locations in new residential and commercial developments where such development does not have a negative impact on the surrounding environment, landscape, biodiversity or local amenities and support complementary technologies including combined cooling, heat and power (CCHP), large scale heat pumps, and renewable energy opportunities, including geothermal energy, energy from waste, biomass and bio-gas.

Objective IUO44 – Energy Utilities

Support the development of enhanced electricity and gas supplies, and associated transmission and distribution networks, to serve the existing and future needs of the County, and to facilitate new transmission infrastructure projects and technologies.

Objective IUO45 – Undergrounding of Utility Infrastructure

Require that the location of local utility services such as electricity, telephone and television cables be located underground wherever possible, and to promote the undergrounding of existing overhead cables and associated equipment, where possible, in the interests of visual amenity and improved public realm.

Objective IUO46 – Energy Efficiency of Buildings

Encourage the adaptability of buildings over time and seek to improve the energy efficiency of new and existing building stock including the retro-fitting of energy efficient measures and promote the use of energy efficiency and conservation in the design and development of all new buildings in the County, in accordance with relevant building regulations, national policy and guidance and the targets of Fingal's *Climate Change Action Plan*.

11.7.2 Smart Grids and Smart Cities

Smart Grids and Smart Cities involve the application of advanced electrical engineering and service technologies, facilitated by ICT and accompanying solutions to more effectively and efficiently manage complex infrastructure systems. They typically use a layer of technology, which can be embedded in the design of new infrastructure or applied to existing infrastructure, harnessing and applying real time data to create more interconnected and integrated systems. This provides higher quality and higher efficiency services to the citizen. Among the projected benefits are improved operational reliability, reduced resource usage and costs, improved environmental quality (including enabling of a low carbon society), improved governance and new enterprise and job creation opportunities.

Smart Grids and Smart Cities can significantly improve the efficiency and quality of complex systems such as electricity, water, waste, energy and transport services, thereby reducing their costs while contributing to the 'green economy'. Ireland's policy, research, enterprise, utility and Local Authority community is already engaged in this arena. Fingal's Development Plan will support the roll-out of the National Smart Grid Plan enabling new connections, grid balancing, energy management and micro grid development.

Policy IUP35 – Smart Grids and Smart Cities

Smart Grids and Smart Cities development will be supported, as these significantly improve the efficiency and quality of complex systems such as electricity, water, waste and transport services.

Objective IUO47 – Smart Grids and Smart Cities Action Plan

Support the roll-out of the S*mart Grids and Smart Cities Action Plan 2013* in order to enable new connections, grid balancing, energy management and micro grid development.

11.8 Information and Communications Technology (ICT) Policies and Objectives

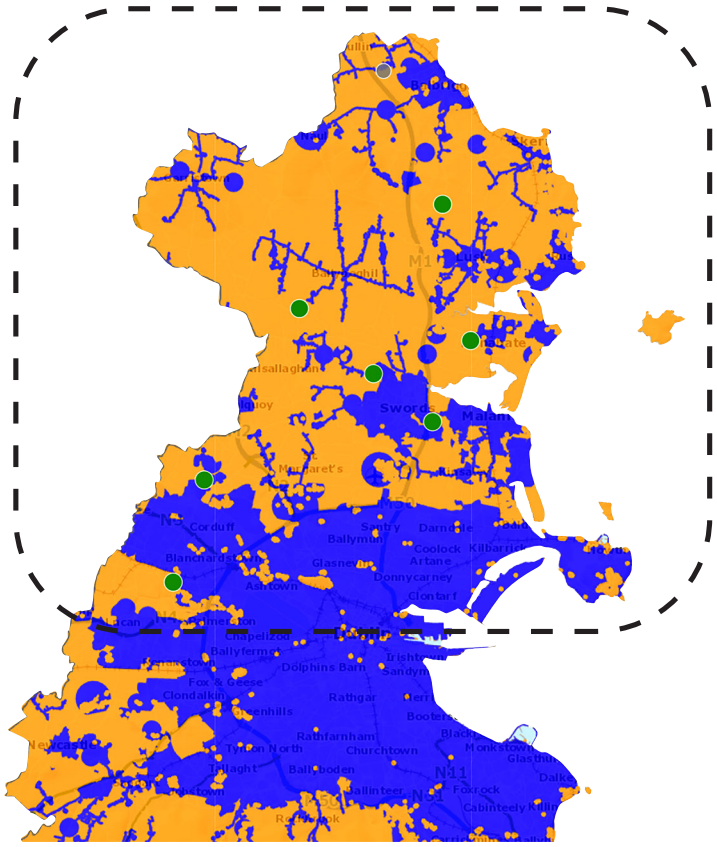
Fingal County Council is committed to the continued development and improvement of the County's digital infrastructure and services. This Plan supports the provisions contained within the *Fingal Digital Strategy 2020–2023* which provides a wider strategy with respect to the development of information and communication technologies within the County. The Council therefore will support the provision of ICT infrastructure such as broadband, telecommunication infrastructure, mobile phone coverage and future technologies which may arise which will assist in the economic development of the County.

11.8.1 National Broadband Plan

The widespread availability of a high-quality ICT network within the County will be critical to the development of Fingal's economy whilst also supporting social development. The provision of a good quality high speed broadband and telecommunications service is essential for supporting and attracting business and investment. It is also important for social and domestic purposes.

Having regard to telecoms infrastructure, Fingal is better served than its more rural neighbouring counties, but it still experiences a rural-urban divide for high-speed broadband services which has left rural communities disadvantaged for their living and working requirements. Latest figures available from the Department of the Environment, Climate and Communications (DECC) show that there are 13,429 premises in Co. Dublin without access to high-speed broadband. At least 7,500 of these premises are in the Fingal area, representing just under 8% of households.

Engagement with local citizens and business have revealed that pockets or blackspots of poor connectivity exist within the blue area of the National Broadband Plan map. Fingal County Council is working with National Broadband Ireland to facilitate the delivery of high-speed broadband for the 8% of premises in Fingal where State intervention is required.



AMBER areas – the target areas for the State intervention of National Broadband Plan
BLUE areas – Where commercial operators are delivering or have indicated plans to deliver high speed broadband services.

11.8.2 Fingal's Digital Strategy 2020–2023

Fingal County Council have developed a Digital Strategy to encourage and support communities and businesses to reap the full rewards of a digitally enabled society. Fingal's Digital Strategy is a three-year plan that sets out what the Council wants to achieve and outlines strategic goals and objectives to make the most of digital opportunities for Fingal. It is a living document that will change overtime and adapt with an ever-changing digital society. This Digital Strategy supports both national and EU Digital Programmes, the roll-out of the National Broadband Plan, and other local plans and strategies including the *Fingal Libraries Development Plan 2018–2023*, *Fingal Local Economic and Community Plan (LECP) 2016–2020*, Fingal's *Climate Change Action Plan 2019–2024*, Smart Dublin Strategy, Fingal Skills Strategy and the United Nations Sustainable Development Goals.

Fingal is committed to the continued development and improvement of the County's digital infrastructure and services and access to free public Wi-Fi in our major town centres and villages will be a major asset to our visitors, businesses and residents. The provision of free public Wi-Fi forms part of the Council's Digital Strategy and this service will strengthen Fingal's reputation as a forward thinking and digitally inclusive urban and rural landscape, which strongly promotes access to on-line services and information across the County.

Fingal is also committed to assisting in the rollout of the National Broadband Plan and the rollout of community Wi-Fi Broadband Connection Points being delivered by the Department of Rural and Community Development.

This Plan continues to promote digital inclusion in Fingal by supporting strategies that encourage wider availability of broadband infrastructure and supports the rollout of the National Broadband Plan and will avail of EU funding to promote digital inclusivity for all citizens.

11.8.3 SMART Districts

In June 2020, Balbriggan was chosen as Ireland's first town to be named as a 'Smart District' in a move that will put it at the cutting edge of smart projects to improve services, create jobs and build a better community. Smart Districts (under the Smart Dublin programme), are strategically selected geographical locations where targeted smart projects are piloted and implemented. The core focus of the Balbriggan Smart District will be to enhance community life, support economic opportunities and drive innovation through a number of smart district projects.

Fingal County Council will continue to seek opportunities to develop further Smart Districts and pilot smart places projects to scale regionally.

11.8.4 Telecommunications

The provision of telecommunications information is important in terms of the economic development of the County. To ensure appropriate telecommunications infrastructure is provided within the County, the Council will have regard to the Guidelines issued by the Department of the Environment, Heritage and Local Government, *Planning Guidelines for Telecommunications Antennae and Support Structures 1996 and Circular Letter PL 07/12*. The assessment of individual proposals will be governed by the Guidelines and the controls scheduled in Chapter 14 Development Management Standards of this Plan.

11.8.5 Ducting and Access to Fingal County Council Assets

The Council's assets and ducting network have an important role to play in ensuring that our urban centres are digitally connected through the provision of high-quality digital connectivity infrastructure. The EECC requires that Local Authorities facilitate requests for access to its assets in a timely manner to support the development of telecoms infrastructure and to future-proof the urban environment. The Council are cognisant of the need to balance the objective to provide effective telecoms infrastructure with objectives to protect streetscape heritage and reduce on-street clutter and are committed to working proactively with the telecommunication industry during the development and deployment phase of telecommunications infrastructure to achieve this.

Policy IUP36 – Provision of Telecommunications / Digital Connectivity Infrastructure
Facilitate the coordinated provision of telecommunications / digital connectivity infrastructure at appropriate locations throughout the County and extension of telecommunications infrastructure including broadband connectivity as a means of improving economic competitiveness and enabling more flexible work practices.

Policy IUP37 – Fingal Digital Strategy

Develop and support the implementation of the *Fingal Digital Strategy 2020–23*, to encourage and support communities and businesses to reap the full rewards of a digitally enabled society, including the completed rollout of public Wi-Fi hotspots as set out in the Fingal Public Wi-Fi Roadmap and as part of the WIFI4EU scheme.

Policy IUP38 – Open Access Connectivity Arrangements

Consider provision of open access connectivity arrangements within new developments to enable service provider competition and consumer choice in line with the requirements of the *European Electronic Communications Code 2018*.

Policy IUP39 – National Broadband Plan

Support the rollout of high-quality broadband throughout the County and facilitate the delivery of the National Broadband Plan and International fibre communications links, including full interconnection between the fibre networks in Northern Ireland and the Republic of Ireland.

Policy IUP40 – Digital Connectivity

Promote and support the Government's Strategy *Harnessing Digital – the Digital Ireland Framework Feb 2022* and the *National Development Plan 2021–2023* – National Strategic Objective 6, which relates to enhancing Ireland's high quality international connectivity.

Objective IUO48 – High-quality ICT Network and Appropriate Telecommunications Infrastructure

Promote and facilitate the provision of a high-quality ICT network and appropriate telecommunications infrastructure in accordance with the *Fingal Digital Strategy 2020–23* (and any subsequent plan), and to support broadband connectivity and other innovative and advancing technologies within the County, whilst protecting the amenities of urban and rural areas.

Objective IUO49 – Digital Inclusion

Promote digital inclusion and improve digital equality. Facilitate access to free high-speed connectivity in public buildings and facilitate the rollout of Community Broadband Connection Points (BCPS).

Objective IUO50 – Smart Districts/Smart Places

Support the development of Smart Districts/Smart Places to enhance socio-economic development.

Objective IUO51 – Digital Hubs and Co-working Spaces

Facilitate the development of digital hubs and co-working spaces at appropriate locations, including towns and rural villages.

Objective IUO52 – Telecommunications Infrastructure

Ensure that applications made in relation to the provision of overground telecommunications infrastructure, including planning applications and Section 254 licence applications, take into consideration and demonstrate compliance with the *Guidance on the Potential Location of Overground Telecommunications Infrastructure on Public Roads 2015*.

Objective IUO53 – High-quality Design of Telecommunications Infrastructure
Ensure a high-quality design of masts, towers, antennae and other such telecommunications infrastructure in the interests of visual amenity and the protection of sensitive landscapes in the County.
Objective IUO54 – Sharing and Co-location Of Digital Connectivity Infrastructure
Support the appropriate use of existing assets (i.e. lighting, street furniture etc) for the deployment of telecoms equipment and to encourage the sharing and co-location of digital connectivity infrastructure in the interests of visual amenity and protection of the built heritage.
Objective IUO55 – Ducting
Support greater coordination in the delivery of telecoms/ digital connectivity infrastructure and use of underground ducting asset space.
Objective IUO56 – Open Access Connectivity Arrangements
Require all new developments to provide open access connectivity arrangements directly to the individual premises to enable service provider competition and consumer choice.
Objective IUO57 – Sensor and Telecommunication Register of Council Assets
Support the development of a mapped IoT sensor and telecommunication register of Council assets and make the data available through the Fingal Open Data Portal.

11.9 Air, Noise, Light Policies and Objectives

While the overall quality of our environment is good, this masks some of the threats we now face. Key national environmental challenges include the need to accelerate action on climate change, health risks to drinking water, treating urban wastewater, protecting important and vulnerable habitats as well as diminishing wild countryside and dealing with air quality problems in urban areas.

Noise is unwanted sound but is an inevitable consequence of everyday life, arising from environmental noise (created by human activity outdoors such as transport, construction, and industry), with different tolerance levels varying from person to person. It becomes a problem when it occurs in the incorrect place or at the incorrect time or on a frequent or recurring basis. As we seek to promote more compact and efficient forms of development within our settlements, it is important to more proactively manage noise.

Fingal has prepared a *Noise Action Plan 2019–23* for Dublin Airport and a separate *Noise Action Plan* for Fingal. Our Development Plan policies have been reviewed and updated to include the policies and actions outlined in these Noise Action Plans. Noise associated with Dublin Airport is addressed in Chapter 8 Dublin Airport (Section 8.5.7: Ensuring Environmental Protection and Sustainability).

Artificial lighting has its place in our world and is invaluable to businesses, homes, roads and recreation. However, when used inappropriately or excessively, artificial lighting can cause light pollution. This has adverse effects on the environment, our health, biodiversity, and our climate (through energy waste). Light levels in Ireland have increased significantly in recent years.

11.9.1 Air

The need to ensure the highest standards of air quality is recognised by Fingal County Council, with the EPA being the competent authority for the management of the national ambient air quality network. EPA studies show that air quality in Ireland is generally good, however there are localised issues in the Dublin area due to pollution from transport and the burning of solid fuel. The Dublin Area Local Authorities have prepared an Air Quality Management Plan for improvement in levels of nitrogen dioxide in ambient air quality for submission to the EPA.

Under the Clean Air for Europe Directive, EU member states must designate 'Zones' for the purpose of managing air quality. For Ireland, four zones were defined in the *Air Quality Standards Regulations 2011*. The EPA's ambient air quality monitoring network provides real time air quality data for urban areas within the Eastern Region. There are a number of air monitoring stations in Fingal, including stations at Swords, Ballymun, Finglas, Blanchardstown and Balbriggan and up to date information on air quality for the Dublin area, which includes the four Dublin Local Authorities together with the Air Quality Index for Health is available at https://www.epa.ie/environment-and-you/air/

The Department of the Environment, Climate and Communications is preparing a National Clean Air Strategy and Fingal is committed to supporting its implementation, once adopted. This will require Local Authorities to play a role in local data collection to support the EPA's air monitoring network and facilitate air quality alerts and pollen counts. The Council will continue to engage with the EPA and other relevant Departments to promote the monitoring and improvement of air quality in Fingal.

Policy IUP41– EPA and Air Quality

Continue to work proactively with the EPA to monitor and improve air quality in Fingal.

Objective IUO58 – Air Quality Monitoring

Monitor, pro-actively manage and improve air quality in the County through integrated land use and spatial planning measures to avoid, mitigate and minimise unacceptable levels of air pollution in accordance with national and EU policy Directives on air quality and, where appropriate, promote compliance with established targets.

Objective IUO59 – Air Quality Monitoring Network

Continue to work with the Dublin Local Authorities and relevant agencies in the collection of local air quality data through the EPA's air quality monitoring network, to maintain good air quality in the County.

Objective IUO60 – Dublin Regional Air Quality Management Plan

Implement the recommendations of the *Dublin Regional Air Quality Management Plan* (and any subsequent Plan) and to implement the relevant spatial planning recommendations and actions of the *Dublin Agglomeration Environmental Noise Action Plan 2018–2023* or any superseding action plan.

11.9.2 Noise

The RSES highlights that the WHO has identified that noise is the second major environmental issue in Europe causing health problems after air quality and the Strategy outlines that there should be proactive management of noise, where it is likely to have a significant adverse impact on health and the environment.

The E*U Environmental Noise Directive* requires that Local Authorities prepare strategic noise maps and action plans, setting out mitigation measures to reduce the harmful effects, including long term exposure to environmental noise from roads, railways and airport traffic and the protection of 'quiet areas', which are shown to bring significant health and wellbeing benefits. Fingal County Council has prepared a *Noise Action Plan for Dublin Airport* (See Chapter 8 Dublin Airport (Section 8.5.7: Ensuring Environmental Protection and Sustainability) and a separate *Noise Action Plan* for Fingal (to inform the *Dublin Agglomeration Environmental Noise Action Plan 2018 – 2023*), in compliance with requirements under the EU Environmental Noise Directive and the Environment Noise Regulations. The Noise Action Plans and Noise Maps are required to be reviewed every 5 years. The key objective of the Noise Action Plans is to avoid, prevent and reduce where necessary on a prioritised basis the harmful effects including annoyance due to long term exposure to environmental noise.

These Plans are aimed at developing strategic policy and managing environmental noise and Fingal's Noise Action Plan identifies approaches as to how the Council will manage all environmental noise issues, whether strategic or local, regulated or unregulated. The Plans set out how the Council deals with local noise nuisances and complaints along with planning, development and traffic management issues. (The plans do not, however, cover noise in relation to health and safety in the work place, noise inside any means of transport or noise caused by military activities in military areas.). The EPA has also established an Ocean Noise Register for Ireland. The EPA is the national competent authority under the Noise Regulations.

Strategic Noise Maps identifying the most significant sources of noise exposure from road and rail have been identified under the Environmental Noise Regulations and are presented in the *Fingal Noise Action Plan 2018–2023*. These maps can be used to identify the main areas where noise may be considered relevant to planning applications associated with noise-sensitive development. Through the Development Management process, the Council can minimise the adverse impacts of noise pollution by controlling developments which are noise intensive and not permitting their location adjacent to more sensitive residential areas. Furthermore, where it is considered that a proposed development is likely to create disturbance due to noise, the Planning Authority can impose a planning condition limiting the hours of operation and level of noise generation.

The Council will take a strategic approach to managing environmental noise within its functional area and this will be undertaken through ensuring that appropriate noise assessments are carried out in respect of planning applications for residential and other noise sensitive developments within the relevant noise contours presented by the Strategic Noise Maps in the Noise Action Plan or any other noise contour maps prepared by Fingal County Council. Noise assessments should follow the principles of good acoustic design in line with *Professional Practice Guidance on Planning and Noise: New Residential Developments 2017* so that development is designed to achieve acceptable internal noise levels. Further detail is contained within Chapter 14 Development Management Standards, Section 14.20.17: Noise.

Policy IUP42 – Dublin Agglomeration Environmental Noise Action Plan

Support the pro-active management of noise in the County and to continue to work with the Dublin Local Authorities and relevant statutory agencies, through the implementation of measures to avoid, mitigate and minimise noise in accordance with the *Noise Action Plan for the County of Fingal 2018–2023* and the *Dublin Agglomeration Environmental Noise Action Plan 2018–2023* (and any subsequent plans).

Policy IUP43 – Working with Stakeholders

Continue to work alongside relevant stakeholders including the NTA, TII and the EPA to promote and improve safer noise protection infrastructure in line with population growth and traffic increases along all our national roads.

Objective IUO61 – Implementation of Noise Plans

Implement the relevant spatial planning recommendations and actions of the *Dublin Agglomeration Environmental Noise Action Plan 2018–2023* and the *Noise Action Plan for Dublin Airport 2019–2023* (or any subsequent plan), working in conjunction with relevant statutory agencies.

Objective IUO62 – Noise Sensitive Developments

Consider the location, design and construction of noise sensitive developments, to ensure they are protected from major noise sources, where practical, and to support and facilitate the monitoring and enforcement by Fingal's Environmental Health Department of noise reduction measures in areas experiencing excess noise.

Objective IUO63 – Noise Exposure Maps

Developments for noise sensitive uses shall have regard to the noise exposure maps contained within the *Fingal Noise Action Plan 2018 – 2023* or any supplementary mapping prepared by Fingal County Council, and developers shall be required to produce a noise impact assessment and mitigation plans, where necessary, for any new noise sensitive development within these areas.

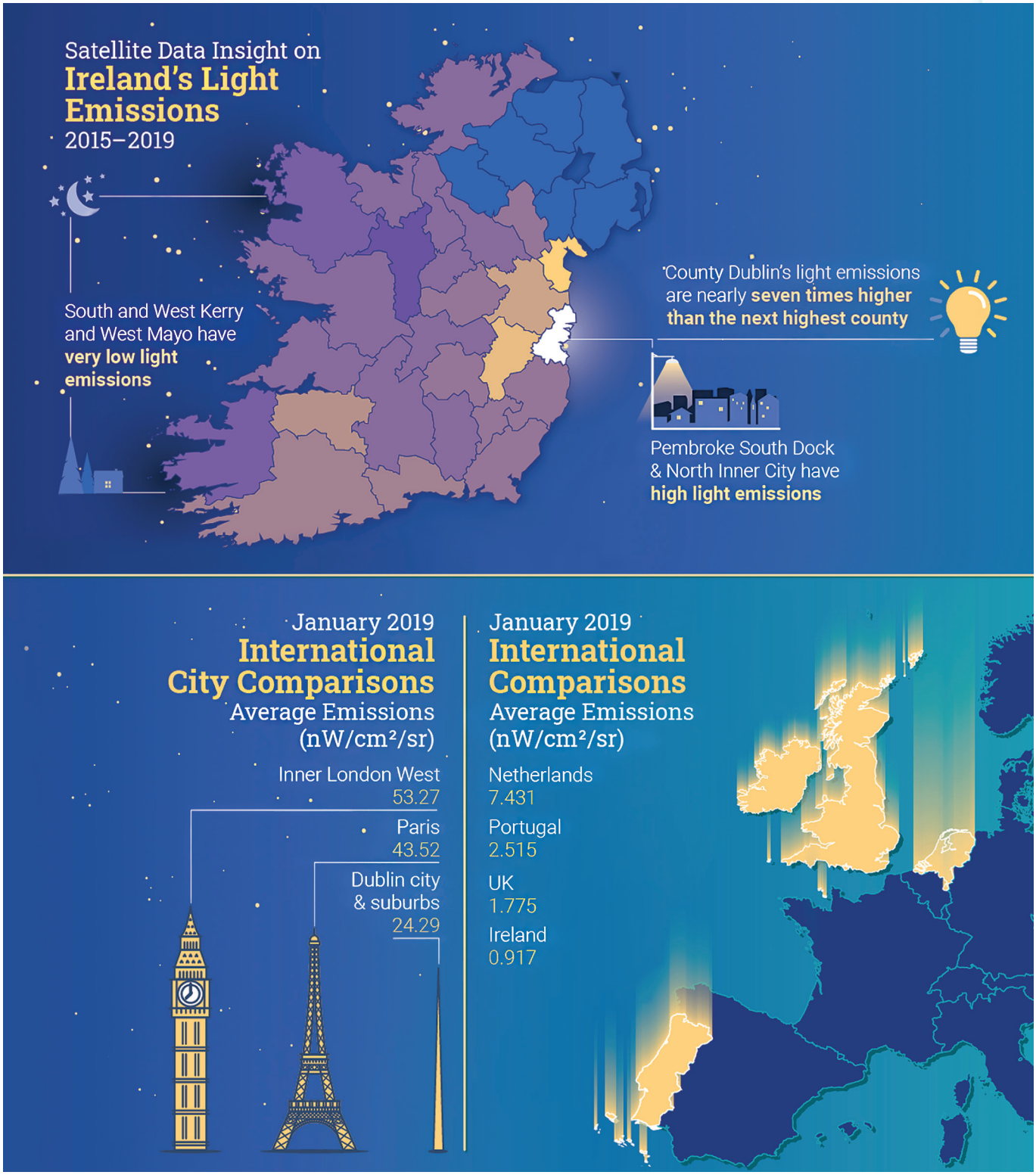
11.9.3 Light

Light pollution is increasing in the Fingal and the Eastern Region due to increasing levels of development. Light pollution can refer to skyglow (the brightening of the night sky over urban areas), light trespass (where light falls where it is not intended) or light glare (where light is excessively bright). At present there are no Irish Guidelines in relation to the control of light pollution. Adequate lighting is essential for a safe and secure environment. However, light spillage from excessive or poorly designed lighting is increasingly recognised as a potential nuisance to surrounding properties and a threat to light-sensitive wildlife. While Fingal has large areas of rural and coastal character, including river corridors, which are particularly sensitive to light pollution.

Artificial light is important for businesses, homes, roads and recreational purposes, however, the inappropriate or excessive use of artificial light, especially blue light, can be harmful to wildlife, particularly nocturnal species and on human health due to sleep disruption. Where proposals for new lighting require planning consent, the Council will ensure that they are carefully and sensitively designed.

An Phríomh-Oifig Staidrimh Central Statistics Office

Estimating artificial light in Ireland from satellite imagery



Source: Dark Sky Ireland

According to a recent study by the CSO, *'How Dark is your Sky?' Estimating Artificial Light in Ireland from Satellite Imagery, 2015–2019*, Dublin has artificial light emissions close to seven times higher than any other County. This is based on a study of satellite data over a 5 year period. Artificial Light at Night (ALAN) is a matter of increasing public interest. In recent years, concerns about excessive levels of artificial lighting have driven research and legislation in countries including France and the UK.

Having regard to the predominantly rural nature of Fingal, the County is sensitive to light pollution. Sky glow can ultimately affect the tranquility associated with rural areas. Light pollution not only has an effect on humans but also can have a negative impact on biodiversity by affecting the normal diurnal patterns of plants and animals. Effects of impacts on biodiversity are apparent when birds sing or feed after dark.

In general, sports pitches and security lighting are probably the biggest cause of nuisance. Equally, unnecessary light spillage is wasted light, which in turn is wasted energy, resulting in the unnecessary release of CO_2 into the atmosphere.

Without good design, planning and policy for reducing light pollution, there is a real risk of losing these natural heritage sites across the country. This Plan includes policies to protect areas from light pollution and light spillage from flood lights.

11.9.3.1 Public Lighting in Fingal

The drive to reduce both costs and carbon production from public lighting is leading to the national adoption of more energy efficient light emitting diode (LED) lighting. Due to the longevity of LED lamps (typically 25 years), any equipment installed now will have a long-term effect, so we have a responsibility to implement the best choice in terms of lighting as well as its wider impact based on an informed balance of current evidence.

There are environmental and health impacts with high temperature LEDs containing more 'blue-rich' light.

Fingal will promote the adoption of lower temperature (warmer colour) lighting, which provides the best balance of cost saving, road and personal safety through better balanced light and improved perception, as well as reducing environmental impact. Fingal will continue to have regard to best practice in public lighting.

Policy IUP44 – Light Pollution

Promote appropriate lighting installations, availing of best practice as published by the relevant authority, designed to minimise light pollution / unwanted environmental effects while maximising the light reaching the public realm.

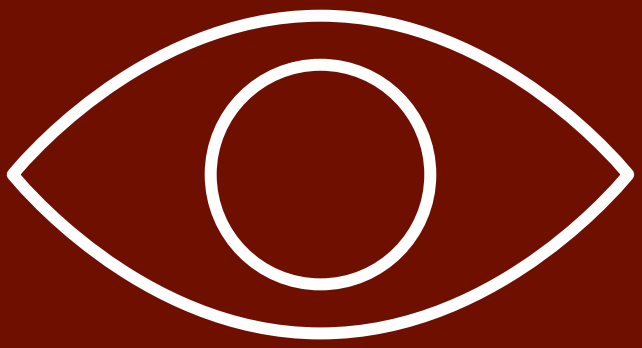
Objective IUO64 – Design of Lighting Schemes

Require that the design of lighting schemes minimises the incidence of light spillage or pollution into the surrounding environment and new schemes shall ensure that there is no unacceptable adverse impact on neighbouring development, visual amenity and biodiversity in the surrounding areas.

Objective IUO65 – Lighting: New Developments

Require that new developments are appropriately lit and that all public and external lighting in new residential and commercial developments use highly energy efficient luminaires, with the use of energy saving strategies (such as dimming in line with nationally agreed tariffs) encouraged.

12. IMPLEMENTATION AND MONITORING



12.1 Introduction

The implementation and delivery of the Fingal Development Plan is a key objective of Fingal County Council, and it is acknowledged that this requires a concerted range of actions by the entire organisation in order to ensure that the policies and objectives of the Plan are fully implemented. The Plan sets out the Council's vision and strategic overview, including policies and objectives that will guide the sustainable future growth of Fingal.

The Council will utilise its wide range of statutory powers and responsibilities to achieve and implement the objectives of the Plan. It is also acknowledged that the implementation of objectives may take a number of plan cycles to be fully realised.

While the Council will take a leadership role in the implementation and delivery of key policies and objectives in the Plan, it will also require the continued engagement and collaboration with local communities, relevant stakeholders and adjoining Local Authorities. This collaboration is imperative to achieving desired results and ensuring the successful implementation of specific policies and objectives. The Council, through collaboration with communities and networks, such as the Public Participation Network, Social Inclusion Community and Activation Programme, the Fingal Local Community Development Committee, and Fingal Comhairle na nÓg, will develop on-going engagement processes for the implementation of the Development Plan.

Fingal County Council will carry out a 2-year progress report on the Plan, where each specific objective is identified and progress on implementation of same recorded. The Council will also continue to engage with the Eastern and Midlands Regional Assembly and report on progress made in supporting the objectives of the RSES and MASP in accordance with Section 25A (1) of the *Planning and Development Act, 2000 (as amended)*.

12.2 Implementation

A key mechanism for the implementation and monitoring of policies and objectives of the Plan is through the Development Management process, which includes information regarding the number of planning applications, units permitted and constructed etc.

During the implementation phase, proactive measures will be taken to enable the delivery of the housing targets outlined in the Core Strategy. The policies and objectives of the Plan are aligned with the principles of compact growth as stipulated in the NPF and RSES. Active land management measures including the implementation of the vacant site levy on all vacant residential and regeneration lands as set out in the *Urban Regeneration and Housing Act 2015 (as amended)* are key means to implement the Plan. Local Area Plans, Masterplans and Framework Plans will provide a further range of mechanisms to secure active land management.

In addition, the *Fingal Urban Capacity Study 2021* undertaken to inform the preparation of the Plan and constituting a snapshot in time of potential opportunities for consolidation within existing settlements, has identified a range of sites of varying size within villages, towns and large urban centres which offer the possibility of significant residential delivery on greenfield, brownfield, vacant and underutilised lands. This study and the resulting Masterplans and Framework Plans for chosen areas will be key factors in the implementation of the policies and objectives of the Plan.

The Council will continue to secure funding from state and other investment programmes to support the implementation of the policies and objectives of the Plan, including funding under the Rural and Urban Regeneration and Development Funds.

Fingal County Council seeks to promote the implementation of the Plan in a rational and sequential manner. It is also an aim to ensure that developments are appropriately phased and that essential facilities, such as active travel infrastructure, roads infrastructure, water, sewerage, schools and community facilities, are secured and provided in conjunction with proposed developments.

The implementation of the policies and objectives of the Plan and the delivery of desired planning outcomes, may be subject to a range of external factors, most notably wider economic circumstances and availability of resources.

12.3 Monitoring

The implementation and monitoring system is intended to function as a formal feedback loop. The framework will form an evidence-based input and integrate with the review process of the subsequent Fingal Development Plan 2029–2035. This framework is also designed to assist the Planning Authority in preparing reports in meeting its statutory requirements, including:

- The 2 Year Review of the 2023–2029 Fingal Development Plan.
- Report to the Regional Assembly setting out progress made in supporting objectives of the RSES.
- Plan Monitoring in accordance with Part 10 of the Development Plans Guidelines for Planning Authorities – June 2022.

Fingal County Council will prepare an Annual Development Plan Monitoring Report on the Core Strategy. New housing development activity will be monitored and the report will illustrate the development trends being experienced at settlement level and assess the consistency of such trends with the agreed housing and population targets as set out in the Core Strategy of the Plan. This information will be sourced from internal processes such as Development Management planning data and external sources such as the CSO.

Fingal County Council also plays an important role on the Dublin Housing Supply Coordination Task Force, an initiative of the Government's *Construction 2020 – A Strategy for a Renewed Construction Sector*. The task force comprises the four Dublin Local Authorities, Department of Housing, Local Government and Heritage, and a number of other bodies. Fingal County Council compiles regular updates on residential developments completed, under construction and those currently in the planning system, such as current planning applications, in order to monitor the delivery of housing units and the quantum of 'ready to go' and potential development sites in the County.

Article 10 of the SEA Directive requires monitoring of the significant environmental effects of the implementation of the Plan in order to identify, at an early stage, unforeseen adverse effects and to enable appropriate remedial action to be undertaken. While the monitoring system set out below incorporates some monitoring of environment related objectives, the full and comprehensive monitoring and evaluation assessment, required to be undertaken under Article 10 of the SEA Directive, is set out in the Strategic Environmental Assessment that accompanies the Plan.

Every effort has been made to formulate policies and objectives in the Plan that are SMART (Specific, Measurable, Assignable, Realistic and Time-related). However, it is acknowledged that not all policies and objectives may be measured in easily identifiable quantitative values. The intention of many of the policies included in the Plan are wide ranging and many polices are intended to facilitate and support a chosen outcome, rather than act as a direct means of delivering the outcome. Numerous policies and objectives relate to the Development Management process which will be implemented through established internal processes and procedures.

The Implementation and Monitoring System seeks to align, where possible, the right indicators that appropriately reflect and measure whether a policy and objective is being achieved. Given the number, complexity and long-term nature of some of the policies and objectives, it is not necessarily practical to indicate progress on each individual one. A monitoring system has been established to provide a greater level of understanding as to whether and to what extent the policies and objectives of the Plan are being realised. This system provides for the assessment of activity over the lifetime of the Plan, which includes qualitative and quantitative measures of the policies and objectives. The Implementation and Monitoring System for the Plan is set out in Section 12.4 below.

12.4 Implementation and Monitoring System

Chapter 2 – Planning for Growth

Policy	Implementation	Monitoring (key performance indicator/data source)
Policy CSP1 – Core Strategy	Planning and Strategic Infrastructure Department.	Ensure sufficient lands are zoned. Implement a robust monitoring process for all housing delivery for each settlement. Create and maintain a database of land zoned for residential development that has not yet been developed. New dwelling completions. Data Source: Planning data (APAS), Housing Task Force returns, CSO data.
Policy CSP2 – Compact Growth and Regeneration	Planning and Strategic Infrastructure Department	Percentage of new dwelling completions and employment generating developments within all settlements and urban areas in Fingal. Data source: Planning data (APAS), GeoDirectory
Policy CSP14 – Consolidation and Re-Intensification of Infill/ Brownfield sites	Planning and Strategic Infrastructure Department	Percentage of new dwelling completions and employment generating developments within all settlements and urban areas in Fingal. Data source: Planning Data (APAS), Housing Task Force returns, dwelling completions (CSO), Census 2022 data, GeoDirectory

Policy CSP3 – Strategic Development Areas and Corridors	Planning and Strategic Infrastructure Department, infrastructure providers.	Percentage of development within the residential and employment growth areas identified in the MASP. Source: Planning data, Housing Task Force returns, CSO data, Geodirectory
Policy CSP11 – Lands for employment	Planning and Strategic Infrastructure Department and Economic, Enterprise & Tourism Development Department, LECP	Monitor quantum of employment lands developed. Focus on high-capacity public transport nodes. Data source: Planning data (APAS), GeoDirectory.
Policy CSP13 – Addressing Infrastructural Deficits, CSP18 – Promotion of Residential development	Planning and Strategic Infrastructure Department and other Fingal Departments, infrastructure providers.	New dwelling completions. Information on infrastructural deficits. Data Source: Various
Policy CSP19, CSP20 and CSP21, CSP22 – Dublin City and Suburbs	Planning and Strategic Infrastructure Department, other Fingal Departments and infrastructure providers.	New dwelling completions and employment in these areas. Higher densities and implement *Town Centre First: A Policy Approach for Irish Towns.* *Data Source: Various.*
Policy CSP26, CSP27, CSP28, CSP29, CSP30 – Key Town (Swords)	Planning and Strategic Infrastructure Department, other Fingal Departments and infrastructure providers.	Implementation of key recommendations arising from the Sustainable Swords project. Regeneration of underused town centre lands/infill sites. Preparation of a LAP for the strategic landbank at Lissenhall. Support delivery of MetroLink. New dwelling completions and employment. Data Source: Various.
Policy CSP31, CSP32, CSP33 – Self-Sustaining Growth Towns	Planning and Strategic Infrastructure Department and other Fingal Departments	Deliver strategic development areas identified in the MASP. Data Source: Planning data (APAS), Geodirectory, census data
Policy CSP33, CSP34, CSP35, CSP36, CSP37 – Self-Sustaining Towns	Planning and Strategic Infrastructure Department and other Fingal Departments	New dwelling completions and commercial developments/activity. Implement settlement strategy. Data Source: Planning data (APAS), Geodirectory, census data

Policy CSP42, CSP43, CSP44, CSP45 – Rural Towns and Villages	Planning and Strategic Infrastructure Department and other Fingal Departments	Direct rural generated housing demand to villages/ rural clusters, encourage re-use and rehabilitation of existing housing stock, promote attractive and vibrant villages, commercial development to village centres. Data Source: Planning data (APAS), census data.
Policy CSP46, CSP47 – Rural Clusters and Rural Area Policies	Development Management	Implement the Rural Settlement Strategy Data Source: Planning Data (APAS), census data.

Chapter 3: Sustainable Placemaking and Quality Homes

Policy	Implementation	Monitoring (key performance indicator /data source)
Policy SPQHP1, SPQHP2 – Healthy Placemaking and Balanced Sustainable Communities	Fingal County Council Departments: Planning & Strategic Infrastructure Department / Housing Department/ Operations Department/ Community & Sports Department Economic, Enterprise, Tourism and Cultural Department	Fingal County Council Capital Programme (3 year rolling Programme), State funding streams (incl. URDF) Active Land Management including LAPs, Frameworks Plans, Part VIII Development, Planning Applications. Data Source: Fingal's Capital Programme, Future Departmental Work Programmes, Planning Application Data.
Policy SPQHP3, SPQHP4, SPQHP5, SPQHP6 – Successful Public Realms including Town Centre First Strategies	Fingal County Council Departments: Planning & Strategic Infrastructure Department / Housing Department/ Operations Department/ Economic, Enterprise, Tourism and Cultural Department	Implementation of Planning Schemes including Sustainable Swords, Rush Urban Framework Plan and Our Balbriggan supported by Fingal's Capital Programme and State funding streams (incl. URDF). Data Source: Fingal's Capital Programme, Departmental Work Programmes, Planning Application Data.
Policy SPQHP9, SPQHP10 – Core Strategy and Housing Growth; Support Compact Growth	Planning and Strategic Infrastructure Department, Housing Department	New dwelling completions. Data Source: CSO dwelling completions, Housing Taskforce Returns, Planning Applications data.

Policy SPQHP11, SPQHP13, SPQHP14 – Ensuring Housing Supply	Planning and Strategic Infrastructure Department	New dwelling completions. Data Source: CSO dwelling completions, Housing Taskforce Returns, Planning Applications data.
Policy SPQHP20, QHP21 – Adaptable and Flexible Housing; Accessibility	Housing Department	Ensure Implementation of the Age Friendly Principles and Guidelines for the Planning Authority 2020, the Fingal Age Friendly Strategy 2018–2023, and the Fingal Traveller Accommodation Programme 2019–2024, (Preparation of updated Fingal Age Friendly Strategy and Traveller Accommodation Programmes as necessary) Data Source: Implementation of Fingal Age Friendly Strategy and Traveller Accommodation Programme
Policy SPQHP35 – Quality of Residential Development	Planning and Strategic Infrastructure Department, Housing Department	Adherence to S28 Planning Guidelines and SPPR's. Part VIII development in compliance with Section 28 Guidelines. Data Source: Planning Applications Data
Policy SPQHP39, SPQHP40, SPQHP41 – Compact Growth, Consolidation and Regeneration; Co-Ordinated Development; Upper Floor Use		Percentage of residential development within or contiguous to Dublin City and Suburbs, new dwelling completions. Data Source: CSO dwelling completions, Housing Taskforce Returns.
Policy SPQHP43, SPQH44 – Areas in Need of Renewal; Inclusiveness	Planning and Strategic Infrastructure Department/ Housing Department.	Implementation of Planning Schemes including Sustainable Swords and Our Balbriggan supported by Fingal's Capital Programme and State funding (incl. URDF) Number of sites included on Vacant Sites Register Data Source: Fingal's Capital Programme, Departmental Work Programme, Vacant Sites Register, Planning Applications Data.

Policy, SPQHP46, SPQHP47, SPQH P48, SPQHP49, SPQHP50, SPQHP51 – Rural Fingal Settlement Strategy	Planning and Strategic Infrastructure Department	Applications granted planning permission on lands zoned RV, RC, RU, HA and GB within Rural Fingal. Data Source: Planning Applications Data (APAS).

Chapter 4 – Community Infrastructure and Open Space

Policy	Implementation	Monitoring (key performance indicator /data source)
Policy CIOSP1 – Community and Social Infrastructure	Fingal County Council/ Planning Department/ Community, Culture & Sports/Parks Department	Preparation and implementation of a Fingal cross-departmental community facilities and social infrastructure audit of the county. Implementation of Corporate Plan and LECP. Data Source: Community facilities and social infrastructure audit, corporate plan and LECP.
Policy CIOSP2 – Community and Social Infrastructure Audits	Development Management	Evidence based data presented to Planning Authority to make informed decision on facilities required/or not. Consultation with Community, Culture and Sports Department Data Source: Planning data and results of community and social infrastructure audits, Community, Culture and Sports Department
Policy CIOSP3 – Timely provision of community facilities	Development Management/ Community, Culture & Sports Department	Evidence based data presented to Planning Authority to make informed decision on facilities required/or not. Data Source: Planning data and results of community and social infrastructure audits and Community, Culture and Sports Department (FCC community facilities and social infrastructure audit).
Policy CIOSP4, CIOSP6 – Social inclusion	Planning and Strategic Infrastructure Department/ Community Culture & Sports	Implementation of Corporate Plan and LECP. Data Source: community facilities and social infrastructure audit, corporate plan and LECP.

Policy CIOSP8, CIOSP14 – Sports Facilities	Planning and Strategic Infrastructure Department/ Community Culture & Sports	Preparation and implementation of a Fingal cross-departmental community facilities and social infrastructure audit of the County. Implementation of LECP. Implementation of the Sports and Recreation Facilities Audit 2021 for the local electoral areas of Balbriggan, Swords, Rush-Lusk. Data Source: Planning data and results of community and social infrastructure audits community facilities and social infrastructure audit, LECP, Sports and Recreation Facilities Audit 2021.
Policy CIOSP9 – Education and Health	Development Management and the Department of Education	As facilities are required. Evidence based data presented to Planning Authority to make informed decision on facilities required/or not. Preparation and implementation of a Fingal cross-departmental community facilities and social infrastructure audit of the county. Implementation of The Provision of Schools and the Planning System: A Code of Practice 2008. Data Source: Planning data (APAS) and results of community and social infrastructure audits, Department of Education, CSO.
Objective CIOSO25 – Healthcare Facilities	Development Management, private and public health care providers	Evidence based data presented to Planning Authority to make informed decision on facilities required/or not. As facilities are required. Preparation and implementation of a Fingal cross-departmental community facilities and social infrastructure audit of the county. Source: Planning data (APAS) and results of community and social infrastructure audits, HSE Data.

Policy CIOSP10 – Childcare Facilities	Development Management/ Community, Culture & Sports Department	Planning applications for residential and mixed-use developments. Evidence based data presented to Planning Authority to make informed decision on facilities required/or not. Preparation and implementation of a Fingal cross-departmental community facilities and social infrastructure audit of the County. Implementation of the Childcare Facilities: Guidelines for Planning Authorities 2001. Data Source: Fingal Childcare Committee, Planning data and results of community and social infrastructure audits, Community audits.
Policy CIOSP11 – Libraries	Planning and Strategic Infrastructure Department/ Community Culture & Sports and Libraries Department	Implementation of the Fingal Libraries Development Plan 2018–2023 or any superseding document. Data Source: Planning data and results of community and social infrastructure audits. Community, Culture and Sports Department
Objective CIOSO31 – Places of Worship	Development Management	As facilities are required. Data source: Planning data (APAS).
Policy CIOSP12 – Burial Grounds	Planning and Strategic Infrastructure Department and Operations section/ Environment Section	As facilities are required. Data source: Various
Objective CIOSO35 – Fire Stations	Fingal County Council and Dublin Fire Brigade	As facilities are required in consultation with Dublin Fire Brigade. Data Source: Consultation with Dublin Fire Brigade
Policy CIOSP13 – Open Space/ Parks	Planning and Strategic Infrastructure Department – Development Management and Parks & Green Infrastructure Division	Planning applications. Implementation Fingal Public Open Space and Play Space Hierarchy and Accessibility Standards.

Chapter 5 – Climate Action

Policy/Objective	Implementation	Monitoring (key performance indicator/data source)
Objective CAO2 – Fingal County Council Climate Change Action Plan	Implementation of the Action Plan through a 'whole-of-Council' approach led by the FCC Climate Action Team.	Annual monitoring and updating of the FCC Climate Change Action Plan with a review and revision every five years. Data sources: Various.
Objective CAO3 – Quantification of Greenhouse Gases	Consistency with the RSES Regional Policy Objectives relating to climate.	Prepare a Report setting out progress made in supporting the objectives of the RSES – in accordance with Section 25A(1) of The Act. Data sources: Various.
Policy CAP13 – Energy from Renewable Sources	Development Management	Number of planning applications for strategic renewable energy infrastructure. Data source: Planning data (APAS).
Policy CAP18 – Waste Heat, District Heating and Decentralised Energy	Policy-making	Preparation of a Council-wide District Heating/Waste Heat policy for the County.
Policy CAP21 – Decarbonising Zones	Policy-making	Number of Decarbonising Zones within the County, which will be advanced by the FCC Climate Action Team
Policy CAP22 – Strategic Energy Zones	Consistency with the RSES Regional Policy Objectives relating to climate.	Prepare a Report setting out progress made in supporting the objectives of the RSES – in accordance with Section 25A(1) of The Act. Data sources: Various.
Policy CAP27 – Electric Vehicles	Development management and operational works.	Increase in the number of electric powered vehicle recharging parking bays across the County. Data source: Various.
Policy CAP31 – Coastal Monitoring	Development management, Plan-making and operational works.	Identification of areas at risk of Coastal Erosion and number of planning applications for coastal protection measures.

Chapter 6 – Connectivity and Movement

Policy/Objective	Implementation	Monitoring (key performance/data source)
Policy CMP1 – Decarbonisation of Motorised Transport	Co-ordination with relevant stakeholders including NTA and TII, Plan-Making and Development Management.	Change in transport modal share for travel to work, school and college, progress with regard the delivery of NTA Transport Strategy including NTA GDA Cycle Network Plan and TII Policy, FCC walking and cycling schemes and active travel programmes including permeability and public realm projects and behavioural change initiatives, Safe Routes to School Programme and participation in Green Schools initiatives and implementation of EV charging points and implementation of maximum parking standards. To project the potential carbon emissions from major road projects and upgrades and cross reference projections based on road monitoring data after construction. Data source: POWSCAR data from next census and review of national transport agency projects/ programmes, Fingal County Council active travel schemes and programmes and Planning and Strategic Infrastructure Department.
Policy CMP3 – Integrated Land Use and Transport Approach	Co-ordination with relevant stakeholders, Plan-making and Development Management.	Spatial Analysis, location of permitted residential development and proximity to sustainable modes of transport. Data source: Housing Task Force, Planning Data (APAS)
Policy CMP5 – Mobility Management and Travel Planning	Co-ordination with relevant stakeholders and Development Management.	Submission and implementation of mobility management/ travel plans for large proposals. Data source: Planning Data (APAS) and Planning and Strategic Infrastructure Department.
Policy CMP7 – Pedestrian and Cycling Network	Co-ordination with relevant stakeholders including NTA and TII.	Change in transport modal share for travel to work, school and college, progress with regard the delivery of NTA Transport Strategy including NTA Cycle Network Plan, Fingal County Council walking and cycling schemes and active travel programmes including permeability and public realm projects, Safe Routes to School Programme and participation in Green Schools initiatives. Data source: POWSCAR data from next census and review of national transport agency projects/ programmes, Fingal County Council active travel schemes and programmes and Planning and Strategic Infrastructure Department.

Policy CMP8 – Greenway Network	Co-ordination with relevant stakeholders including NTA and TII and other Local Authorities.	Change in transport modal share for travel to work, school and college, progress with regard the delivery of NTA Transport Strategy including NTA Cycle Network Plan and Fingal County Council Greenway schemes. Data source: POWSCAR data from next census and review of national transport agency projects/ programmes and Fingal County Council Greenway schemes and Planning and Strategic Infrastructure Department.
Policy CMP18 – Public Transport	Co-ordination with relevant stakeholders including NTA and TII, Plan-making and Development Management.	Change in transport modal share for travel to work, school and college, progress with regard the delivery of NTA Transport Strategy and TII policy. Data source: POWSCAR data from next census and review of national transport agency projects/ programmes, Planning and Strategic Infrastructure Department and Planning Data (APAS).
Policy CMP20 – Public Transport Interchange	Co-ordination with relevant stakeholders including NTA and TII, Plan-making and Development Management.	Progress with regard the delivery of public transport interchanges and NTA Strategy. Data source: NTA and Planning and Strategic Infrastructure Department.
Policy CMP21 – Park and Ride	Co-ordination with relevant stakeholders including NTA and TII, Plan-making and Development Management.	Progress with regard the delivery of NTA Strategy. Data source: NTA, Planning and Strategic Infrastructure Department and Planning Data (APAS).
Policy CMP30 – Roads Infrastructure	Co-ordination with relevant stakeholders including TII, Plan-making and Development Management.	Progress with regard the delivery of TII policy, Implementation of Fingal County Council Transportation Schemes. Data source: TII, Planning and Strategic Infrastructure Department and Planning Data (APAS).
Policy CMP34 – Road and Street Design	Co-ordination with relevant stakeholders, Plan-Making and Development Management.	Consistency with DMURS. Data source: Monitor and Review Built Form, Planning Data (APAS) and Planning and Strategic Infrastructure Department.

Chapter 7 – Employment and Economy

Policy	Implementation	Monitoring (key performance/data source)
Policy EEP1 – Overarching policy for Employment and Economic Development	Development Management, Economic, Enterprise & Tourism Development Department, LECP	Employment Growth at Strategic Employment Locations, Planning data, preparation of new LECP and framework plans. Source: CSO data and FCC.
Policy EEP2, EEP7, EEP10 and EEP11 – Employment Lands	Development Management, Economic, Enterprise & Tourism Development Department, LECP, external providers	Lands developed for intensive employment purposes. Quantum and location of lands zoned. Employment Growth at Strategic Employment Locations/RSES. Data source: FCC, baseline data, CSO, LECP, Planning data (APAS)
Policy EEP3 – Maximising Fingal's Economic potential	Development Management, Economic, Enterprise & Tourism Development Department, LECP	Promotion, ensuring the provision of suitable lands, Employment Growth at Strategic Employment Locations consultation with adjacent local authorities. Data source: FCC, CSO, LECP, Planning data (APAS)
Policy EEP5 – Land extensive uses	Development Management	Development Management. Zoning requirements. Source: Planning data (APAS)
Policy EEP6 – Regeneration of employment areas	Development Management, Economic, Enterprise & Tourism Development Department, LECP, external providers.	Development Management. Preparation of Framework Plans for specific areas. Data Source: Planning data (APAS), FCC departments
Objective EEO18 – Office development	Development Management, Economic, Enterprise & Tourism Development Department, LECP, external providers.	Development Management. Data Source: Planning data (APAS)
Policy EEP13 – Changing work practices	Development Management, Economic, Enterprise & Tourism Development Department, LECP, external providers.	Development Management. Data Source: Planning data (APAS)

Policy EEP18 – Green Economy	Development Management, Economic, Enterprise & Tourism Development Department, LECP, external providers.	National, Regional and Local Energy data. Data source: CODEMA, CARO, CSO.
Policy EEP21 and EEP22 – Tourism	Planning and Strategic Infrastructure Department, Economic, Enterprise & Tourism Development Department	Development Management Standards/ FCC. Achievement of objectives of Tourism Statement of Strategy and Work Programme 2017–2022 Data source: FCC
Policy EEP23– Rural Economy	Planning and Strategic Infrastructure Department, Economic, Enterprise & Tourism Development Department	Employment Growth and Diversification in Rural Locations. Implementation of LEADER programme and Town and Village renewal schemes. Data source: Planning data, CSO, LECP, Dublin Rural LEADER Programme and Town and Village Renewal Scheme.
Policy EEP27 – Aggregate Extraction	Development management, Environment Section	Permissions/Completions/Development Management Standards. Data source: Planning Data (APAS).
Policy EEP28 – Agriculture	Planning and Strategic Infrastructure Department, Economic, Enterprise & Tourism Development Department	Safeguard agricultural identity. Promote diversification. Data Source: Planning data, Local Enterprise Office
Policy EEP32 – Retail	Development Management	DM standards. RSES retail strategy (or updated). Implement the requirements of the Guidelines for Planning Authorities: Retail Planning. Source: FCC Baseline Data, Planning Data (APAS).

Chapter 8 – Dublin Airport

Policy	Implementation	Monitoring (key performance indicator/data source)
Policy DAP1 – Dublin Airport Local Area Plan 2020	Development Management, Airport authorities and external bodies	Safeguard future development of the Airport to accommodate projected growth. Data source: Various
Policy DAP2 – Infrastructure Provision	FCC, Airport Authorities, NTA, TII	Capacity constraints identified. Accessibility to/from the Airport to be protected and enhanced. Delivery of key infrastructure projects required. Data Source: Various
Policy DAP3 – Economic Development	Development Management, Economic, Enterprise & Tourism Development Department (FCC), Airport authorities, employment providers	Monitor planning applications. FCC to continue to engage with daa and employment providers. Guidance from the LAP. Data source: various
Policy DAP4 – Transitioning to a low carbon economy	Development Management, Airport authorities.	Comply with the Climate Action Objectives and the Circular Economy and Waste Management Objectives in the Dublin Airport Local Area Plan 2020. Increasing the use of more sustainable modes of transport for access to and from the Airport. Large-scale developments required to address carbon emissions. Data source: Various
Policy DAP5 – Noise	Development Management, Aircraft Noise Competent Authority, airport stakeholders	Implementation of the Noise Action Plan for Dublin Airport 2019–23. Mitigate against the potential negative impact of noise from aircraft operations. Data Source: Various
Policy DAP8 – Community Engagement	Fingal County Council, Development Management, Airport stakeholders, local communities	Implement the strategy of the Special Policy Area of St. Margaret's. Facilitate consultation with all airport affected communities. Restrict housing development and permit extensions/improvements to existing properties. Data source: Planning data (APAS), Dublin Airport Environmental Working Group [DAEWG] and Community Liaison Group [CLG], ANCA, Airport stakeholders.
Policy DAP10 – Design	Development Management	Monitor proposals, ensuring high quality design for all airport developments. Data source: pre-planning, planning data (APAS), external consultants/architects.

Chapter 9 – Green Infrastructure and Natural Heritage

Policy/Objective	Implementation	Monitoring (key performance indicator/data source)
Policy GINHP1 – Resilient Design	Implementation Green Infrastructure principles through a 'whole-of-Council' approach.	Implementation of objectives set out in Chapter 9 and Chapter 14 of this Plan. Data source: Various.
Objective GINHO1 – Urban Greening Plans	Parks & Green Infrastructure Division, Planning & Strategic Infrastructure	Development and Implementation of Urban greening plans for Balbriggan, Swords and Dublin 15. Data sources: Parks and Green Infrastructure Division.
Policy GINHP5 – Green Infrastructure Network	Planning & Strategic Infrastructure Department	Development Management Compliance. Data source: Planning data (APAS).
Policy GINHP10 – Green Infrastructure and Development	Planning & Strategic Infrastructure Department	Development Management Compliance. Data source: Planning data (APAS).
Policy GINHP11 – Biodiversity Action Plan	Planning & Strategic Infrastructure Department Supported by National Climate Action Plan 2023, National Biodiversity Action Plan 2021 – 2025, the National Planning Framework (NPF) and the Eastern and Midlands Regional Spatial and Economic Strategy (RSES).	Preparation and implementation of new County Biodiversity Action Plan. Compliance with planning permissions. Data source: APAS, Biodiversity Plan reviews.
Policy GINHP12 – Protected Sites	Planning & Strategic Infrastructure Department	Screening for all planning applications and plans and appropriate assessment where required. Referral to the National Parks and Wildlife Service (NPWS) and other relevant prescribed bodies. Data source: APAS.

Policy GINHP14 – Biodiversity Net Gain	Parks & Green Infrastructure Division	Develop a planning guidance document on Biodiversity Net Gain. Data source: Biodiversity Officer
Policy GINHP19 – Ecological Buffer Zone	Parks & Green Infrastructure Division	Development of Ecological Plans for Rogerstown, Malahide and Baldoyle Estuaries. Data source: Biodiversity Officer
Policy GINHP20 – Ecological Corridors/ Mammal Ledges	Parks & Green Infrastructure Division	Development of Design Guidance for Ecological Corridors. Data source: Biodiversity Officer
Policy GINHP19 – Ecological Buffer Zones	Parks & Green Infrastructure Division	Development of Ecological Plans for Rogerstown, Malahide and Baldoyle Estuaries. Data source: Biodiversity Officer
Policy GINHP21 – Tree & Hedgerow Protection	Parks & Green Infrastructure Division	Development of Hedgerow Categorisation and Management Appraisal Tool. Data source: Parks and Green Infrastructure Division
Policy GINHP23 – Maintenance of Geological Sites	Planning & Strategic Infrastructure Department	Policies adhered to through Development Management. Data source: Planning Data (APAS) and Geological Survey of Ireland (GSI).
Policy GINHP25 – Preservation of Landscape Types	Planning & Strategic Infrastructure Department Compliance with the Landscape Character Assessment.	Development Management. Data Source: Landscape Character Assessment.
Policy GINHP27 – Howth and Liffey Valley Amenity Orders	Planning & Strategic Infrastructure Department	Policy adhered to in the relevant zoning and Special Amenity Area Orders (SAAO). Liffey Valley SAAO committee re-established. Data source: APAS and Coordination with South Dublin County Council.
Policy GINHP29 – Development and the Coast	Implementation coastal protection objectives through a 'whole-of-Council' approach.	Development Management. Data Source: Various

Objective GINHO83 – Dublin Bay Biosphere Nature Conservation Strategy	Implementation of Dublin Bay Biosphere Nature Conservation Strategy	Adherence to strategy policies and objectives. Data source: Dublin Bay Biosphere Partnership

Chapter 10 – Heritage, Culture and Arts

Policy/Objective	Implementation	Monitoring (key performance indicator/data source)
Policy HCAP1 – Fingal Heritage Plan	Implementation Heritage Plan through a 'whole-of-Council' approach.	Development Management. Referral of planning applications to Department of Housing, Local Government and Heritage. Data source: APAS, Heritage Plan reviews.
Objective HCAO2 – Protection of RMPs/SMRs	Planning & Strategic Infrastructure	Development Management. Referral of planning applications to Department of Housing, Local Government and Heritage. Data source: APAS (planning referrals).
Policy HCAP5 – Development Design	Planning & Strategic Infrastructure Department	Development Management Compliance. Data source: Planning data (APAS).
Policy HCAP6 – Promotion	Planning & Strategic Infrastructure Department Supported by National Heritage Plan (forthcoming), National Biodiversity Action Plan 2021–2025 and the Fingal Heritage Plan 2018–2023, the National Planning Framework (NPF) and the Eastern and Midlands Regional Spatial and Economic Strategy (RSES).	Implementation of the Fingal Heritage Plan. Adherence to Fingal Signage Guidance. Cultural heritage promotional activities Data source: Various.

Policy HCAP11 – Conservation of Architectural Heritage	Review of Record of Protected Structures (RPS) and Architectural Conservation Areas, Architectural Conservation Office	Review and update of RPS and ACAs. Data source: Architectural Conservation Office.
Policy HCAP13 – Retention of Protected Structures	Planning & Strategic Infrastructure Department, Architectural Conservation Office	Architectural Heritage Impact Statements Policies adhered to, through Development Management. Data source: Planning Data (APAS) and Architectural Conservation Office.
Policy HCAP14 – Architectural Conservation Areas	Planning & Strategic Infrastructure Department, Architectural Conservation Office	Referral of planning applications to Conservation officer and relevant prescribed bodies. Data source: Planning Data (APAS).
Policy HCAP17 – Maintenance and Energy Retrofitting	Architectural Conservation Office Supported by Fingal Climate Action Plan	Pilot project to demonstrate best practice energy retrofitting of historic buildings. Data source: Architectural Conservation Office and Built Heritage Policy, DHLGH.
Policy HCAP19 – Development and Historic Demesnes	Planning & Strategic Infrastructure Department, Architectural Conservation Office	Designed Landscape Appraisals through Development Management Data source: APAS and Architectural Conservation Office
Policy HCAP22 – Retention and Re-Use of Existing Building Stock	Planning & Strategic Infrastructure Department, Architectural Conservation Office	Audit and mapping of historic thatched buildings in Fingal. Development Management Data source: Architectural Conservation Office and APAS
Policy HCAP26 – Historic Townscapes	Planning & Strategic Infrastructure Department, Architectural Conservation Office	Study and mapping of historic street features. Development Management. Data source: Architectural Conservation Office and APAS

Policy HCAP27 – Recognition of Industrial Heritage	Planning & Strategic Infrastructure Department Architectural Conservation Office	Review of Fingal Industrial Heritage Survey. Development Management. Data source: Heritage Office, Architectural Conservation Office and APAS
Policy HCAP29 – Climate Change & Heritage	Implementation climate change and heritage objectives through a 'whole-of-Council' approach.	Development Management. Data Source: Various
Policy HCAP30 – Effects of Climate Change	Architectural Conservation Office	Pilot Risk Management Plan as a template for Council owned historic buildings. Data source: Architectural Conservation Office
Policy HCAP32 – Protection of Cultural Infrastructure	Planning & Strategic Infrastructure Department	Development Management. Data Source: Various
Policy HCAP36 – Language Heritage	Planning & Strategic Infrastructure Department	Development Management. Government Supported Designation. Data source: APAS
Policy HCAP37 – Fingal Arts Plan 2019–2025	Economic, Enterprise & Tourism Development Supported by Fingal Arts Plan 2019–2025	Provision and reuse of building for arts spaces and studios. Data Source: Fingal Arts Office

Chapter 11 – Infrastructure and Utilities

Policy	Implementation	Monitoring (key performance indicator/data source)
Policy IUP1 – Uisce Éireann – Water Services Infrastructure	Co-ordination with relevant stakeholders including Uisce Éireann, plan-making and operational works.	Delivery of strategic water and wastewater infrastructure. Data Source: Uisce Éireann
Policy IUP7 – Additional Water Source	Co-ordination with relevant stakeholders including Uisce Éireann, plan-making and operational works.	Delivery of strategic water and wastewater infrastructure. Data Source: Uisce Éireann
Policy IUP8 – Strategic Water Services Infrastructure	Co-ordination with relevant stakeholders including Uisce Éireann, plan-making and operational works.	Delivery of strategic water and wastewater infrastructure. Data Source: Uisce Éireann
Policy IUP10 – Water Conservation and Sustainable Urban Drainage (SuDS)	Planning Authority	Number of permissions for new developments which include the application of SuDS. Data Source: Planning Data (APAS), and inclusion of policy and objectives in area plans.
Policy IUP12 – Flood Risk Management	Co-ordination with relevant stakeholders including the OPW and Planning Authority.	Progression of the flood relief schemes approved in the ten-year Programme of Investment in Flood Relief Measures, and compliance with the Flood Risk Management Guidelines at site and plan level. Data Source: OPW data, EPA data, and Planning Data (APAS).
Policy IUP15 – Water Quality	Operational works and co-ordination with relevant stakeholders including Uisce Éireann, the EPA and Inland Fisheries Board.	Improve status of water bodies identified in the River Basin Management Plan for Ireland 2018 – 2021 and all updates thereof. Bathing water quality checks. Data Data Source: Water sampling

Policy IUP20 – Implementation of Existing Waste Management Policy	Planning Authority	Review standard planning conditions in relation to waste management policy. Data Source: Planning Data (APAS), Regional Waste Management Plan Reports, and planning conditions reviewed.
Policy IUP27 – Energy	Planning Authority	Planning permission for strategic energy infrastructure. Data Source: Planning data (APAS).
Policy IUP33 – Renewable Energy Networks and ICT Infrastructure	Implementation of the Action Plan through a 'whole-of-Council' approach led by the FCC Climate Team.	Annual monitoring and updating of the FCC Climate Change Action Plan with a review and revision every five years. Reduce energy demand in the County with support of EMRA, the Dublin Energy Agency (Codema), CARO through FCC CCAP 2019–2024. Data sources: Various
Policy IUP36 – Provision of Telecommunications /Digital Connectivity Infrastructure	Co-ordination with relevant stakeholders Planning Department	Number and percentage of households with access to broadband. Data source: 2022 Census.
Policy IUP41 – EPA and Air Quality	Planning Department and co-ordination with relevant stakeholders including the EPA	Air Quality Measurements and Monitoring. Data source: FCC and EPA
Policy IUP42 – Dublin Agglomeration Environmental Noise Action Plan	Planning Department and co-ordination with relevant stakeholders including the EPA	Noise monitoring and Review of Noise Action Plans. Data source: FCC and EPA

13. LAND USE ZONING

13.1 Introduction

The purpose of zoning is to indicate the land use objectives for all the lands within the County. Zoning aspires to promote the orderly development of the County by eliminating potential conflicts between incompatible land uses and to establish an efficient basis for investment in public infrastructure and facilities.

Zoning policy must also have regard to the strategic policies underlying the Development Plan. These include the principles of sustainable development and of consolidation, the integration of land-use and transportation planning and the maintenance of the quality of life within the County as a whole.

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.

The technical guidance notes to be used in the context of the adopted use classes are found in Appendix 7.

Objective ZO1 – Zoning Objectives and Vision

Secure the implementation of the zoning objective and vision applied to each area of the County.

13.2 Transitional Zonal Areas

The Development Plan maps show the boundaries between zones. While the zoning objectives and control standards indicate the different uses permitted in each zone, it is important to avoid abrupt transitions in scale and use in the boundary areas of adjoining land use zones. In dealing with development proposals in these contiguous transitional zonal areas, it is necessary to avoid developments that would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting residential areas or abutting residential development within predominantly mixed-use zones, particular attention must be paid to the use, scale and density of development proposals in order to protect the amenities of residential property.

Objective ZO2 – Transitional Zonal Areas

Have regard to development in adjoining zones, in particular, more environmentally sensitive zones, in assessing development proposals for lands in the vicinity of zoning boundaries.

13.3 Non-Conforming Uses

Throughout the County, there are uses which do not conform to the zoning objective of the area. These are uses which were in existence on 1st October 1964, or which have valid planning permissions, or which are un-authorised but have exceeded the time limit for enforcement proceedings. Reasonable intensification of extensions to and improvement of premises accommodating these uses will generally be permitted subject to normal planning criteria.

Objective ZO3 – Non-Conforming Uses

Generally, permit reasonable intensification of extensions to and improvement of premises accommodating non-conforming uses, subject to normal planning criteria.

13.4 Ancillary Uses

Planning permission sought for developments which are ancillary to the parent use, i.e. they rely on the permitted parent use for their existence and rationale, should be considered on their merits irrespective of what category the ancillary development is listed in the zoning objectives, vision and use classes section of this chapter.

Objective ZO4 – Ancillary Uses
Ensure that developments ancillary to the parent use of a site are considered on their merits.

13.5 Zoning Objectives, Vision and Use Classes

ZONING OBJECTIVE 'CI' COMMUNITY INFRASTRUCTURE

Objective

Provide for and protect civic, religious, community, education, health care and social infrastructure.

Vision

Protect and promote an inclusive County, accessible to all members of the community, facilitating the sustainable development of necessary community, health, religious, educational, social and civic infrastructure. A wide range of different community facilities, civic facilities and social services exist within the County ranging from those of regional importance such as education and health facilities, to those of local and neighbourhood importance such as places of worship, community centres and childcare facilities. It is important to facilitate the development and expansion of such services in order to deliver a quality environment whilst improving the quality of life for all.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Childcare Facilities	Community Facility	Cultural Facility
Education	Health Centre[19]	Hospital[19]
Open Space	Place of Worship	Residential Care Home[19]/
Retirement Home[19]	Sheltered Accommodation[19]	Utility Installations

Not Permitted		
Aparthotel	Abattoir	Aerodrome/Airfield
Agribusiness	Agricultural Buildings	Agricultural Farm Supplies
Agricultural Machinery Sales and/or Maintenance	Agri-Tourism	Air Transport Infrastructure
Amusement Arcade	Bed and Breakfast	Betting Office
Boarding Kennels	Builders Providers/Yard	Car Hire Holding Area

Not Permitted contd.		
Caravan Park – Holiday	Civic Waste Facility	Concrete/Asphalt
Data Centre	Enterprise Centre	Exhibition Centre
Fast Food Outlet/Take-Away	Farm Shop	Food, Drink and Flower Preparation/Processing
Fuel Depot/Fuel Storage	Funeral Home/Mortuary	Garden Centre
General Aviation	Golf Course	Guest House
Heavy Vehicle Park	High Technology Manufacturing	Holiday Home/Apartments
Home-Based Economic Activity	Hostel	Hotel
Industry – Extractive/ Quarrying	Industry – General	Industry – Light
Industry – High Impact	Logistics	Office ≤ 100 sqm
Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm	Park and Ride Facilities
Petrol Station	Plant Storage	Public House
Public Transport Station	Remote Work Hub	Research and Development
Residential	Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa
Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa
Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre
Retail Warehouse	Retail – Warehouse Club	Retirement Village
Road Transport Depot	Taxi Office	Vehicle Sales Outlet – Small Vehicles
Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing/ Maintenance Garage	Veterinary Clinic
Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)
Wholesale		

[19] *For public operators only*

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE 'DA' DUBLIN AIRPORT

Objective

Ensure the efficient and effective operation and development of the Airport in accordance with an approved Local Area Plan.

Vision

Facilitate air transport infrastructure and airport related activity/uses only (i.e. those uses that need to be located at or near the Airport). All development within the Airport area should be of a high standard reflecting the status of an international airport and its role as a gateway to the country and region. Minor extensions or alterations to existing properties located within the Airport area which are not essential to the operational efficiency and amenity of the Airport may be permitted, where it can be demonstrated that these works will not result in material intensification of land use.

Air Transport Infrastructure includes: aircraft areas, air traffic control/tower, ancillary health, safety and security uses, aprons, cargo handling, maintenance hangers, meteorology, retail – airside/duty free, runways, taxiways, terminals and piers.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Aerodrome/Airfield	Air Navigation Installations	Air Transport Infrastructure
Car Hire Holding Area	Cargo Yards	Carpark – Non-Ancillary
Childcare Facilities	Food, Drink and Flower Preparation/Processing[22]	Fuel Depot/Fuel Storage
General Aviation	Hotel	Logistics[18]
Office Ancillary to Permitted Use	Office ≤ 100 sqm[18]	Office > 100 sqm and < 1,000 sqm[18]
Office ≥ 1,000 sqm[18]	Open Space	Petrol Station
Place of Worship	Public House	Public Transport Station
Restaurant/Café	Retail – Local < 150 sqm nfa	Retail – Comparison > 500 sqm nfa[17]
Taxi Office	Telecommunications Structures	Training Centre[15]
Utility Installations	Warehousing[18]	

Not Permitted		
Abattoir	Agribusiness	Agricultural Buildings
Agricultural Farm Supplies	Agricultural Machinery Salesand/or Maintenance	Agri-Tourism

Not Permitted contd.		
Aparthotel	Bed and Breakfast	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Caravan Park – Holiday
Caravan Park – Residential	Casual Trading	Civic Waste Facility
Concrete/Asphalt	Dancehall/Nightclub	Education
Data Centre	Enterprise Centre	Farm Shop
Garden Centre	Golf Course	Guest House
High Technology Manufacturing	Holiday Home/Apartments	Home-Based Economic Activity
Hospital	Hostel	Industry – Extractive/ Quarrying
Industry – General	Industry – Light	Industry – High Impact
Park and Ride Facilities	Remote Work Hub	Residential
Residential Care Home/ Retirement Home	Residential Institution	Retail – Supermarket ≤ 2,500 sqm nfa
Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre
Retail Warehouse	Retail – Warehouse Club	Retirement Village
Sheltered Accommodation	Traveller Community Accommodation	Vehicle Sales Outlet – Small Vehicles
Vehicle Sales Outlet – Large Vehicles	Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)
Wholesale		

[15] *Airport and Air Transport Related Training Only*
[17] *Air-Side Only*
[18] *Air Transport Related Only*
[22] *Air Catering Only*

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

Note: The extent to which the Dublin Airport LAP relates is set out under the 'DA – Dublin Airport' zoning and includes any associated lands identified as part of the designation of airport noise zones, noise contours, airport approach areas, public safety zones or other zones identified as necessary for designation in order to maintain or increase the quality of life of neighbouring communities and foster compatibility between aviation activities and residential areas.

ZONING OBJECTIVE 'FP' FOOD PARK

Objective

Provide for and facilitate the development of a Food Industry Park.

Vision

Facilitate the development of a state-of-the-art Food Park incorporating the growing, preparation, processing, ripening, packaging, storing, distribution and logistics relating to food, drink, flowers and related products on lands adjacent to major transport infrastructure, operating at a national and international scale and optimising its strategic value to the regional economy. The park will be primarily devoted to developing value added opportunities within the food sector.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Agribusiness	Exhibition Centre[16]	Farm Shop[1]
Food, Drink and Flower Preparation/Processing	Logistics[16]	Office Ancillary to Permitted Use
Office < 550 sqm[16]	Open Space	Research and Development[16]
Restaurant/Café[5]	Retail – Local < 150 sqm nfa[5]	Sustainable Energy Installation[35]
Telecommunications Structures	Training Centre[16]	Utility Installations
Warehousing[16]	Wholesale[16]	

Not Permitted		
Aparthotel	Abattoir	Aerodrome/Airfield
Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance	Air Transport Infrastructure
Amusement Arcade	Bed and Breakfast	Betting Office
Boarding Kennels	Builders Provider/Yard	Burial Grounds
Car Hire Holding Area	Caravan Park – Holiday	Caravan Park – Residential
Cargo Yards	Carpark – Non-Ancillary	Casual Trading
Civic Waste Facility	Community Facility	Concrete/Asphalt
Conference Centre	Cultural Facility	Dancehall/Nightclub
Data Centre	Education	Fast Food Outlet/Take-Away
Funeral Home/Mortuary	Garden Centre	General Aviation

Not Permitted contd.		
Golf Course	Guest House	Health Centre
Health Practitioner	Heavy Vehicle Park	High Technology Manufacturing
Holiday Home/Apartments	Home-Based Economic Activity	Hospital
Hostel	Hotel	Industry – Extractive / Quarrying
Industry – General	Industry – Light	Industry – High Impact
Office ≥ 1,000 sqm	Park and Ride Facilities	Petrol Station
Place of Worship	Plant Storage	Public House
Public Transport Station	Recreational/Sports Facility	Remote Work Hub
Residential Care Home/ Retirement Home	Residential Institution	Retail – Convenience ≤ 500 sqm nfa
Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa
Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre
Retail Warehouse	Retail – Warehouse Club	Retirement Village
Road Transport Depot	Sheltered Accommodation	Taxi Office
Traveller Community Accommodation	Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles
Vehicle Servicing/ Maintenance Garage	Veterinary Clinic	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)		

[1] Farm shop of up to 500sq m. Any increase on this size will have to be justified in terms of overall zoning vision for the lands, traffic implications and public transport linkages
[5] To serve the local working population only
[16] Food Park related only
[35] Ancillary to main use and of an appropriate scale

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE 'GB' GREENBELT

Objective

Protect and provide for a Greenbelt.

Vision

Create a rural/urban Greenbelt zone that permanently demarcates the boundary (i) between the rural and urban areas, or (ii) between urban and urban areas. The role of the Greenbelt is to check unrestricted sprawl of urban areas, to prevent coalescence of settlements, to prevent countryside encroachment and to protect the setting of towns and/or villages. The Greenbelt is attractive and multifunctional, serves the needs of both the urban and rural communities, and strengthens the links between urban and rural areas in a sustainable manner. The Greenbelt will provide opportunities for countryside access and for recreation, retain attractive landscapes, improve derelict land within and around towns, secure lands with a nature conservation interest, and retain land in agricultural use. The zoning objective will have the consequence of achieving the regeneration of undeveloped town areas by ensuring that urban development is directed towards these areas.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Agricultural Buildings	Agri-Tourism	Bed and Breakfast[3]
Boarding Kennels[3]	Burial Grounds[29]	Childcare Facilities[3]
Community Facility	Farm Shop[20]	Golf Course
Guest House[3]	Health Practitioner[3]	Holiday Home/Apartments[7]
Office Ancillary to Permitted Use	Open Space	Recreational/Sports Facility
Research and Development[14]	Residential[4]	Restaurant/Café[13]
Veterinary Clinic[21]	Campsite[25]	

Not Permitted		
Advertising Structures	Aerodrome/Airfield	Agribusiness
Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance	Air Transport Infrastructure
Amusement Arcade	Betting Office	Builders Provider/Yard
Car Hire Holding Area	Caravan Park – Residential	Cargo Yards
Concrete/Asphalt	Conference Centre	Dancehall/Nightclub
Data Centre	Enterprise Centre	Exhibition Centre

Not Permitted contd.		
Fast Food Outlet/Take-Away	Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage
Funeral Home/Mortuary	General Aviation	Health Centre
Heavy Vehicle Park	High Technology Manufacturing	Hospital
Industry – General	Industry – Light	Industry – High Impact
Logistics	Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm
Office ≥ 1,000 sqm	Plant Storage	Public House
Remote Work Hub	Residential Care Home/ Retirement Home	Residential Institution
Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa
Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail Warehouse
Retail – Warehouse Club	Retirement Village	Road Transport Depot
Sheltered Accommodation	Taxi Office	Training Centre
Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing/ Maintenance Garage
Warehousing	Waste Disposal and Recovery Facility (High Impact)	Wholesale

[3] Where the use is ancillary to the use of the dwelling as a main residence
[4] Subject to compliance with the Rural Settlement Strategy
[7] Only permitted where the development involves conversion of a protected structure
[13] Ancillary to tourism uses or conversion of protected or vernacular structures where appropriate
[14] Rural related research and development only
[20] Only where the bulk of the produce is produced on the farm
[21] Only where a demonstrated need to locate in a rural environment because of the nature of the clinic required is established
[25] No static mobile homes or permanent structures (unless ancillary to the operation of the campsite) shall be permitted
[29] And appropriately scaled ancillary facilities

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

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.

USE CLASSES RELATED TO ZONING OBJECTIVE

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	

Not Permitted		
Aparthotel	Abattoir	Aerodrome/Airfield
Agri-Tourism	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Boarding Kennels
Burial Grounds	Caravan Park – Holiday	Caravan Park – Residential
Concrete/Asphalt	Cultural Facility	Dancehall/Nightclub
Education	Exhibition Centre	Farm Shop
General Aviation	Golf Course	Guest House
Health Practitioner	Holiday Home/Apartments	Hospital
Hostel	Hotel	Industry – Extractive / Quarrying
Office ≥ 1,000 sqm	Place of Worship	Public House
Residential[28]	Residential Care Home/ Retirement Home	Residential Institution
Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa
Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre
Retail Warehouse	Retail – Warehouse Club	Retirement Village
Sheltered Accommodation	Traveller Community Accommodation	Waste Disposal and Recovery Facility (High Impact)

[5]To serve the local working population only

[28]Except where a person who is an immediate member of a family in the immediate area who has not been granted permission for a dwelling previously, and is considered to have a need to reside adjacent to the family home by reason of that person's exceptional health circumstances

[35]Ancillary to main use and of an appropriate scale

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE 'HA' HIGH AMENITY

Objective

Protect and enhance high amenity areas.

Vision

Protect these highly sensitive and scenic locations from inappropriate development and reinforce their character, distinctiveness and sense of place. In recognition of the amenity potential of these areas opportunities to increase public access will be explored.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Agri-Tourism	Bed and Breakfast[3]	Boarding Kennels[3]
Burial Grounds[29]	Childcare Facilities[3]	Farm Shop[20]
Guest House[3]	Health Practitioner[3]	Holiday Home/Apartments[7]
Office Ancillary to Permitted Use	Open Space	Residential[4]
Restaurant/Café[13]		

Not Permitted		
Abattoir	Advertising Structures	Aerodrome/Airfield
Agribusiness	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Air Transport Infrastructure	Amusement Arcade	Betting Office
Builders Provider/Yard	Car Hire Holding Area	Caravan Park – Residential
Cargo Yards	Casual Trading	Civic Waste Facility
Concrete/Asphalt	Conference Centre	Dancehall/Nightclub
Data Centre	Enterprise Centre	Exhibition Centre
Fast Food Outlet/Take-Away	Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage
Funeral Home/Mortuary	General Aviation	Health Centre
Heavy Vehicle Park	High Technology Manufacturing	Hospital
Industry – General	Industry – Light	Industry – High Impact
Logistics	Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm

Not Permitted contd.		
Office ≥ 1,000 sqm	Park and Ride Facilities	Petrol Station
Place of Worship	Plant Storage	Public House
Public Transport Station	Remote Work Hub	Research and Development
Residential Care Home/ Retirement Home	Residential Institution	Retail – Local < 150 sqm nfa
Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa
Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa
Retail – Factory Outlet Centre	Retail Warehouse	Retail – Warehouse Club
Retirement Village	Road Transport Depot	Sheltered Accommodation
Taxi Office	Training Centre	Traveller Community Accommodation
Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing/ Maintenance Garage
Veterinary Clinic	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)	Wholesale	

[3] *Where the use is ancillary to the use of the dwelling as a main residence*
[4] *Subject to compliance with the Rural Settlement Strategy*
[7] *Only permitted where the development involves conversion of a protected structure*
[13] *Ancillary to tourism uses or conversion of protected or vernacular structures where appropriate*
[20] *Only where the bulk of the produce is produced on the farm*
[29] *And appropriately scaled ancillary facilities*

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

Nothing in this Development Plan Zoning Matrix (Use Classes related to HA Zoning Objective) shall disallow proposals for:

i. Future renewal, improvement, redevelopment of the established historic building stock within St.Ita's Hospital complex and demesne at Portrane;
ii. Appropriate uses including uses which also relate to and are consistent with the historic use of the complex within the demesne.

ZONING OBJECTIVE 'HI' HEAVY INDUSTRY

Objective

Provide for heavy industry.

Vision

Facilitate opportunities for industrial uses, activities and processes which may give rise to land use conflict if located within other zonings. Such uses, activities and processes would be likely to produce adverse impacts, for example by way of noise, dust or visual impacts. HI areas provide suitable and accessible locations specifically for heavy industry and shall be reserved solely for such uses.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Abattoir	Concrete/Asphalt	Fuel Depot/Fuel Storage
Heavy Vehicle Park	Industry – Extractive / Quarrying	Industry – High Impact
Office Ancillary to Permitted Use	Open Space	Plant Storage
Restaurant/Café[5]	Retail – Local < 150 sqm nfa[5]	Sustainable Energy Installation[35]
Telecommunications Structures	Utility Installations	Waste Disposal and Recovery Facility (High Impact)

Not Permitted		
Aparthotel	Aerodrome/Airfield	Agricultural Buildings
Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark – Non-Ancillary	Casual Trading	Childcare Facilities
Civic Waste Facility	Community Facility	Conference Centre
Cultural Facility	Dancehall/Nightclub	Education
Enterprise Centre	Exhibition Centre	Fast Food Outlet/Take-Away
Farm Shop	Food, Drink and Flower Preparation/Processing	Funeral Home/Mortuary

Not Permitted contd.		
Garden Centre	General Aviation	Golf Course
Guest House	Health Centre	Health Practitioner
High Technology Manufacturing	Holiday Home/Apartments	Home-Based Economic Activity
Hospital	Hostel	Hotel
Industry – General	Industry – Light	Logistics
Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm
Park and Ride Facilities	Petrol Station	Place of Worship
Public House	Public Transport Station	Recreational/Sports Facility
Remote Work Hub	Residential	Residential Care Home/ Retirement Home
Residential Institution	Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa
Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail Warehouse
Retail – Warehouse Club	Retirement Village	Sheltered Accommodation
Taxi Office	Traveller Community Accommodation	Vehicle Sales Outlet – Small Vehicles
Vehicle Sales Outlet – Large Vehicles	Veterinary Clinic	Warehousing
Wholesale		

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

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

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.

USE CLASSES RELATED TO ZONING OBJECTIVE

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		

Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Salesand/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark – Non-Ancillary	Casual Trading	Civic Waste Facility
Concrete/Asphalt	Dancehall/Nightclub	Fast Food Outlet/Take-Away

Not Permitted contd.		
Farm Shop	Fuel Depot/Fuel Storage	Funeral Home/Mortuary
Garden Centre	General Aviation	Golf Course
Guest House	Health Practitioner[24]	Heavy Vehicle Park
Holiday Home/Apartments	Industry – Extractive / Quarrying	Industry – High Impact
Logistics	Park and Ride Facilities	Place of Worship
Plant Storage	Public House	Residential
Residential Care Home/ Retirement Home	Residential Institution	Retail – Comparison ≤ 500 sqm nfa
Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail Warehouse
Retail – Warehouse Club	Retirement Village	Road Transport Depot
Sheltered Accommodation	Traveller Community Accommodation	Vehicle Sales Outlet – Small Vehicles
Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing/ Maintenance Garage	Veterinary Clinic
Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)
Wholesale		

[5] *To serve the local working population only*
[24] *Unless located within a local centre*
[35] *Ancillary to main use and of an appropriate scale*

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE 'LC' LOCAL CENTRE

Objective

Protect, provide for and/or improve local centre facilities.

Vision

Provide a mix of local community and commercial facilities for the existing and developing communities of the County. The aim is to ensure local centres contain a range of community, recreational and retail facilities, including medical/ dental surgeries and childcare facilities, at a scale to cater for both existing residential development and zoned undeveloped lands, as appropriate, at locations which minimise the need for use of the private car and encourage pedestrians, cyclists and the use of public transport. The development will strengthen local retail provision in accordance with the County Retail Strategy.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Betting Office	Childcare Facilities	Community Facility
Cultural Facility	Education	Fast Food Outlet/Take-Away
Funeral Home/Mortuary	Guest House	Health Centre
Health Practitioner	Home-Based Economic Activity	Office Ancillary to Permitted Use
Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm[10]	Open Space
Place of Worship	Public House	Public Transport Station
Recreational/Sports Facility	Remote Work Hub	Residential
Residential Care Home/ Retirement Home	Residential Institution	Restaurant/Café
Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa[26]
Sheltered Accommodation	Taxi Office	Telecommunications Structures
Traveller Community Accommodation	Utility Installations	Veterinary Clinic

Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Salesand/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Amusement Arcade
Boarding Kennels	Builders Provider/Yard	Burial Grounds
Car Hire Holding Area	Caravan Park – Holiday	Caravan Park – Residential
Cargo Yards	Carpark – Non-Ancillary	Civic Waste Facility
Concrete/Asphalt	Conference Centre	Dancehall/Nightclub
Data Centre	Exhibition Centre	Farm Shop
Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage	General Aviation
Golf Course	Heavy Vehicle Park	High Technology Manufacturing
Hospital	Industry – Extractive/Quarrying	Industry – General
Industry – Light	Industry – High Impact	Logistics
Office ≥ 1,000 sqm	Park and Ride Facilities	Plant Storage
Retail – Comparison > 500 sqm nfa	Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa
Retail – Factory Outlet Centre	Retail Warehouse	Retail – Warehouse Club
Retirement Village	Road Transport Depot	Vehicle Sales Outlet – Small Vehicles
Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing/ Maintenance Garage	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	Wholesale

[10] *Of a scale appropriate to a local centre*

[26] *Proposals for this use class are only permitted in principle for LC zonings listed in Level 4 of the Fingal Retail Hierarchy, included in Chapter 7.*

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE 'MC' MAJOR TOWN CENTRE

Objective

Protect, provide for and/or improve major town centre facilities.

Vision

Consolidate the existing Major Towns in the County, (Blanchardstown, Swords and Balbriggan). The aim is to further develop these centres by densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment which will enhance the quality of life of resident, visitor and workers alike. The zone will strengthen retail provision in accordance with the County Retail Strategy, emphasise urban conservation, ensure priority for public transport, pedestrians and cyclists while minimising the impact of private car-based traffic and enhance and develop the existing urban fabric.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Aparthotel	Bed and Breakfast	Betting Office
Carpark – Non-Ancillary	Childcare Facilities	Community Facility
Conference Centre	Cultural Facility	Dancehall/Nightclub
Education	Exhibition Centre	Fast Food Outlet/Take-Away
Funeral Home/Mortuary	Garden Centre	Guest House
Health Centre	Health Practitioner	Holiday Home/Apartments
Home-Based Economic Activity	Hospital	Hostel
Hotel	Office Ancillary to Permitted Use	Office ≤ 100 sqm
Office > 100 sqm and < 1,000sqm	Office ≥ 1,000 sqm	Open Space
Petrol Station	Place of Worship	Public House
Public Transport Station	Recreational /Sports Facility	Remote Work Hub
Research and Development	Residential	Residential Care Home/ Retirement Home
Residential Institution	Restaurant/Café	Retail – Local < 150 sqm nfa
Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa
Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa[8]

Permitted in Principle contd.		
Retail – Factory Outlet Centre	Retail Warehouse	Retirement Village
Sheltered Accommodation	Taxi Office	Telecommunications Structures
Training Centre	Traveller Community Accommodation	Utility Installations
Vehicle Sales Outlet – Small Vehicles	Vehicle Servicing/ Maintenance Garage	Veterinary Clinic
Wholesale		

Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Machinery Sales and/or Maintenance	Agri-Tourism
Air Transport Infrastructure	Boarding Kennels	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Civic Waste Facility	Concrete/Asphalt	Data Centre
Farm Shop	Fuel Depot/Fuel Storage	General Aviation
Golf Course	Heavy Vehicle Park	Industry-Extractive/ Quarrying
Industry – General	Industry – High Impact	Logistics
Plant Storage	Road Transport Depot	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	

[8] *Excluding Balbriggan*

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE 'MRE' METRO AND RAIL ECONOMIC CORRIDOR

Objective

Facilitate opportunities for high-density mixed-use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development within the Metro and Rail Economic Corridor.

Vision

Provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the MetroLink, or rail or light rail stations within settings of exemplary urban design, public realm streets and places, which are permeable, secure and within a high-quality green landscape. Landmark buildings will provide strong quality architectural features, which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Aparthotel	Betting Office	Childcare Facilities
Community Facility	Conference Centre	Cultural Facility
Dancehall/Nightclub	Education	Exhibition Centre
Funeral Home/Mortuary	Guest House	Health Centre
Health Practitioner	Home-Based Economic Activity	Hospital
Hostel	Hotel	Office Ancillary to Permitted Use
Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm
Open Space	Place of Worship	Public House
Public Transport Station	Research and Development	Residential
Residential Care Home/ Retirement Home	Residential Institution	Restaurant/Café
Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa
Retail – Supermarket ≤ 2,500 sqm nfa	Sheltered Accommodation	Sustainable Energy Installation[35]
Taxi Office	Telecommunications Structures	Training Centre
Traveller Community Accommodation	Utility Installations	Veterinary Clinic

Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Salesand/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Civic Waste Facility	Concrete/Asphalt	Data Centre
Farm Shop	Fuel Depot/Fuel Storage	General Aviation
Golf Course	Heavy Vehicle Park	Industry – Extractive /Quarrying
Industry – General	Industry – High Impact	Logistics
Plant Storage	Retail – Comparison > 500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail Warehouse
Retail – Warehouse Club	Road Transport Depot	Vehicle Sales Outlet – Small Vehicles
Vehicle Sales Outlet – Large Vehicles	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)		

[35] *Ancillary to main use and of an appropriate scale*

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE 'NSC' NATIONAL SPORTS CAMPUS

Objective

Provide for and facilitate the development of a National Sports Campus.

Vision

Facilitate the sustainable development of a state-of-the-art National Sports Campus incorporating world class indoor and outdoor sporting facilities and recreational amenities for community use, on lands adjacent to major transport infrastructure, operating at a national and international scale and optimising its value as a centre of excellence for sport.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Childcare Facilities[30]	Conference Centre	Community Facility
Education[32]	Exhibition Centre[32]	Health Centre[32]
Health Practitioner[32]	Office Ancillary to Permitted Use	Office ≤ 100sq. m.[31]
Office > 100sq. m. and < 1,000sq. m.[31]	Office ≥ 1,000 sqm[31]	Open Space
Public Transportation Station	Recreational/Sports Facility	Research and Development[32]
Residential[33]	Restaurant/Café[30]	Sustainable Energy Installation[35]
Telecommunications Structures[35]	Training Centre[32]	Retail – Comparison ≤ 500 sqm nfa[30, 34]
Retail – Convenience ≤ 500 sqm nfa [30, 34]		

Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark – Non-Ancillary	Casual Trading	Civic Waste Facility
Concrete/Asphalt	Cultural Facility	Dancehall/Nightclub
Data Centre	Enterprise Centre	Fast Food Outlet/Take-Away

Not Permitted contd.		
Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage	Funeral Home/Mortuary
Garden Centre	General Aviation	Guest House
Heavy Vehicle Park	High Technology Manufacturing	Holiday Home/Apartments
Home-Based Economic Activity	Hospital	Industry – Extractive / Quarrying
Industry – General	Industry – Light	Industry – High Impact
Logistics	Park and Ride Facilities	Petrol Station
Plant Storage	Public House	Residential Care Home/ Retirement Home
Residential Institution	Remote Work Hub	Retail – Comparison > 500 sqm nfa
Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa
Retail – Factory Outlet Centre	Retail Warehouse	Retail – Warehouse Club
Retirement Village	Road Transport Depot	Sheltered Accommodation
Traveller Community Accommodation	Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles
Vehicle Servicing/ Maintenance Garage	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)	Wholesale	

[30] *For sporting/local working population only.*
[31] *Sports/Recreational related only.*
[32] *Sports related only.*
[33] *Short stay sports training and sporting related events only.*
[34] *Any increase on this size will have to be justified in terms of overall zoning vision for the lands, traffic implications and public transport linkages.*
[35] *Ancillary to main use and of an appropriate scale.*

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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.

USE CLASSES RELATED TO ZONING OBJECTIVE

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

Not Permitted		
Aparthotel	Abattoir	Advertising Structures
Aerodrome/Airfield	Agribusiness	Agricultural Buildings
Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance	Agri-Tourism
Air Transport Infrastructure	Amusement Arcade	Bed and Breakfast
Betting Office	Boarding Kennels	Builders Provider/Yard
Car Hire Holding Area	Caravan Park – Holiday	Caravan Park – Residential
Cargo Yards	Carpark – Non-Ancillary	Childcare Facilities
Civic Waste Facility	Concrete/Asphalt	Conference Centre
Dancehall/Nightclub	Data Centre	Education
Enterprise Centre	Exhibition Centre	Fast Food Outlet/Take-Away
Farm Shop	Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage
Funeral Home/Mortuary	Garden Centre	General Aviation
Guest House	Health Centre	Health Practitioner
Heavy Vehicle Park	High Technology Manufacturing	Holiday Home/Apartments
Home-Based Economic Activity	Hospital	Hostel
Hotel	Industry – Extractive/Quarrying	Industry – General
Industry – Light	Industry – High Impact	Logistics

Not Permitted contd.		
Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm
Park and Ride Facilities	Petrol Station	Place of Worship
Plant Storage	Public House	Remote Work Hub
Research and Development	Residential	Residential Care Home/ Retirement Home
Residential Institution	Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa
Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail Warehouse
Retail – Warehouse Club	Retirement Village	Road Transport Depot
Sheltered Accommodation	Taxi Office	Training Centre
Traveller Community Accommodation	Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles
Vehicle Servicing/ Maintenance Garage	Veterinary Clinic	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	Wholesale

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ZONING OBJECTIVE 'RA' RESIDENTIAL AREA

Objective

Provide for new residential communities subject to the provision of the necessary social and physical infrastructure.

Vision

Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Bed and Breakfast	Childcare Facilities	Community Facility
Education	Funeral Home/Mortuary[9]	Guest House
Health Centre	Health Practitioner	Hospital
Office Ancillary to Permitted Use	Office ≤ 100 sqm[9]	Office > 100 sqm and < 1,000 sqm[11]
Open Space	Place of Worship	Public House[9]
Public Transport Station	Recreational/Sports Facility	Residential
Residential Care Home/ Retirement Home	Restaurant/Café[9]	Retail – Local < 150 sqm nfa
Retail – Convenience ≤ 500 sqm nfa[9]	Retail – Comparison ≤ 500 sqm nfa[9]	Retail – Supermarket ≤ 2,500 sqm nfa[9]
Retirement Village	Sheltered Accommodation	Sustainable Energy Installation[35]
Taxi Office	Traveller Community Accommodation	Utility Installations
Veterinary Clinic		

Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Boarding Kennels
Betting Office	Builders Provider/Yard	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark – Non-Ancillary	Casual Trading	Concrete/Asphalt
Conference Centre	Dancehall/Nightclub	Data Centre
Enterprise Centre	Exhibition Centre	Farm Shop
Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage	General Aviation
Golf Course	Heavy Vehicle Park	High Technology Manufacturing
Industry – Extractive / Quarrying	Industry – General	Industry – High Impact
Logistics	Office ≥ 1,000 sqm	Plant Storage
Remote Work Hub	Retail – Comparison > 500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail Warehouse
Retail – Warehouse Club	Road Transport Depot	Vehicle Sales Outlet – Small Vehicles
Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing/ Maintenance Garage	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	Wholesale

[9] In a local centre only
[11] Only located in a local centre and of a scale appropriate to that centre
[35] Ancillary to main use and of an appropriate scale

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE 'RB' RURAL BUSINESS

Objective

Provide for and facilitate rural-related business which has a demonstrated need for a rural location.

Vision

Provide a location for the development of business within the rural area which is directly related to the rural location and to the agricultural or horticultural sectors. Such business involves either the processing of produce of which a significant portion is sourced locally or support services for the local agricultural or horticultural sector. Provide a balance between the need for competitiveness and efficiency within the agricultural and horticultural sectors and the need to protect and promote the values of the rural area.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Agribusiness	Agricultural Buildings	Agricultural Farm Supplies
Agricultural Machinery Sales and/or Maintenance	Office Ancillary to Permitted Use	Open Space
Research and Development[14]	Utility Installations	

Not Permitted		
Aparthotel	Aerodrome/Airfield	Air Transport Infrastructure
Amusement Arcade	Bed and Breakfast	Betting Office
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark – Non-Ancillary	Civic Waste Facility	Community Facility
Concrete/Asphalt	Conference Centre	Cultural Facility
Dancehall/Nightclub	Data Centre	Education
Exhibition Centre	Fast Food Outlet/Take-Away	Funeral Home/Mortuary
General Aviation	Golf Course	Guest House
Health Centre	Health Practitioner	Heavy Vehicle Park
High Technology Manufacturing	Holiday Home/Apartments	Home-Based Economic Activity
Hospital	Hostel	Hotel
Industry – Extractive/ Quarrying	Industry – High Impact	Logistics

Not Permitted contd.		
Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm
Park and Ride Facilities	Petrol Station	Place of Worship
Public House	Public Transport Station	Recreational/Sports Facility
Residential	Residential Care Home/ Retirement Home	Residential Institution
Restaurant/Café	Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa
Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa
Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre
Retail Warehouse	Retail – Warehouse Club	Retirement Village
Road Transport Depot	Sheltered Accommodation	Taxi Office
Traveller Community Accommodation	Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles
Veterinary Clinic	Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)
Waste Disposal and Recovery Facility (High Impact)	Wholesale	

[14] *Rural related research and development only.*

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ZONING OBJECTIVE 'RC' RURAL CLUSTERS

Objective

Provide for small scale infill development serving local needs while maintaining the rural nature of the cluster.

Vision

Provide a viable alternative to settlement in the open countryside, and support small-scale infill development by providing the rural community with an opportunity to choose more rural-style housing than is provided within the Rural Villages, and by facilitating the development of small scale and home-based enterprise among members of the rural community.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Bed and Breakfast[3]	Childcare Facilities[3]	Guest House[3]
Health Practitioner[3]	Home-Based Economic Activity	Open Space
Residential[4]	Utility Installations	Veterinary Clinic[21]

Not Permitted		
Aparthotel	Abattoir	Advertising Structures
Aerodrome/Airfield	Agribusiness	Agricultural Farm Supplies
Agricultural Machinery Sales and/or Maintenance	Air Transport Infrastructure	Amusement Arcade
Betting Office	Builders Providers/Yard	Burial Grounds
Car Hire Holding Area	Caravan Park – Holiday	Caravan Park – Residential
Cargo Yards	Carpark – Non-Ancillary	Casual Trading
Civic Waste Facility	Concrete/Asphalt	Conference Centre
Dancehall/Nightclub	Data Centre	Enterprise Centre
Exhibition Centre	Fast Food Outlet/Take-Away	Food, Drink and Flower Preparation/Processing
Fuel Depot/Fuel Storage	Funeral Home/Mortuary	Garden Centre
General Aviation	Golf Course	Health Centre
Heavy Vehicle Park	High Technology Manufacturing	Holiday Home/Apartments
Hospital	Hostel	Hotel

Not Permitted contd.		
Industry – Extractive/ Quarrying	Industry – General	Industry – Light
Industry – High Impact	Logistics	Office ≤ 100 sqm
Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm	Park and Ride Facilities
Petrol Station	Plant Storage	Public House
Public Transport Station	Remote Work Hub	Research and Development
Residential Care Home/ Retirement Home	Residential Institution	Restaurant/Café
Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa
Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa
Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre	Retail – Warehouse
Retail – Warehouse Club	Retirement Village	Road Transport Depot
Sheltered Accommodation	Taxi Office	Training Centre
Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing/ Maintenance Garage
Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (Excluding High Impact)
Wholesale		

[3] *Where the use is ancillary to the dwelling as a main residence*
[4] *Subject to compliance with the Rural Settlement Strategy*
[21] *Only where a demonstrated need to locate in a rural environment because of the nature of the clinic required is established.*

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ZONING OBJECTIVE 'RS' RESIDENTIAL

Objective

Provide for residential development and protect and improve residential amenity.

Vision

Ensure that any new development in existing areas would have a minimal impact on and enhance existing residential amenity.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Bed and Breakfast	Childcare Facilities	Community Facility
Education	Guest House	Office Ancillary to Permitted Use
Open Space	Residential	Residential Care Home/ Retirement Home
Retirement Village	Sheltered Accommodation	Traveller Community Accommodation
Utility Installations		

Not Permitted		
Abattoir	Advertising Structures	Aerodrome/Airfield
Agribusiness	Agricultural Buildings	Agricultural Farm Supplies
Agricultural Machinery Sales and/or Maintenance	Agri-Tourism	Air Transport Infrastructure
Amusement Arcade	Betting Office	Boarding Kennels
Builders Provider/Yard	Burial Grounds	Car Hire Holding Area
Caravan Park – Holiday	Caravan Park – Residential	Cargo Yards
Carpark – Non-Ancillary	Casual Trading	Civic Waste Facility
Concrete/Asphalt	Conference Centre	Dancehall/Nightclub
Data Centre	Enterprise Centre	Exhibition Centre

Not Permitted contd.		
Fast Food Outlet/Take-Away	Farm Shop	Food, Drink and Flower Preparation/Processing
Fuel Depot/Fuel Storage	Funeral Home/Mortuary	Garden Centre
General Aviation	Golf Course	Heavy Vehicle Park
High Technology Manufacturing	Industry – Extractive/ Quarrying	Industry – General
Industry – High Impact	Logistics	Office ≤ 100 sqm
Office > 100 sqm and < 1,000 sqm	Office ≥ 1,000 sqm	Park and Ride Facilities
Plant Storage	Public House	Remote Work Hub
Research and Development	Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa
Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa
Retail – Factory Outlet Centre	Retail Warehouse	Retail – Warehouse Club
Road Transport Depot	Taxi Office	Training Centre
Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles	Vehicle Servicing/ Maintenance Garage
Warehousing	Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)
Wholesale		

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ZONING OBJECTIVE 'RU' RURAL

Objective

Protect and promote in a balanced way, the development of agriculture and rural-related enterprise, biodiversity, the rural landscape, and the built and cultural heritage.

Vision

Protect and promote the value of the rural area of the County. This rural value is based on:

- Agricultural and rural economic resources
- Visual remoteness from significant and distinctive urban influences,
- A high level of natural features.

Agriculture and rural related resources will be employed for the benefit of the local and wider population. Building upon the rural value will require a balanced approach involving the protection and promotion of rural biodiversity, promotion of the integrity of the landscape, and enhancement of the built and cultural heritage.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Agricultural Buildings[6]	Agri-Tourism	Bed and Breakfast[3]
Boarding Kennels[3]	Burial Grounds[29]	Campsite[25]
Childcare Facilities[3]	Community Facility[2]	Farm Shop[20]
Golf Course	Guest House[3]	Health Practitioner[3]
Holiday Home/Apartments[7]	Industry – Extractive / Quarrying	Office Ancillary to Permitted Use
Open Space	Research and Development[14]	Recreational/Sports Facility[2]
Residential[4]	Restaurant/Café[13]	Utility Installations
Veterinary Clinic[21]		

Not Permitted		
Agribusiness	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Air Transport Infrastructure	Amusement Arcade	Betting Office
Builders Provider/Yard	Car Hire Holding Area	Caravan Park – Residential
Cargo Yards	Carpark – Non-Ancillary	Conference Centre
Dancehall/Nightclub	Data Centre	Enterprise Centre

Not Permitted contd.		
Exhibition Centre	Fast Food Outlet/Take-Away	Food, Drink and Flower Preparation/Processing
Fuel Depot/Fuel Storage	Funeral Home/Mortuary	Health Centre
Heavy Vehicle Park	High Technology Manufacturing	Hospital
Industry – General	Industry – Light	Industry – High Impact
Logistics	Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm
Office ≥1,000 sqm	Public House	Remote Work Hub
Residential Care Home/ Retirement Home[12]	Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa
Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa
Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre
Retail Warehouse	Retail – Warehouse Club	Retirement Village
Road Transport Depot	Sheltered Accommodation	Taxi Office
Training Centre	Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles
Vehicle Servicing/ Maintenance Garage	Warehousing	Wholesale

[2] Where it is in proximity to residential settlements and would not generate unacceptable traffic problems
[3] Where the use is ancillary to the use of the dwelling as a main residence
[4] Subject to compliance with the Rural Settlement Strategy
[6] Including buildings to provide for preparation of produce sourced from the site/farm
[7] Only permitted where the development involves conversion of a protected structure
[12] Except where a demonstrated need to locate in a rural environment because of the nature of the care required is established or where immediately contiguous to a zoning where the use is permitted in principle and meets Development Plan standards in relation to access and infrastructure
[13] Ancillary to tourism uses or conversion of protected or vernacular structures where appropriate
[14] Rural related research and development only
[20] Only where the bulk of the produce is produced on the farm
[21] Only where a demonstrated need to locate in a rural environment because of the nature of the clinic required is established
[25] No static mobile homes or permanent structures (unless ancillary to the operation of the campsite) shall be permitted
[29] And appropriately scaled ancillary facilities

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ZONING OBJECTIVE 'RV' RURAL VILLAGE

Objective

Protect and promote the character of the Rural Village and promote a vibrant community in accordance with an approved land use plan, and the availability of physical and community infrastructure.

Vision

Protect and promote established villages within the rural landscape where people can settle and have access to community services, including remote work hubs. The villages are areas within the rural landscape where housing needs can be satisfied with minimal harm to the countryside and surrounding environment.

The villages will serve their rural catchment, provide local services and smaller scale rural enterprises. Levels of growth will be managed through approved land use plans to ensure that a critical mass for local services is encouraged without providing for growth beyond local need and unsustainable commuting patterns.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance	Agri-Tourism
Bed and Breakfast	Betting Office	Burial Grounds[29]
Childcare Facilities	Civic Waste Facility	Community Facility
Cultural Facility	Dancehall/Nightclub	Education
Enterprise Centre	Fast Food Outlet/Take-Away	Farm Shop
Food, Drink and Flower Preparation/Processing	Funeral Home/Mortuary	Garden Centre
Guest House	Health Centre	Health Practitioner
Holiday Home/Apartments	Home-Based Economic Activity	Office Ancillary to Permitted Use
Office ≤ 100 sqm	Open Space	Petrol Station
Place of Worship	Public House	Public Transport Station
Recreational /Sports Facility	Remote Work Hub	Research and Development
Residential	Residential Care Home/ Retirement Home	Residential Institution
Restaurant/Café	Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa
Retail – Comparison ≤ 500 sqm nfa	Retail – Supermarket ≤ 2,500 sqm nfa	Retirement Village

Permitted in Principle contd.		
Sheltered Accommodation	Taxi Office	Telecommunications Structures
Training Centre	Traveller Community Accommodation	Utility Installations
Vehicle Servicing/ Maintenance Garage	Veterinary Clinic	

Not Permitted		
Abattoir	Aerodrome/Airfield	Air Transport Infrastructure
Car Hire Holding Area	Caravan Park – Residential	Cargo Yards
Concrete/Asphalt	Data Centre	General Aviation
Heavy Vehicle Park	Industry – Extractive/ Quarrying	Industry – High Impact
Logistics	Office ≥ 1,000 sqm	Retail – Comparison > 500 sqm nfa
Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa	Retail – Factory Outlet Centre
Retail Warehouse	Retail – Warehouse Club	Road Transport Depot
Warehousing	Waste Disposal and Recovery Facility (High Impact)	

[29] *And appropriately scaled ancillary facilities*

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE 'RW' RETAIL WAREHOUSING

Objective

Provide for retail warehousing development.

Vision

Facilitate the sale of bulky goods/goods in bulk within high quality settings and highly accessible locations, with an emphasis on exemplar sustainable design and aesthetic quality.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Offices ancillary to permitted use	Open Space	Restaurant/Cafe[23]
Retail Warehouse	Sustainable Energy Installation[35]	Telecommunications Structures
Utility Installations		

Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agricultural Farm Supplies	Agricultural Machinery Sales and/or Maintenance
Agri-Tourism	Air Transport Infrastructure	Amusement Arcade
Bed and Breakfast	Betting Office	Boarding Kennels
Burial Grounds	Car Hire Holding Area	Cargo Yards
Caravan Park – Holiday	Caravan Park – Residential	Carpark – Non-Ancillary
Childcare Facilities	Civic Waste Facility	Community Facility
Concrete/Asphalt	Conference Centre	Cultural Facility
Dancehall/Nightclub	Data Centre	Education
Enterprise Centre	Exhibition Centre	Fast Food Outlet/Take-Away
Farm Shop	Food, Drink and Flower Preparation/Processing	Fuel Depot/Fuel Storage
Funeral Home/Mortuary	General Aviation	Golf Course
Guest House	Health Centre	Health Practitioner
Heavy Vehicle Park	High Technology Manufacturing	Holiday Home/Apartments

Not Permitted contd.		
Home-Based Economic Activity	Hospital	Industry – Extractive / Quarrying
Industry – General	Industry – Light	Industry – High Impact
Logistics	Office ≤ 100sq. m.	Office > 100sq. m. and < 1,000sq. m.
Offices ≥ 1,000sq. m.	Park and Ride Facilities	Place of Worship
Plant Storage	Public House	Public Transport Station
Recreational/Sports Facility	Remote Work Hub	Research and Development
Research and Development	Residential	Residential Care Home/ Retirement Home
Residential Institution	Retirement Village	Retail – Local < 150 sqm nfa
Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa
Retail – Supermarket ≤ 2500 sqm nfa	Retail – Superstore > 2500 sqm nfa	Retail – Hypermarket > 5000 sqm nfa
Retail – Factory Outlet Centre	Retail – Warehouse Club	Road Transport Depot
Sheltered Accommodation	Taxi Office	Training Centre
Traveller Community Accommodation	Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles
Vehicle Servicing/ Maintenance Garage	Veterinary Clinic	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	Wholesale

[23] *Only where contained within and ancillary to a retail warehouse unit*
[35] *Ancillary to main use and of an appropriate scale*

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE 'TC' TOWN AND DISTRICT CENTRE

Objective

Protect and enhance the special physical and social character of town and district centres and provide and/or improve urban facilities.

Vision

Maintain and build on the accessibility, vitality and viability of the existing Urban Centres in the County. Develop and consolidate these centres with an appropriate mix of commercial, recreational, cultural, leisure and residential uses, and to enhance and develop the urban fabric of these centres in accordance with the principles of urban design, conservation and sustainable development. Retail provision will be in accordance with the County Retail Strategy, enhance and develop the existing urban fabric, emphasise urban conservation, and ensure priority for public transport, pedestrians and cyclists while minimising the impact of private car-based traffic. In order to deliver this vision and to provide a framework for sustainable development.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Aparthotel	Bed and Breakfast	Betting Office
Carpark – Non-Ancillary	Childcare Facilities	Community Facility
Cultural Facility	Dancehall/Nightclub	Education
Exhibition Centre	Fast Food Outlet/Take-Away	Funeral Home/Mortuary
Garden Centre	Guest House	Health Centre
Health Practitioner	Holiday Home/Apartments	Home-Based Economic Activity
Hospital	Hostel	Hotel
Office Ancillary to Permitted Use	Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm
Office ≥ 1,000 sqm	Open Space	Petrol Station
Place of Worship	Public House	Public Transport Station
Recreational/Sports Facility	Remote Work Hub	Research and Development
Residential	Residential Care Home/ Retirement Home	Residential Institution
Restaurant/Café	Retail – Local < 150 sqm nfa	Retail – Convenience ≤ 500 sqm nfa

Permitted in Principle contd.		
Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa[27]	Retail – Supermarket ≤ 2,500 sqm nfa
Retirement Village	Sheltered Accommodation	Taxi Office
Telecommunications Structures	Training Centre	Traveller Community Accommodation
Vehicle Sales Outlet – Small Vehicles	Vehicle Servicing/ Maintenance Garage	Veterinary Clinic

Not Permitted		
Abattoir	Aerodrome/Airfield	Agribusiness
Agricultural Buildings	Agri-Tourism	Air Transport Infrastructure
Boarding Kennels	Car Hire Holding Area	Caravan Park – Holiday
Caravan Park – Residential	Cargo Yards	Civic Waste Facility
Concrete/Asphalt	Data Centre	Farm Shop
Fuel Depot/Fuel Storage	General Aviation	Golf Course
Heavy Vehicle Park	Industry – Extractive/ Quarrying	Industry – General
Industry – High Impact	Logistics	Plant Storage
Retail – Hypermarket > 5,000 sqm nfa	Road Transport Depot	Warehousing
Waste Disposal and Recovery Facility (Excluding High Impact)	Waste Disposal and Recovery Facility (High Impact)	

[27] *Proposals for this use class are only permitted in principle for TC zonings listed in Level 3 of the Fingal Retail Hierarchy, included in Chapter 7.*

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

ZONING OBJECTIVE 'WD' WAREHOUSING AND DISTRIBUTION

Objective

Provide for distribution, warehouse, storage and logistics facilities which require good access to a major road network within a good quality environment.

Vision

Facilitate logistics and warehouse type activity including storage, distribution and associated re-packaging of goods and products. Distribution and storage uses have specific transportation requirements as they can generate considerable traffic volumes and hence benefit from being located within a purpose built, well designated environment which is well connected to the strategic road network and allows for the efficient movement of goods.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Cargo Yards	Fuel Depot/Fuel Storage	Heavy Vehicle Park
Logistics	Office Ancillary to Permitted Use	Open Space
Plant Storage	Restaurant/Café[5]	Retail – Local < 150 sqm nfa[5]
Road Transport Depot	Sustainable Energy Installation[35]	Telecommunications Structures
Utility Installations	Vehicle Servicing/ Maintenance Garage	Warehousing
Wholesale		

Not Permitted		
Aparthotel	Abattoir	Aerodrome/Airfield
Agribusiness	Agri-Tourism	Air Transport Infrastructure
Amusement Arcade	Bed and Breakfast	Betting Office
Boarding Kennels	Burial Grounds	Caravan Park – Holiday
Caravan Park – Residential	Casual Trading	Community Facility
Concrete/Asphalt	Conference Centre	Cultural Facility
Dancehall/Nightclub	Data Centre	Education
Enterprise Centre	Exhibition Centre	Fast Food Outlet/Take-Away
Farm Shop	Food, Drink and Flower Preparation/Processing	Funeral Home/Mortuary

Not Permitted contd.		
Garden Centre	General Aviation	Golf Course
Guest House	Health Centre	Health Practitioner
High Technology Manufacturing	Holiday Home/Apartments	Home-Based Economic Activity
Hospital	Hostel	Hotel
Industry – Extractive/ Quarrying	Industry – General	Industry – Light
Industry – High Impact	Office ≤ 100 sqm	Office > 100 sqm and < 1,000 sqm
Office ≥ 1,000 sqm	Place of Worship	Public House
Recreational/Sports Facility	Remote Work Hub	Research and Development
Residential	Residential Care Home/ Retirement Home	Residential Institution
Retail – Convenience ≤ 500 sqm nfa	Retail – Comparison ≤ 500 sqm nfa	Retail – Comparison > 500 sqm nfa
Retail – Supermarket ≤ 2,500 sqm nfa	Retail – Superstore > 2,500 sqm nfa	Retail – Hypermarket > 5,000 sqm nfa
Retail – Factory Outlet Centre	Retail Warehouse	Retail – Warehouse Club
Retirement Village	Sheltered Accommodation	Taxi Office
Traveller Community Accommodation	Vehicle Sales Outlet – Small Vehicles	Vehicle Sales Outlet – Large Vehicles
Veterinary Clinic	Waste Disposal and Recovery Facility (High Impact)	

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

Note: 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 and their compliance and consistency with the policies and objectives of the Development Plan.

14. DEVELOPMENT MANAGEMENT STANDARDS

14.1 Introduction

Development Management is one of the main implementation tools of the Development Plan. This chapter sets out the development standards and criteria to ensure development occurs in an orderly and efficient manner, but also in terms of how it contributes to the achievement of the Core Strategy and related policies and objectives. In all development proposals, it is the aim of the Planning Authority to promote a high standard of design and amenity and to complement the existing character of a particular area. Proposals must comply with the standards and criteria that apply to particular development types, be consistent with the objectives set out in the preceding chapters and be compliant with relevant legislative guidance. The guidance in this chapter has been informed by the NPF and RSES which encourages and supports the densification of existing urban areas as well as the promotion of the use of performance-based criteria in the assessment of developments to achieve well designed and high-quality outcomes.

14.1.1 Pre-Planning

Section 247 of the *Planning and Development Act, 2000 (as amended)* provides a formal procedure for applicants to seek pre-planning guidance from the Planning Authority in relation to their proposed development. The Planning Authority provides pre-application consultations where requested and actively encourages such consultations prior to the lodging of a planning application.

14.1.2 Enforcement

Development will be controlled in accordance with policies and objectives set out in this Plan and in accordance with the principles of proper planning and sustainable development. With regard to the enforcement provisions of Part VIII of the *Planning and Development Act, 2000 (as amended),* the role of the Planning Authority is to undertake enforcement action where necessary with respect to non-compliance with conditions attached to planning permissions and the carrying out of non-exempted development without the benefit of planning permission. Furthermore, the Planning Authority has special control powers under current legislation pertaining to such areas as protected structures and tree preservation orders. In addition, the Planning Authority will continue the practice of granting planning permission with the inclusion of conditions requiring levies and/or bonds to be paid to ensure compliance with the conditions of the permission. The provisions of Section 35 of the Act may be evoked where appropriate.

14.2 Key Principles for all Planning Applications

All development schemes shall promote the principles of accessibility, green infrastructure and sustainable design together with best practice in architectural design and conservation.

14.2.1 Universal Access

The Council recognises the need for universal equality of access to all aspects of the built and external environment as an essential prerequisite of equal opportunity and the development of an inclusive society.

An inclusive environment is one which values diversity and difference and encompasses the needs of a wide range of user groups, as well as being sufficiently flexible and versatile to be able to adapt to diverse and changing needs and life circumstances. Development proposals, including all new large-scale developments, whether they relate to new buildings, public realm works, changes of use or alterations to existing buildings, must be designed to meet the mobility needs and convenience of all, and incorporate inclusive design principles particularly for vulnerable groups such as the elderly and persons with disabilities.

Within new buildings and spaces, this will include consideration of issues such as provision of level circulation, lifts, doors widths, surface finishes, signs and information. The needs of occupants of different ages and stages of life should also be considered, ensuring form, construction and internal arrangement of the building will enable future adaptability. Access to the environment should also consider ways in which services and information can be provided to meet the needs of all users. All public buildings should ensure appropriate disability access, including disability car parking where feasible. The Council will support the retrofitting of public buildings where appropriate to ensure optimal accessibility.

The Council will seek to encourage the implementation of best practice standards with regard to access in both indoor and outdoor environments. In assessing planning applications, which relate to protected structures, regard shall be had to the protected status of the structure and the need to protect the special character. An important element in achieving sustainability in the design of residential units is the ability of the design to accommodate the changing needs of a family. Housing with long term adaptability and potential for flexibility allows for change as circumstances alter or families grow. Adaptability that allows for the alteration of the fabric of a building and flexibility which allows for spaces to accommodate a range of uses, are key considerations in the design of a home. The guiding principle of accessibility shall be clearly demonstrated in development proposals.

Fingal County Council will have regard to the *Universal Design Guidelines for Homes in Ireland* issued by the National Disability Authority and *Housing Options for our Ageing Population*, issued by the Department of Housing, Local Government and Heritage and the Department of Health, the *National Disability Authority's Building For Everyone: A Universal Design Approach 2012* and will seek to encourage the implementation of best practice standards with regard to access in relation to both indoor and outdoor environments. Part M of the Building Regulations sets out standards to ensure that buildings are accessible and usable by everyone, including the aged, people with disabilities and people with children. The Technical Guidance Document in relation to Part M provides guidance on the access requirements for public buildings and for residential dwellings.

14.2.2 Healthy Placemaking

Healthy placemaking is a combined approach to planning, design and management of public spaces. Good placemaking design will ensure the success of local areas and spaces which will promote activity and provide vitality to an area, positively contributing to public health and wellbeing. It is essential that new developments have regard to good healthy placemaking principles to create climate resilient environments in which people want to engage, resulting in sustainable, well designed and strong communities.

All developments will be encouraged to support the creation and nurturing of sustainable neighbourhoods and healthy communities, which are designed to facilitate active travel including walking and cycling, are close

to public transport insofar as possible, and offer a range of community infrastructure, in quality, more intensive mixed-use environments. The provision of active recreation and sports facilities in new neighbourhoods and public spaces will be supported as well as greening measures. Existing green infrastructure should be identified at the initial stages of the planning process for development and should guide the design of an appropriate site layout. A landscaping plan shall be submitted with an application that clearly illustrates how existing green infrastructure and opportunities to create new natural amenities, open space and linkages have informed and are incorporated into development management layout and proposals.

Fingal County Council will identify buildings to facilitate activities for youth clubs, sports clubs, children's activities including photography, film, arts and literary clubs, science clubs, dance and drama clubs. Young people need to be actively encouraged to participate in extracurricular activities. Future developments should include these facilities as part of their planning requirements.

14.2.3 Sustainable Design and Climate Action

Good design has a key role to play in both reducing waste and emissions which contribute to climate change. These issues must be considered from the outset of the design process. Development proposals will be expected to minimise energy use and emissions that contribute to climate change during the lifecycle of the development with an aspiration towards zero carbon, and ensure the reduction, re-use or recycling of resources and materials, including water, waste and aggregates.

Layout and building design must conform to the highest possible standards of energy efficiency. Buildings shall be designed to minimise resource consumption, reducing waste, water and energy use. Design shall optimise natural ventilation and minimise glare and excess solar gain, avoiding large areas of glazing and providing an appropriate balance between solid and void elements.

Energy-saving and energy generating technologies, such as roof top solar panels and geothermal energy, shall be incorporated at the design stage where possible. Sustainably sourced materials and existing re-used/recycled materials shall also be used where possible. Measures which will allow occupants to adapt to the impacts of climate change are promoted within developments and include natural ventilation, summer shading, openable windows, the incorporation of living roofs and walls, planting and trees, as well as the inclusion of sustainable urban drainage systems (SuDS) and permeable surfaces in adjoining spaces. Measures to mitigate and adapt to the impacts of climate change shall be appropriate to the special and architectural character of an area.

These sustainable design elements shall be considered from the outset of the design process as they are integral to density, building orientation, height, form and materials and overall aesthetics and functionality of a proposed scheme.

To minimise the waste embodied energy in existing structures, the re-use of existing buildings should always be considered as a first option in preference to demolition and new build. See Chapter 5 Climate Action for further details on energy requirements and the reuse of existing structures.

14.2.4 Safety and Security

The relationship between buildings and their adjoining spaces strongly influences the sense of personal safety and design plays a key role in ensuring that spaces are well designed and have appropriate passive surveillance. All residential developments shall refer to Design for Safety and Security guidance contained in the DEHLG *Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities 2007*.

14.3 Assessments Required for Particular Projects

14.3.1 Environmental Impact Assessment

Environmental Impact Assessments (EIA) consider whether development projects either alone or in combination are likely to have significant effects on the environment. The *Planning and Development Regulations, 2001 (as amended)*, set out the mandatory thresholds for specified classes of development in which the preparation of an Environmental Impact Assessment applies. An EIA may need to be carried out even if the development is below the mandatory thresholds as set out in the regulations based on the potential impact on the environment.

The process involves the preparation of an Environmental Impact Assessment Report (EIAR) by the applicant and an examination and analysis of the EIAR and other relevant information leading to a reasoned conclusion by the Competent Authority (Fingal County Council) on the likely significant effects of the proposed development on the environment.

All planning applications will undergo EIA Screening by the Competent Authority as part of the planning application process. An EIA Screening Statement should be submitted with all applications. For further guidance see OPR Practice Note PN02 – Environmental Impact Assessment Screening see https://www.opr.ie/planning-practice/.

To facilitate the proper assessment of a development proposal in circumstances where it is considered that a proposed development would be likely to have a significant effect on the environment, due to the nature, scale or location of the proposal, Fingal County Council will require the submission of an Environmental Impact Statement in accordance with the provisions of the *Planning and Development Regulations, 2001 (as amended)*.

14.3.2 Screening for Appropriate Assessment

Under Article 6 of the Habitats Directive there is a requirement to establish whether, in relation to plans and projects, if Appropriate Assessment (AA) is required. If, following screening, it is considered that AA is required, the proponent of the plan or project must prepare a Natura Impact Statement. A plan or project will only be authorised after the Competent Authority has ascertained, based on scientific evidence, Screening for Appropriate Assessment, and a Stage 2 Appropriate Assessment where necessary, that:

- The plan or project will not give rise to significant adverse direct, indirect or secondary effects on the integrity of any European (Natura 2000) site (s) (either individually or in combination with other plans or projects), or

- The plan or project will have significant adverse effects on the integrity of any European (Natura 2000) site(s) (that does not host a priority natural habitat type and/or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of European (Natura 2000) sites, or
- The plan or project will have a significant adverse effect on the integrity of any European (Natura 2000) site(s) (that hosts a natural habitat type and/or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons of overriding public interest – restricted to reasons of human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of European (Natura 2000) site(s).

Other Assessments which may be deemed necessary for Planning Proposals:

- Ecological Impact Assessment,
- Flood Risk Assessment,
- Traffic Impact Assessment,
- Landscape Appraisal,
- Archaeological Assessment,
- Architectural Assessment.

This list is not exhaustive. Refer to Table 14.20 also.

Objective DMSO1 – Screening for Appropriate Assessment

Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a European site or sites are subject to Screening for Appropriate Assessment.

Objective DMSO2 – Screening for Environmental Impact Assessment

Ensure that all development projects within the County that are below the mandatory thresholds for Environmental Impact assessment, which could individually or in combination with other projects have significant effects on the environment are subject to EIA Screening.

Objective DMSO3 – Local Authority Development

Ensure Local Authority development proposals are subject to environmental assessment, as appropriate, including Screening for Appropriate Assessment and Environmental Impact Assessment.

14.4 Sustainable Placemaking and Quality Homes

This section provides guidance to applicants in relation to qualitative, quantitative and Development Management criteria for delivering within Fingal new public realms of distinction and to ensure housing demand is met with high-quality new homes encompassing a variety of tenure and typologies. In tandem, these elements contribute to achieving healthy placemaking within the County and help to foster a strong sense of community and local identity in new and established communities. All guidance should be read in conjunction with Chapter 3: Sustainable Placemaking and Quality Homes and Chapter 4: Community Infrastructure and Open Space. These requirements will form the basis for evaluating planning applications for residential development and the wider public realm, helping to ensure that Fingal's communities are inclusive, sustainable and resilient into the future.

14.4.1 Healthy Placemaking: Design Criteria

A multi-faceted approach is required to ensure healthy placemaking is central to all design proposals for the re-purposing of existing and the creation of new public spaces. All applications will be required to exhibit high-quality sustainable and inclusive design characteristics, promoting healthy placemaking and wellbeing. This will require that proposed developments demonstrate the manner in which they contribute to active travel, their connectivity to sustainable travel modes, proximity to community infrastructure including recreational facilities and measures to reduce car use, particularly for short journeys. Where new public realms are proposed, planning applications must demonstrate that the layout of such spaces has a considered, design-led approach taking into consideration issues including assimilation with the wider area, achievement of active and passive surveillance, ease of navigation and delivery of high levels of accessibility irrespective of the users age or mobility.

Objective DMSO4 – Key Principles to consider in the achievement of Healthy Placemaking

- The design and layout of a development, the public realm and supporting infrastructure should incorporate Universal Design insofar as is feasible.
- Development should be well-designed and attractive to all users including children, people with disabilities, the elderly as well as accommodating cyclists and pedestrians.
- The relationship between the proposed scheme and its site context, including between proposed buildings and the adjoining streets, existing site features, pedestrian and cycle paths, as well as levels of active and passive surveillance should be carefully considered.
- There must be meaningful interaction between individual units within the scheme and the public realm.
- Creation of areas of distinction where communities can foster a sense of identity, irrespective of scale.
- Importance of the public realm as an area for passive and active use where the community can congregate.
- High quality finishing materials to proposed buildings and to the public realms, including seating, lighting, landscaping, tree planting, and green infrastructure.
- Consideration of shelter, sunlight/daylight and shadowing.
- The provision of safe environments for all users where the principles of DMURS are utilised and active travel modes such as walking and cycling are favoured over car use.

14.4.2 High Quality Urban Design

High quality urban design is central to creating vibrant towns and villages. The Council is committed to ensuring that best practice urban design principles are applied to all developments. This will ensure the creation of attractive places in which to live, work and play. Imaginative, innovative and contemporary architecture will be encouraged in all development proposals. Through its design and use of materials and finishes, new development will be required to make a positive contribution to the streetscape and public realm it will address. It is the policy of the Council to ensure all such development is of a high-quality design and promotes the achievement of accessible, safe and sustainable built and natural environments reflecting the special character and heritage of the County and its varied townscapes and landscapes.

Design principles shall be based on the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009 and Urban Design Manual – A Best Practice Guide 2009*. These guidelines set out twelve design principles that are to be applied in future development schemes.

Objective DMSO5 – Design Statement

All medium to large scale planning applications (in excess of 5 residential units or 300 sq m of retail/commercial/office development in urban areas) or as otherwise required by the Planning Authority shall be accompanied by a Design Statement to address the contextual and design issues which have been taken into consideration as part of the scheme.

A Design Statement shall:

- Explain the design principles and design concept of the scheme.
- Demonstrate how the twelve urban design criteria (as per the *Urban Design Manual – A Best Practice Guide*) have been considered when designing schemes in urban areas. Each of the twelve criteria is of equal importance and must be considered in an integrated manner.
- Outline how the development meets the Development Plan Objectives, and the objectives of any Local Area Plan, Masterplan, Framework Plan or other similar Plan affecting the site.
- Include photographs of the site and its surroundings.
- Include other illustrations such as photomontages, perspectives, sketches.
- Outline detailed proposals for open space and ensure the provision of open space is designed in from the beginning when designing a new scheme.
- Outline a detailed high quality open space and landscape design plan including specifications, prepared by suitably qualified professionals.
- Outline how Green Infrastructure integrates into the scheme.
- Demonstrate how the proposed scheme contributes in a positive manner to the public realm and to the local context.
- Provide detail in relation to all intended finishing materials to be applied throughout the scheme, including an overall materials palette demonstrating suitability for the scheme, its context and the streetscape.

14.4.3 Ensuring Accessibility for All

This Plan supports the development of high-quality community infrastructure, public realm and recreational amenities which offer an inclusive environment to existing and proposed communities ensuring accessibility for all and with a high degree of in-built flexibility and versatility to ensure that schemes can adapt over time. The mobility needs of the community must be taken into consideration at the early design stages including in relation to the physical layout of structures and realms, surface treatments and way finding measures. In order to ensure that all new development is inclusive and accessible, the Council will have regard to the *Universal Design Guidelines for Homes in Ireland* and *Housing Options for our Ageing Population-Policy Statement and the National Disability Authority's Building For Everyone: A Universal Design Approach 2012* and will seek best practice standards in terms of accessibility. Developers will be required to comply with Part M of the Building Regulations – Access and Use.

14.4.4 Town and Village Centres

Town, Village, District and Local Centres are the primary focus of economic, community and residential development throughout the County. This Plan promotes a *Town Centre First: A Policy Approach for Irish Towns* and seeks to implement a strategic approach to town centre regeneration by utilising existing buildings and unused lands for new development and promote residential occupancy. This will include the promotion of age-friendly design including right-sizing proposals. Planning applications for change of uses in all urban and village centres will be assessed on their positive contribution to diversification of the area together with their cumulative effects on traffic, heritage, environment, parking and local residential amenity.

Objective DMSO6 – Change of Use in Urban and Village Centres
Assess planning applications for change of uses in all urban and village centres on their positive contribution to diversification of the area together with their cumulative effects on traffic, heritage, environment, parking and local residential amenity.

14.4.5 Shopfront Design

The front of a shop, which includes any signage, is the public face of the premises and good shopfront design makes a valuable contribution to the quality of shopping areas. Poor quality shopfronts can seriously erode the character of a streetscape and can be visually intrusive. Shopfronts encompass not only retail units, but other business frontages such as restaurants, public houses, banks, offices and any ground floor activity addressing the street. Careful management needs to be exercised with regard to shopfront treatment and high-quality contemporary design will be encouraged.

New shopfront design will be required to respect the character and architectural heritage of existing streetscapes noting that corporate logos, designs and colours may not be appropriate in all locations. The use of film or screening which obscures the glazed area of a shopfront window will be discouraged as such material often create dead frontage to a streetscape. Security shutters can be another source of visual clutter and careful management in relation to this feature is also required. New security shutters should be positioned behind the window glazing in the interest of visual amenity.

Guidance documents have been published in relation to the provision of high-quality shop fronts for

Malahide set out in the *Malahide Public Realm Strategy-Design Guide for Shopfronts* and for Rush set out in the *Rush Urban Framework Plan 2018*. Design Considerations and Guidelines for the alteration /upgrade of shopfronts which are relevant to all shopfront design are set out below. Refer also to Table 14.25 Guidance on Signage on Protected Structures or within ACAs.

Table 14.1: Shopfront Design Guidance

Shopfront Design Guidance
All shopfront design, whether it be modern or traditional, should consider the streetscape, the building itself and the design detail of the shop unit.
The Streetscape
It is important to be aware of the street's character and to consider the effect the design might have on the streetscape. Shopfronts should reflect the historic urban grain, building widths and contribute to good design and traditional character of the town or village.
The Building
The effect the shopfront will have on the building itself should also be considered as well as the adjoining buildings and shopfronts. Good shopfront design should be sensitive to the character of the building, particularly where it is within an Architectural Conservation Area, and should maintain its traditional frontage. It is important to maintain a vertical emphasis and have a relationship with the first floor opes/window alignments and proportions. Sizing and colour of signage/fascia relative to the wall of the shop is also important. The design details of the shopfront are of high importance. Ornaments, windows, door details and associated colours provide visual interest and should be maintained. The colour of the shopfront should be carefully considered and should enhance the building as well as the streetscape. Applications incorporating new or refurbishment of existing shop fronts shall demonstrate compliance with the Shopfront Check list below.

Table 14.2: Shopfront Design Checklist

Shopfront Check List
Where formal clarification is required as to whether certain works require permission, a Section 5 Exemption Certificate under the *Planning and Development Act 2000 (as amended)* can be sought or, in the case of a Protected Structure, a Section 57 Declaration. › Check if the building is a Protected Structure. If this is the case, conservation and enhancement of shopfronts instead of replacement is recommended. › Retain traditional elements of the shopfront where possible, such as fascia, pilaster, stall riser, windows, doors, wall renders and other significant features of historic buildings, whether protected or not. › Shop entrances should be accessible to all, including people with disabilities and those with prams/pushchairs. Proposals are required to comply with the relevant Building Regulations. › Ensure that corporate logos, lighting, designs and colours are not used at the expense of the streetscape.

- Consider shopfront proportions and materials relative to the building overhead and the rest of the street.
- Consider fascia proportion and fascia signage – hand painted signage or individually mounted lettering is preferable.
- Projecting signs, banners and sandwich boards clutter a streetscape and should be avoided.
- Canopies should be incorporated within the design of the shopfront with the blind box recessed.
- Security shutters, if required, should be located behind the shopfront display and should be see-through in all cases. External security shutters should be avoided.
- Prevent the use of film or screening that obscures the glazed area of a shopfront window.
- No amplified music or other sound should be broadcast from any premises. Any such sounds within a premises should be controlled to be inaudible from adjoining premises or at 2 metres from the frontage.
- The night-time appearance of the street is important. Careful management of security shutters is required. The provision of external roller shutters is not acceptable to either new or existing shopfronts. Mesh type security shutters should be positioned behind the window glazing in the interest of visual amenity.
- The shutter box associated with a security grille should be concealed behind the fascia of a shopfront.
- Alarm boxes and wiring should be sensitive in design and located carefully on the façade of a building so as not to detract from a shopfront.
- Redundant cabling, security boxes and electronic equipment should be removed from shopfronts and buildings.
- Shopfronts should be designed to cater for mobility impaired persons and those with prams/pushchairs. Shopfronts must comply with Part M of the Building Regulations. Level access should be provided where possible. Shop entrances should be legible for the visually impaired, through measures such as use of colour contrasting.
- The removal of street doors giving separate access to upper floors will not be permitted unless alternative separate access is provided.

Objective DMSO7 – Guidance for Shopfront Design

Produce guidance for quality shopfront designs for designated locations throughout the County.

Objective DMSO8 – Contemporary Shopfront Design

Ensure new shopfront designs respect the character and architectural heritage of the existing streetscape. Encourage, where appropriate, the use of contemporary shop front design, ensuring the design, materials and proportion of the shopfront are appropriate and respect the scale and fabric of the building and / or street of which they form part.

Objective DMSO9 – Prevent the Use of Film / Screening in Shopfront Windows

Prevent the use of film or screening that obscures the glazed area of a shopfront window where it negatively impacts upon the streetscape.

Objective DMS010 – Corporate Logos, Lighting, Design and Colour

Ensure that corporate logos, lighting, designs and colours are not used at the expense of the streetscape.

Objective DMSO11 – Placement of Security Shutters

Require that security shutters on new shopfronts are placed behind the window glazing and are transparent and encourage the use of transparent security shutters in all existing shopfronts having regard to a history of vandalism.

14.4.6 Other Signage

The presence and location of signage can have a major impact on the visual amenity of an area. Poorly positioned and unnecessary signage can reduce the overall visual quality of an area. Particular attention will be paid to the design and location of new advertising in those areas where the Council intends to implement Framework Plans to maximise the potential environmental benefits of such schemes. Advertising signage, where permitted, should be simple in design, sympathetic to its surroundings, non-illuminated and not unduly obtrusive. The Council aims to reduce the amount of fixed structure signage and to ensure that un-authorised and redundant signage and advertisements are removed.

Objective DMSO12 – Evaluation of Signage Proposals

Evaluate signage proposals in relation to the surroundings and features of the buildings and structures on which signs are to be displayed, the number and size of signs in the area (both existing and proposed) and the potential for the creation of undesirable visual clutter.

Objective DMSO13 – Use of Irish and English Language in new Signage

Encourage any new cultural, community and civic signage around the County to be displayed both in the Irish and English languages.

Objective DMSO14 – Energy Reduction Measures in Advertising Structures

Demonstrate energy reduction measures in new and replacement advertising structures.

Objective DMSO15 – Billboard and Large Advertising Structures

Resist new billboard and other large advertising structures and displays.

Objective DMSO16 – Unauthorised Advertisements and Signage

Take enforcement measures so as to secure the removal of un-authorised advertisements from private property and to remove un-authorised advertisements from public areas. Where appropriate the Council will use the powers available under Section 209 of the *Planning and Development Act, 2000 (as amended)*, to repair, tidy or remove advertisements structures or advertisements, or use the provisions of the Litter Pollution Act.

14.4.7 Street Furniture

The provision of street furniture, including tables and chairs on public footpaths may be subject to license by the Planning Authority under Section 254 of the *Planning and Development Act 2000 (as amended)*. Such seating areas should not obstruct ease of movement by pedestrians, including those with mobility impairments, the young, or persons using buggies/prams. Barriers around such seating areas should be of a suitable material, lightweight and easily demountable.

Street furniture may also include other pieces of equipment such as seating, planters, litter bins, phone boxes, lamp posts, bus shelters and notice boards. It is important that the location of such installations is carefully considered and has a coordinated approach in order to avoid over proliferation or give rise to possible obstruction. Where street furniture becomes obsolete or is no longer fit for purpose it should be removed.

14.4.8 Building Lines

In achieving a high quality of design within the public realm, the Council will seek to ensure that development is not carried out in front of established building lines, or in a position that would conflict with a building line. The form and pattern of extant development and relationship to existing building lines should also be considered in all new proposals.

14.4.9 Utility Facilities

The quality and finish of the public realm, and the achievement of successful spaces may be eroded by the inappropriate siting of utility facilities such as electricity substations and telecommunications equipment, especially those located to the front and side of buildings. While recognising that utility facilities are necessary, their siting should be incorporated at an early stage of the design process with collaboration between utility providers in sensitively locating such facilities.

Objective DMSO17 – Location of New Utility Structures
Where possible, new utility structures such as electricity substations and telecommunication equipment cabinets should not be located adjacent or forward of the front building line of buildings or on areas of open space.
Objective DMSO18 – High Quality Design of New Utility Structures
Require new utility structures such as electricity substations and telecommunication equipment cabinets to be of a high-quality design and to be maintained to a high standard by the relevant service provider.

14.5 Consolidation of the Built Form: Design Parameters

14.5.1 Achieving Consolidation

A cross-cutting theme of this Plan focuses on the achievement of consolidated development within existing settlements across Fingal and the many benefits arising from this approach. This is addressed in particular in Chapter 3 Sustainable Placemaking and Quality Homes and supported by the findings of the *Urban Capacity Study 2021*. Consolidation may be achieved through the re-use and/or repurposing of previously developed, under-utilised, vacant or derelict properties and sites within existing development boundaries. Brownfield sites offer one such opportunity and comprise previously developed land that is not currently in use but which fulfilled a previous function and is now available for re-development purposes. Similarly, infill development opportunities or gap sites between existing buildings of varying extent also offer opportunities to consolidate existing development and to enhance streetscapes.

NPO 35 of the NPF seeks to increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights. The development of small infill sites in urban centres provides significant scope for well-designed residential development, including opportunities for older members of the community to avail of appropriately sized housing options in town centre locations with the benefits of proximity to community infrastructure, services, transport links and recreational amenities.

Table 14.3: Brownfield Opportunities and Regeneration

Brownfield Opportunities and Regeneration
The Planning Authority will seek to ensure that the following parameters are incorporated into proposals for the redevelopment of brownfield sites, regeneration sites and areas of renewal to ensure consolidated development in Fingal's town and village settlements. › Encourage development which provides for a quality design aesthetic which respects and enhances its context and integrates with its surroundings. › Development proposals shall respect the architectural character of their surroundings and contribute to the enhancement of the public realm. › Proposed developments shall consider the height, massing and urban grain of adjacent properties and employ similar or complementary architectural language to its context. › Promote the use of appropriate residential densities. › Utilise appropriate external finishing materials in façade treatments, shop front design and lighting installations. › Ensure the use of high-quality materials in all hard and soft landscaping, preserving existing site features and incorporating into the proposed schemes where appropriate. › Promote active street frontage in all developments. › Encourage universal access. › Provide an appropriate mix of uses including retail, residential, recreational, cultural, and community to improve, enhance and extend the range of uses and facilities in an area. › Where possible and where of an appropriate scale, prioritise pedestrian and cycle permeability and connectivity through the site. › Promote lifetime adaptable homes. › Encourage utilisation of brownfield sites within the built-up footprint of existing settlements.

Table 14.4: Infill Development

Infill Development
Infill Development presents unique opportunities to provide bespoke architectural solutions to gap sites and plays a key role in achieving sustainable consolidation and enhancing public realms. Proposals for infill development will be required at a minimum to: › Provide a high-quality design response to the context of the infill site, taking cognisance of architectural form, site coverage, building heights, building line, grain, and plot width. › Examine and address within the overall design response issues in relation to over-bearance, overlooking and overshadowing. › Respect and compliment the character of the surrounding area having due regard to the prevailing scale, mass, and architectural form of buildings in the immediate vicinity of the site. › Provide a positive contribution to the streetscape including active frontage, ensuring that the impacts of ancillary services such as waste management, parking and services are minimised. › Promote active street frontages having regard to the design and relationship between the public realm and shopfronts of adjacent properties.

Additional detailed guidance on corner/infill development in established residential areas is provided in Section 14.10.1 below.

14.5.2 Building Density

The Plan promotes compact growth and consolidation of Fingal's large urban areas, towns and villages and will support appropriate densities as expressed in national and regional policies NPF, RSES and the Section 28 Guidelines. In complying with national guidance, development proposals must also be cognisant of and respect the character, context and architectural qualities of the surrounding area and seek to ensure in all instances a high-quality architectural response to site development.

14.5.3 Building Heights

National policies with respect to the achievement of consolidation, increased densities and long-term strategic development are supported by guidance on building height including *Urban Development and Building Heights – Guidelines for Planning Authorities 2018*. The Guidelines require that increased building height be considered in all urban contexts, subject to ensuring the highest standards of urban design, architectural quality and place-making outcomes. Applications for development proposals which include buildings of increased height and density should clearly demonstrate the suitability and positive impacts of the proposal with reference to the receiving environment, including justification for the height strategy proposed. This includes a demonstration of compliance with the 4 no. Specific Planning Policy Requirements (SPPR's) contained within the Guidelines and summarised below.

Table 14.5: Urban Development and Building Heights – Guidelines for Planning Authorities 2018 Specific Planning Policy Requirements

SPPR1	Support increased building height and density in locations with good public transport accessibility, particularly town/ city cores. Increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.

SPPR2	Ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation.
SPPR3	Where a development proposal complies with Guidance criteria and the assessment of the Planning Authority concurs, the Planning Authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise, taking account of the wider strategic and national policy parameters set out in the National Planning Framework. Undertake a review of the existing planning schemes to ensure that the Building Heights criteria are fully reflected in the scheme.
SPPR4	Secure minimum densities on greenfield or edge of city/town locations for housing purposes as required under S*ustainable Residential Development in Urban Areas 2007*, ensure a greater mix of building heights and typologies in planning for the future development of suburban locations; and avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.

This process of analysis shall be considered in conjunction with the provisions set out in the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009* and *Urban Design Manual – A Best Practice Guide 2009*.

14.5.4 Living Over the Shop

In encouraging the residential use of the upper floors of commercial properties in established retail/ commercial areas, the Council will consider possible dispensations from normal standards to facilitate 'Living-Over-The-Shop' developments, which facilitate re-use of vacant floor space and contribute positively to town and village centre renewal. The Council will encourage Living Over the Shop subject to the suitability of the location, the impact of the development on the streetscape or on adjacent properties and where it can be satisfactorily demonstrated that the internal design and overall layout and standard of accommodation is of a high quality.

Fingal County Council will, over the period of this Plan, set meaningful and achievable targets to ensure the reuse of vacant over the shop floor space for residential use.

14.6 Design Criteria for Residential Development in Fingal

The following sets out the general requirements for residential development in Fingal, including standards for new apartment development and housing. Guidance is also provided in relation to other aspects of residential development including extensions to existing dwelling houses, ancillary accommodation needs e.g. family flats and guidance supporting small scale residential infill. Specific criteria is also set out in relation to specialised housing types including Build to Rent, Student Accommodation and Care Facilities.

NPO 13 of the NPF requires that in urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed, high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.

While the minimum standards will be sought in relation to refurbishment schemes, it is acknowledged that this may not always be possible, particularly in relation to historic buildings, 'Living over the Shop' projects and in certain urban infill developments. In some instances, and on a case-by-case basis, quantitative standards may be relaxed subject to the provision of excellent quality accommodation, and where the proposal secures compact growth, benefits from high quality transport links, is proximate to community infrastructure and renews underutilised building stock/sites. It must be satisfactorily demonstrated that the internal design and overall layout is closely aligned to the specific needs of occupants and proposals governing future management requirements are robust and enforceable.

14.6.1 Design and Layout

As examined under Chapter 3, Fingal County Council recognises the significant role which high quality residential development plays in the achievement of healthy, happy sustainable communities. This Plan places an emphasis on meeting and exceeding minimum standards ensuring that the design and layout of individual dwelling units provides high quality homes to accommodate Fingal's growing population. Applications for residential development are required to demonstrate compliance with room sizes, dimensions and overall floor areas set out in national guidance documents including:

- *Quality Housing for Sustainable Communities – Best Practice Guidelines,* 2007,
- *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009 and Urban Design Manual – A Best Practice Guide 2009,*
- *Sustainable Urban Housing: Design Standards for New Apartments 2020.*

To demonstrate compliance with the housing and apartment standards set out below, all planning applications shall be accompanied by a 'Schedule of Accommodation' in line with the requirements of the *Sustainable Urban Housing: Design Standards for New Apartments 2020*.

14.6.2 Mix of Dwellings

The Council will support the provision of a mix of housing within Fingal, creating a range of tenure and typology options and will discourage undue segregation and the over provision of a single tenure type. All residential schemes are required to provide for a mix which reflects existing, and emerging household formation, housing demand patterns and trends identified within the specific area of the site and/or within the County as a whole. Applications shall include:

- A dwelling mix providing a balanced range of dwelling types and sizes to support a variety of households.
- A detailed breakdown of the proposed unit type and size including a percentage split between one, two, three and four bedroom units.

- A statement outlining how the scheme has been designed to meet the needs of older people/ or persons with a disability and/or lifetime homes.
- On smaller infill sites, a mix of dwellings which contribute to the overall dwelling mix in the locality.

14.6.3 Residential Density

In general, the density and number of dwellings to be provided within residential schemes should be determined with reference to *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009*. Development should also be consistent with the policies and objectives set out in Chapter 3 Sustainable Placemaking and Quality Homes and should promote appropriate densities, having regard to factors including the location of the site, accessibility to public transport and the principles of sustainability, compact growth and consolidation.

14.6.4 Residential Standards

The minimum size of habitable rooms for houses/apartments/and flats shall conform with appropriate National guidelines/ standards in operation at the date of application for planning permission.

Applications will be required to demonstrate compliance with the requirements set out in this chapter, and ensure that residential schemes are compliant in terms of room sizes, storage space, dimensions and overall floor areas set out in the:

- *Quality Housing for Sustainable Communities – Best Practice Guidelines* 2007,
- *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas* 2009,
- *the companion Urban Design Manual – A Best Practice Guide* 2009,
- *Sustainable Urban Housing: Design Standards for New Apartments* 2020.

Objective DMSO19 – New Residential Development

Require that applications for residential developments comply with all design and floor area requirements set out in:

- *Quality Housing for Sustainable Communities – Best Practice Guidelines* 2007,
- *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas* 2009, the companion *Urban Design Manual – A Best Practice Guide*, DEHLG 2009,
- *Sustainable Urban Housing: Design Standards for New Apartments* 2020.

Objective DMSO20 – Schedule of Accommodation

All planning applications for residential development shall be accompanied by a Schedule of Accommodation to demonstrate compliance with housing and apartment standards.

Objective DMSO21 – Floor Plans for Residential Development

Require that all planning applications for residential development include floor plans for each room indicating typical furniture layouts and door swings.

14.6.5 Open Space Serving Residential Development

In relation to Development Management, there are three categories of open space: Public Open Space, Communal Open Space and Private Open Space. The quantum, location and design of open space is addressed as part of the Development Management process and conditioned as part of a planning permission for development.

Table 14.6: Open Space Categories Open Space

Category	Description
Private Open Space	Private open space is designed to serve individual residential units and its scale is dependent on the nature and scale of the residential unit in question. Such space will generally take the form of balconies and/or private gardens. Maintenance is the responsibility of the resident.
Communal Open Space	Communal open space is open space which is designated for the use of a designated set of residents within a development and is generally maintained by a Management Company. This type of open space is typical of apartment type residential developments but may also form part of some housing schemes. Access may be restricted to specific residents for their exclusive semi-private use.
Public Open Space	Public open space is accessible to the public at large and in general is intended to be 'taken-in charge' by the Local Authority, but in certain circumstances may be privately managed. Appropriate provision must be made for public open space within all new developments. In all instances where public open space is not provided a contribution under Section 48 will be required for the short fall. (Target minimum amount of 15% except in cases where the developer can demonstrate that this is not possible, in which case the 12% to 15% range will apply.)

All applications for residential development are required to demonstrate the provision of private open space to serve the future requirements of the occupants of the unit. All multi-unit residential schemes are in addition, required to indicate all communal and public open space which will serve the scheme.

Applicants shall at planning application stage (including Build to Rent schemes) provide a written schedule of all open space and shall submit a colour-coded drawing clearly indicating all areas of private, communal and public open space. The drawing should indicate (i) areas to be taken in charge by the Local Authority (ii) areas which will be within the private management of the homeowner and (iii) areas which will be the responsibility of a private management company. Full details of any short fall in provision shall also be stated.

Public Open Space requirements are addressed in Chapter 4 and under Section 14.13 Open Space.

14.6.6 External Factors for Consideration

14.6.6.1 Daylight and Sunlight

High levels of daylight and sunlight are essential to provide appropriate levels of residential amenity for residents and in ensuring that accompanying public realm areas including areas of outdoor space and seating

etc. are not impacted by continuous high levels of shadowing. Internally, structures should benefit from high levels of sunlight ingress and the relationship between adjoining structures should be such that one does not limit the sunlight/daylight of another. Daylight and sunlight also contribute to building efficiency by reducing the need for artificial lighting while solar gain can reduce heating requirements.

All applications for residential development must ensure that the layout and design of individual units and accompanying public realms are designed in a manner which maximises daylight and sunlight. A Daylight and Sunlight Assessment may be necessary to assess the impacts of the proposed development on surrounding properties and amenity areas outside the site boundaries of an application and in order to assess the likely daylight and sunlight reaching proposed units and associated private, communal and public open spaces.

Development shall be guided by the principles of *Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice – (Building Research Establishment Report) 2011* and/or any updated guidance.

Objective DMSO22 – Daylight and Sunlight Analysis

Require Daylight and Sunlight analysis for all proposed developments of 50+ units or as required by the Planning Authority, depending on the context of the site and neighbouring property as well as the design of the development.

14.6.6.2 Wind Assessment

A Wind Assessment will be required in certain circumstances where buildings of increased height are proposed or in instances where there is potential for wind tunnelling arising from a proposed development. Such an assessment shall clearly establish that the proposed space is suitable for the intended use and should indicate all mitigation measures to be adopted where necessary.

14.6.6.3 Separation Distances

All proposals for residential development, particularly apartment developments, over three storeys high, shall provide for acceptable separation distances between blocks to avoid negative effects such as excessive overlooking, overbearing and overshadowing and to provide sustainable residential amenity conditions and open spaces. The minimum standard distance of 22 metres between opposing windows will apply in the case of apartments up to three storeys in height. In taller blocks, a greater separation distance may be prescribed having regard to the layout, size and design. In certain instances, depending on orientation and location in built up areas, reduced separation distances may be acceptable.

Objective DMSO23 – Separation Distance

A separation distance of a minimum of 22 metres between directly opposing rear first floor windows shall generally be observed unless alternative provision has been designed to ensure privacy. In residential developments over three-storeys in height, minimum separation distances shall be increased in instances where overlooking or overshadowing occurs.

14.6.6.4 Overlooking and Overbearance

Development proposals must assess levels of overbearance and potential to cause significant levels of overlooking to neighbouring properties. Issues in relation to excessive overlooking and overbearance may be addressed through relocation or reduction in building bulk and height. Mitigation measures to ameliorate overbearance should be considered and may include alterations to the bulk and massing of the proposed scheme relative to neighbouring property. Overlooking may also be addressed by appropriate design-led solutions including the sensitive placement of fenestration and balcony treatments.

14.6.6.5 Amendments to Approved Residential Developments

Where an application is made for changes to the design or elements of a residential development, the duration of the permission for the revised design if granted will be linked by a condition to the parent grant of permission, to ensure compliance with the Core Strategy.

14.7 Apartment Development/Standards

In adopting national and regional planning policies in relation to settlement consolation and compact growth, is anticipated that the proportion of housing being provided in the form of apartments will increase in line with the growth strategy for the County. The location of apartment development is likely to correlate with higher density locations within the Settlement Hierarchy and in proximity to existing and planned transport corridors.

Apartment developments should be of a high-quality design and site layout having due regard to the character and amenities of the area. All planning applications for apartment schemes (including mixed-use schemes incorporating apartment units) must include a schedule of the number and type of apartments proposed, together with a Schedule of Accommodation indicating the floor area of each unit, the number of units which are dual aspect, levels of private amenity space afforded each unit, communal and public open space, storage space (including dedicated storage space outside of the unit but to which the occupants have access), proposed access arrangements, tenure and level of accessibility.

Applications for apartment developments will be assessed against the requirements of *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020* (or updated guidance as may be in place at the time of lodgement of the planning application). The current design standards for new apartments provide quantitative guidance for the design and layout of apartment schemes in order to safeguard design quality and to ensure a high standard of development. This includes a number of quantitative standards, including the following:

1. Mix of units (SPPR1)
2. Apartment Floor Area (SPPR 3)
3. Dual Aspect Ratios (SPPR 4)
4. Floor-to-Ceiling Height (SPPR 5)
5. Lift and Stair Cores (SPPR 6)
6. Internal Storage
7. Private Amenity Space (Appendix 1)

8. Communal Amenity Space (Appendix 1)
9. Children's Play Space provision (Section 4)
10. Bicycle Parking and Storage (Section 4)
11. Build-to-Rent schemes (SPPR7 & SPPR 8)

The contents of the Guidelines (referred to as Apartment Guidelines for the remainder of this Section) have been incorporated below and the minimum floor areas set out in Table 1.0 in line with SPPR 3 of the Apartment Guidelines. The requirements of other relevant development standards including, minimum aggregate floor areas, minimum room widths, aggregate bedroom floor areas, floor to ceiling heights, public open space, private and communal space, play space, safety and security, acoustic and privacy standards, must also be complied which are set out below and within the Apartment Guidelines.

Objective DMSO24 – Apartment Development

All applications for apartment development are required to comply with the Specific Planning Policy Requirements (SPPRs), the standards set out under Appendix 1 and general contents of the *Sustainable Urban Housing: Design Standards for New Apartments* Guidelines for Planning Authorities 2020 (or updated guidance as may be in place at the time of lodgement of the planning application).

14.7.1 Apartment – Unit Size and Mix

Specific Planning Policy Requirement 3 (SPPR 3) sets out the minimum floor areas for apartments

Table 14.7: Minimum Requirements for Apartments

Unit Type	Size (sq. m.)	Private Open Space Required (sq. m.)	Communal Open Space required (sq. m.)	Storage Space required (sq. m.)
Studio (1 person)	37	4	4	3
One Bedroom (2 person)	45	5	5	3
Two Bedroom (3 person)	63	6	6	5
Two bedroom (4 person)	73	7	7	6
Three bedroom (5 person)	90	9	9	9

14.7.2 Floor to Ceiling Heights

In line with SPPR 5 of the Apartment Guidelines, ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. 3.0m should be considered in such instances. For

building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, the Guidelines state that Planning Authorities may exercise discretion on a case-by-case basis, subject to overall design quality.

In certain main urban centre locations, where apartments front onto or adjoin busy commercial streets the need for future adaptability of ground floor areas from residential to potential commercial uses should be considered. A floor to ceiling height of 3.5m to 4m may be required for ground floor apartments in such cases.

14.7.3 Internal Storage

Internal storage within an apartment unit shall be provided in accordance with the Sustainable Urban Housing Design Standards for New Apartments as set out in Appendix 1 and Section 3.30 to 3.34 of the Apartment Guidelines.

14.7.4 Dual Aspect

Dual aspect units significantly enhance the residential amenity of apartment units providing for better daylight and sunlight penetration and cross-ventilation. Where single aspect apartments are provided, the number of south facing units should be maximised, with west or east facing single aspect units also being acceptable.

North facing single aspect apartments may be considered, where overlooking a significant amenity such as a public park, garden or formal space, or a water body or some other amenity feature. Particular care is needed where windows are located on lower floors that may be overshadowed by adjoining buildings.

In line with SPPR 4 of the Apartment Guidelines:

- There shall be a minimum of 33% dual aspect units required in more 'central and accessible urban locations', where it is necessary to achieve a quality design in response to the subject site characteristics and to ensure good street frontage.
- In 'suburban or intermediate locations' it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.
- For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, the Apartment Guidelines state that Planning Authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.

14.7.5 Lift and Stair Cores

The number of lift and stair cores is principally governed by the dual aspect ratios specified in the Apartment Guidelines. SPPR 6 requires a maximum of 12 apartments per floor per core be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations.

14.7.6 Private Open Space

Every apartment shall have private amenity space in the form of gardens or patios/terraces for ground floor apartments and balconies at upper levels. Private amenity space shall be provided in the form of terrace, balcony or private garden and should be located off the main living area in the apartment. Private amenity space should be located to optimise solar orientation and designed to minimise overshadowing and overlooking. The minimum areas for private amenity are set out in Appendix 1 and Section 3 of the Apartment Guidelines.

At ground floor level, private amenity space should be sufficiently screened to provide for privacy. Where ground floor apartments are to be located adjoining a public area, consideration should be given to the provision of a 'privacy strip' of approximately 1.5m in depth. This should be influenced by the design, scale and orientation of the building and on the nature of the street or public area and if provided, subject to appropriate landscape design and boundary treatment.

14.7.7 Communal Amenity Space

Applications must clearly distinguish between communal and public open space to serve an apartment development. Communal amenity space, is in addition to any private or public open space provision within a scheme and may be provided as a garden within the courtyard of a perimeter block or adjoining a linear apartment block. Roof gardens may also be provided but must be accessible to residents, subject to requirements such as safe access by children. Communal open space must be of high-quality design, be accessible, overlooked and conveniently located for use of residents. Particular attention should be paid to ensuring such areas benefit from adequate daylight and sunlight throughout the year. Accessible, secure and usable outdoor space is a high priority for families with young children and for less mobile older people and as such should be capable of providing for a range of activities including, children's play areas and passive recreation. In this regard, particular attention should be paid to the quality of hard and soft landscaping as well as to outdoor furniture and other facilities.

Where ground floor balconies/terraces front areas of communal spaces, the design of the interface area between the two should be carefully considered with regard to privacy and security for the individual units. A considered approach to landscaping and boundary treatment in this area will be required.

The future maintenance of such amenity spaces should also be considered.

For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha communal amenity space may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality.

14.7.8 Public Open Space

Public Open Space serving apartment developments is addressed in Chapter 4 Community Infrastructure and Open Space and under Section 14.13 of this chapter.

14.7.9 Communal Facilities

Applicants are encouraged to provide for a range of communal facilities for residents of a scheme, particularly as part of larger apartment developments. The range and mix proposed should form part of pre-planning consultation with the Planning Department in advance of lodgement of the planning application. Such facilities may include laundry rooms (in well-ventilated areas), community or meeting rooms or on-site management/maintenance facilities. Consideration may also be given to co-working spaces.

14.7.10 Building Lifecycle Report and Management Companies

As required under the Guidelines, certainty regarding the long-term management and maintenance structures to be put in place are critical. It is essential that robust legal and financial arrangements are provided to ensure that an apartment development is properly managed, with effective and appropriately resourced maintenance and operational regime. Consideration of the long-term running costs and the eventual manner of compliance with the *Multi-Unit Developments Act, 2011* are matters which should be considered as part of any assessment of a proposed apartment development.

Accordingly, planning applications for apartment developments within Fingal will be required to submit a building lifecycle report. This should include:

- An assessment of long-term running and maintenance costs as they would apply on a per residential unit basis at the time of application, as well as demonstrating what measures have been specifically considered to effectively manage and reduce costs for the benefit of residents.
  - Property Management of the Common Areas of the development
  - Service Charge Budget
- Accordingly, when granting planning permission for such developments, which are not proposed to be Taken in Charge by the Council, the Guidelines state that Planning Authorities can attach appropriate planning conditions that require:
  - Compliance with the MUD Act,
  - Establishment of an Owners Management Company (OMC) and,
  - Establishment and ongoing maintenance of a sinking fund commensurate with the facilities in a development that require ongoing maintenance and renewal.

14.7.11 Security and Surveillance

Applications for apartment developments should clearly demonstrate how matters of safety have been incorporated into the overall design. Within the scheme, the design should include for the maximisation of natural surveillance of all common areas, streets and parking areas and for active frontage to the building facades. Particular attention should be paid to the location of entrance doors and lobbies to ensure that such areas are well lit, have high levels of active surveillance and are overlooked. The design should also give due consideration to the security and privacy levels afforded to ground floor apartments. This may include the provision of a defensible privacy strip, landscape planting and other measures, while ensuring appropriate levels of light ingress. Access to internal and external communal areas should also be controlled.

14.7.12 Refuse Storage in Apartment Development

Provision shall be made for the storage and collection of waste in all applications for apartment development. Refuse facilities should be accessible to each apartment stair/lift core and be adequately sized to cater for the projected level of waste generation, types and quantities. Within apartments, there should be adequate provision for the temporary storage of segregated materials prior to removal to communal waste storage.

Waste storage areas should not be on the public street and should not be visible to or accessible by the general public. Waste storage areas in basement car parks should be avoided where possible, but where provided, must ensure adequate manoeuvring space for collection vehicles.

14.7.13 Build to Rent

Build to Rent comprises purpose-built residential accommodation which is specifically provided for long-term rental, managed and serviced by an institutional landlord. It is an objective of the Council to facilitate the provision of Build-to-Rent Accommodation in suitable locations in accordance with the provisions of the Apartment Guidelines. Build to Rent serves an important role in meeting housing demand and provides an additional housing tenure option in the market. It is important to ensure however, that no one housing type dominates and a mix of housing options and tenures is preferable in achieving a sustainable housing mix. Build to Rent Schemes should be located close to high quality public transport networks, settlement and employment centres. The Apartments Guidelines set out specific planning policy requirements for 'Build to Rent' developments. SPPR7 and SPPR8 relate.

Objective DMSO25 – Applications for Build to Rent Schemes

Applications for BTR schemes shall be required to, be accompanied by an assessment of other permitted BTR developments in the vicinity (3km) of the site including a map showing all such facilities to demonstrate that the development would not result in the overconcentration of one housing tenure in a particular area. In assessing the matter of overconcentration, the Planning Authority will have regard to factors such as:

- The number and scale of other permitted BTR development in the vicinity (3km) of the site,
- The household tenure and housing type of existing housing stock in the approximate vicinity (3km) of the site and
- The proximity of the proposal to high-capacity public transport stops and interchange (such as DART, MetroLink, LUAS and BusConnects).

14.7.14 Shared Accommodation

SPPR 9 of the Apartment Guidelines states that there shall be a presumption against granting planning permission for shared accommodation/co-living development unless the proposed development is required to meet specific demand identified under the Housing Need and Demand Assessment.

14.8 Housing Development/Standards

14.8.1 Floor Areas

The minimum size of habitable rooms for houses shall conform with dimensions as set out in *Quality Housing for Sustainable Communities: Best Practice Guidelines for Delivering Homes Sustaining Communities 2007* or the appropriate National Guidelines standards in operation at the date of lodging the application for planning permission.

14.8.2 Separation Distances

A minimum standard of 22 metres separation between directly opposing rear first floor windows shall be observed, normally resulting in a minimum rear garden depth of 11 metres. However, where sufficient alternative private open space (e.g. to the side) is available, this may be reduced – subject to the maintenance of privacy and protection of adjoining residential amenities.

All proposals for residential development over three storeys high, shall provide for acceptable separation distances between blocks to avoid negative effects such as excessive overlooking, overbearing and overshadowing effects and provide sustainable residential amenity conditions and open spaces.

In certain instances, depending on orientation and location in built up areas, reduced separation distances may be acceptable. Any relaxing of standards will be assessed on a case-by-case basis and should not be seen as setting a precedent for future development.

A separation distance of at least 2.3 metres should be provided between the side walls of each house, pair of semi-detached houses or each terrace of houses in order to allow for adequate maintenance and access.

Objective DMSO26 – Separation Distance between Side Walls of Units

Ensure a separation distance of at least 2.3 metres is provided between the side walls of detached, semi-detached and end of terrace units.

(Note: This separation distance may be reduced on a case-by-case basis in relation to infill and brownfield development which provides for the regeneration of under-utilised lands and subject to the overall quality of the design and the schemes contribution to the streetscape. A statement demonstrating design mitigation and maintenance arrangements shall be submitted in such cases)

14.8.3 Private Open Space

Private Open Space shall usually be provided to the rear of the front building line of the house and to the requirements set out below. Narrow strips of open space to the side of houses shall not be included in the private open space calculations.

Table 14.8: Private Open Space for Houses

House type	Minimum open space
3 bedrooms or less	60 sq. m.
4 or more bedrooms	75 sq. m.

Objective DMSO27 – Minimum Private Open Space Provision

Ensure a minimum open space provision for dwelling houses (exclusive of car parking area) as follows:

- 3 bedroom houses or less to have a minimum of 60 sq. m. of private open space located behind the front building line of the house.
- Houses with 4 or more bedrooms to have a minimum of 75 sq. m. of private open space located behind the front building line of the house.

Narrow strips of open space to the side of houses shall not be included in the private open space calculations.

Objective DMSO28 – Minimum Private Open Space Provision for Townhouses

Allow a reduced standard of private open space for one and two bedroom townhouses only in circumstances where a particular design solution is required such as to develop small infill/ corner sites. In no instance will the provision of less than 48 sq m of private open space be accepted per house.

14.9 Residential Development – General Requirements

The following requirements as set out below will relate to all forms of residential development, including housing and apartment schemes and should be taken into consideration at the design stage of the development.

14.9.1 Phasing of Development

Developments over 100 residential units shall demonstrate that adequate provision for specified physical and social infrastructural requirements, including: roads, sewers, water mains, community, recreational and sporting facilities (indoor and outdoor), public transport, schools and shops are available at completion to support development.

In addition, when considering proposals for development within the curtilage of Protected Structures a proposed phasing agreement should be provided.

A phasing schedule for any such development shall be submitted with a planning application.

14.9.2 Naming of Estates

The naming of residential estates plays an important role in the identity of an area and ultimately in successful placemaking. It is important that the naming of streets and residential estates reflect the local placenames and local people of note, heritage, language or topographical features as appropriate and shall incorporate old placenames from the locality as much as possible and where appropriate shall be in Irish. The use of bi-lingual signage will be required.

The applicant/developer should ensure that the chosen place name for a new residential development is appropriate relative to its location, and is not already in use within the County.

Objective DMSO29 – Naming of Streets and Residential Estates

Naming of streets and residential estates shall reflect the local placenames and local people of note, heritage, language or topographical features as appropriate and shall incorporate old placenames from the locality as much as possible and where appropriate shall be in Irish. The use of bi-lingual signage will be required.

14.9.3 Roads and Footpaths

The design of streets in urban areas is guided by the *Design Manual for Urban Roads and Streets (DMURS) and the DMURS Interim Advice Note – Covid 19 Pandemic Response 2020*. This Plan will support the implementation of DMURS principles for all new transportation and public realm schemes within the County.

14.9.4 Open Plan Estates

It is important to maintain the openness of residential development, particularly schemes where openness is a defining feature of the development. This can be achieved through the removal of the exempted development rights with regard to the provision of boundary walls, railing or other features to the front of houses.

14.9.5 Gated Communities

Gated communities are communities or developments in which access to the public is not readily available due to the erection of different types of physical barriers. Gated communities serve to exclude and divide communities and do not support the development of a permeable, connected and linked urban area. Prohibit proposals that would create a gated community for any new residential developments.

Objective DMSO30 – Gated Communities

Prohibit proposals that would create a gated community for any new residential developments.

14.9.6 Taking in Charge and Management Companies

In residential developments which are not proposed to be taken in charge by the Council, evidence will be required that Private Management Companies are to be established to manage developments on completion with a requirement for compulsory membership for all purchasers of property within the scheme.

If a development (or part thereof) is to be Taken in Charge by the Council, the applicant shall agree at planning application stage those areas to be taken in charge by the Local Authority with such areas clearly delineated on a layout plan. All areas not to be Taken in Charge by the Council and which will become the responsibility of a properly constituted Private Management Company, shall also be clearly indicated, and submitted with the planning application.

All roads, footpaths, sewers, drains, lighting columns, mini-pillars, watermains, services and open spaces within the privately managed areas, irrespective of the management and maintenance regime to be put in place for these areas, shall be satisfactorily completed to the standard for development works as set out in *Fingal County Council's Taking in Charge Policy and Specifications December 2020*. In this regard, applicants shall have regard to the Department of the Environment, Community and Local Governments document *Taking in Charge of Residential Developments Circular Letter PD 1/08, and Circular Letter PL 5/2014*.

14.9.7 Bonds

To ensure the satisfactory completion of development works, such as roads, surface water drainage, public lighting and open space, including the protection of trees, on a site which has been the subject of a grant of permission, a bond or cash lodgement may be required until the development has been satisfactorily completed. The amount of such bond or cash lodgement will be determined by the Planning Authority.

14.10 Additional Accommodation in Existing Built-up Areas

14.10.1 Corner/Infill Development

The development of infill housing on underutilised infill and corner sites in established residential areas will be encouraged where proposals for development are cognisant of the prevailing pattern of development, the character of the area and where all development standards are observed. While recognising that a balance is needed between the protection of amenities, privacy, the established character of the area and new residential infill, such development provides for the efficient use of valuable serviced land and promotes consolidation and compact growth.

Contemporary design is encouraged and all new dwellings shall comply with Development Plan standards in relation to accommodation size, garden area and car parking.

Objective DMSO31 – Infill Development
New infill development shall respect the height and massing of existing residential units. Infill development shall retain the physical character of the area including features such as boundary walls, pillars, gates/gateways, trees, landscaping, and fencing or railings.

Objective DMSO32 – Infill Development on Corner / Side Garden Sites

Applications for residential infill development on corner/side garden sites will be assessed against the following criteria:

- Compatibility with adjoining structures in terms of overall design, scale and massing. This includes adherence to established building lines, proportions, heights, parapet levels, roof profile and finishing materials.
- Consistency with the character and form of development in the surrounding area.
- Provision of satisfactory levels of private open space to serve existing and proposed dwelling units.
- Ability to safeguard the amenities of neighbouring residential units.
- Ability to maximise surveillance of the public domain, including the use of dual frontage in site specific circumstances.
- Provision of side/gable and rear access arrangements, including for maintenance.
- Compatibility of boundary treatment to the proposed site and between the existing and proposed dwellings. Existing boundary treatments should be retained/ reinstated where possible.
- Impact on street trees in road-side verges and proposals to safeguard these features.
- Ability to provide a safe means of access and egress to serve the existing and proposed dwellings.
- Provision of secure bin storage areas for both existing and proposed dwellings.

14.10.2 Residential Extensions

The need for housing to be adaptable to changing family circumstances is recognised and acknowledged and the Council will support applications to amend existing dwelling units to reconfigure and extend as the needs of the household change, subject to specific safeguards. In particular, the design and layout of residential extensions must have regard to and protect the amenities of adjoining properties, particularly in relation to sunlight, daylight and privacy. The design of extensions must also have regard to the character and form of the existing building, its architectural expression, remaining usable rear private open space, external finishes and pattern of fenestration. Additionally, careful consideration should be paid to boundary treatments, tree planting and landscaping. The following section provides guidance in relation to, front extensions, side extensions, rear extensions, first floor rear extensions, roof alterations including attic conversions and dormer extensions.

14.10.2.1 Front Extensions

Porch extensions, other than those deemed to be exempted development, should be of appropriate design and scale relative to the design of the original house. The scale, height, and projection from the front building line of the dwelling should not be excessive so as to dominate the front elevation of the dwelling. The porch should complement the existing dwelling, and a contemporary design approach may be considered.

Front extensions will be assessed in terms of their scale, design, and impact on visual and residential amenities. Significant breaks in the building line should be resisted unless the design can demonstrate to the Planning Authority that the proposal will not impact on the visual or residential amenities of directly adjoining dwellings. Sufficient depth to the forecourt is required to ensure off-street car parking is not impacted.

14.10.2.2 Side Extensions

Side extensions will be evaluated against proximity to boundaries, size and visual harmony with existing (especially front elevation) and impacts on residential amenity. First floor side extensions built over existing structures and matching existing dwelling design and height will generally be acceptable. In certain cases, a set-back of the extension's front facade and its roof profile and ridge may be sought to protect amenities, integrate into the streetscape and avoid a 'terracing' effect. External finishes shall generally match the existing.

14.10.2.3 Ground Floor Extensions (rear)

Ground floor rear extensions will be considered in terms of their length, height, proximity to mutual boundaries and quantum of usable rear private open space remaining to serve the dwelling house. The proposed extension should match or complement the existing dwelling house.

14.10.2.4 First Floor Extensions

First floor rear extensions will be considered on their merits, noting that they can have potential for negative impacts on the amenities of adjacent properties, and will only be permitted where the Planning Authority is satisfied that there will be no significant negative impacts on surrounding residential or visual amenities. In determining applications for first floor extensions the following factors will be considered:

- Overshadowing, overbearing, and overlooking – along with proximity, height, and length along mutual boundaries.
- Remaining rear private open space, its orientation and usability.
- Degree of set-back from mutual side boundaries.
- External finishes and design, which shall generally be in harmony with existing.

14.10.2.5 Roof Alterations including Attic Conversions and Dormer Extensions

Roof alterations/expansions to main roof profiles, for example, changing the hip-end roof of a semi-detached house to a gable/'A' frame end or 'half-hip', will be assessed against a number of criteria including:

- Consideration and regard to the character and size of the structure, its position on the streetscape and proximity to adjacent structures.
- Existing roof variations on the streetscape.
- Distance/contrast/visibility of proposed roof end.
- Harmony with the rest of the structure, adjacent structures and prominence.

Dormer extensions to roofs will be evaluated against the impact of the structure on the form, and character of the existing dwelling house and the privacy of adjacent properties. The design, dimensions, and bulk of

the dormer relative to the overall extent of roof as well as the size of the dwelling and rear garden will be the overriding considerations, together with the visual impact of the structure when viewed from adjoining streets and public areas.

Dormer extensions shall be set back from the eaves, gables and/or party boundaries and shall be set down from the existing ridge level so as not to dominate the roof space.

The quality of materials/finishes to dormer extensions shall be given careful consideration and should match those of the existing roof.

The level and type of glazing within a dormer extension should have regard to existing window treatments and fenestration of the dwelling. Regard should also be had to extent of fenestration proposed at attic level relative to adjoining residential units and to ensure the preservation of amenities.

Excessive overlooking of adjacent properties should be avoided.

14.10.3 Family Flats

A family flat refers to the provision of accommodation connected to an existing dwelling with a level of independence for an undefined temporary period. This may involve the subdivision of a single dwelling, provision of an extension or conversion of a garage attached to the main dwelling, where the use is for a member of the immediate family (e.g. elderly parent). Applications will be assessed in terms of the impact on the integrity of the existing dwelling and neighbouring properties and compliance with the following criteria must be demonstrated:

- A requirement for the family flat must be demonstrated including details of the relationship between the occupant of the main dwelling and the occupant of the family flat.
- When no longer requested for use as a family flat, the accommodation must be capable of being subsumed into the main property.
- Any such extension to the main dwelling shall be subsidiary in scale relative to the main dwelling and shall not exceed an internal floor area of 75 sq. m.
- The family flat should not impact adversely on either the residential amenities of the existing property or the residential amenities of the area.
- The entrance to the family flat must be via the main dwelling. Where own-door access is unavoidable, own-door access shall be located to the side or rear.
- No sub-division of the garden is permitted.

14.10.4 Garden Rooms

Garden Rooms can provide useful ancillary accommodation such as a playroom, gym, or study/home office for use by occupants of the dwelling house. Such structures should be modest in floor area and scale, relative to the main house and remaining rear garden area. Applicants will be required to demonstrate that neither the design nor the use of the structure would detract from the residential amenities of either the main residence or of adjoining property. External finishes shall be complementary to the main house and any such structure shall not provide residential accommodation and shall not be fitted out in such a manner including

by the insertion of a kitchen or toilet facilities. Such structures shall not be let or sold independently from the main dwelling.

14.10.5 Home Based Economic Activity

Development proposals for small scale home-based economic activity, defined as small scale economic activity carried out by residents of the dwelling house and being subordinate to the use of the house as dwelling unit will be considered where the applicant is the resident of the house and can demonstrate that the proposed activity would not adversely impact the existing residential amenity of the area. This includes impacts such as increased traffic, noise, fumes, vibration, smoke, dust or odour. The Planning Authority will assess the suitability of the residential site to accommodate the proposed home-based economic activity having regard to the:

- nature and scale of the activity proposed including hours of operation.
- requirement for the activity.
- location and size of the site.
- Impacts on the amenity of the residential unit and on neighbouring properties in terms of noise and disturbance.
- the prevailing density of the area.
- the availability of adequate safe car-parking and expected levels of traffic generation (including deliveries where relevant).
- the general compatibility of the nature of the use with the site context.
- waste generation.

Home-based economic activity will generally be permitted on a short-term or temporary basis to enable an ongoing assessment of any impact of the activity on residential amenity.

Objective DMSO33 – Home Based Economic Activity
Permit home-based economic activities where the proposed activity is subordinate to the main residential use of the dwelling and does not adversely impact the existing residential amenities of the area by way of noise or disturbance.
Objective DMSO34 – Home Based Economic Activity (Temporary)
Permit home-based economic activity on a short-term or temporary basis to enable an ongoing assessment of any impact of the activity on residential amenity, where required.

14.10.6 Pigeon Lofts

Objective DMSO35 – Pigeon Lofts

Applications for new or extensions to pigeon lofts will be evaluated against the following criteria:

- Pigeon lofts should be located as far as possible from neighbouring dwellings. In general, they should be a minimum distance of 10 metres from adjoining residential units, but in locations where this is not possible, the circumstances of each case will be considered.
- Pigeon lofts should be of sound construction with a concrete floor or sub-floor and should facilitate ease of cleaning and provide adequate ventilation, while being secure against rodents.
- A high-quality external design and finish to the pigeon loft will be required and structures are required to be maintained in good condition.
- The appropriate size of a loft will depend on the nature of the property and the proximity of neighbouring properties. In general, pigeon lofts should not exceed 25 sqm in area and should have a maximum height of 3 metres with a pitched roof, or 2.5 metres with a flat roof.
- In no circumstances will an open loft be permitted (an open loft is one where pigeons may enter or leave at any time).

14.11 Other Residential/Housing for All

The section sets out the general requirements for specialised or specific housing types within Fingal.

14.11.1 Student Accommodation

All proposals for student accommodation should comply with the Department of Education and Science *Guidelines on Residential Development for Third Level Students 1999*, the subsequent supplementary document published in 2005, the provisions of the *National Student Accommodation Strategy 2017* and Circular PL8/2016. These documents provide definitions of 'students' and 'educational institutions' and recommendations in relation to minimum bed-space and other similar requirements.

Further to Policy SPQHP28, the Council will support the provision of high-quality purpose built, professionally managed, third level student accommodation on the campus of Third Level Institutions or at other appropriate locations with access to public transport corridors which are proximate to third level centres of education. Developments will be evaluated against the following criteria:

Objective DMSO36 – Third Level Student Accommodation

Evaluate proposals for third level student accommodation against the following criteria:

- The proposed use must be consistent with the underlying land use zoning objective.
- Provision of adequate external communal space to serve residents.
- The quantum of purpose-built student accommodation does not result in an over concentration of such developments in any area.
- Provision of ancillary uses (e.g. café / shop) at ground floor level in locations not served by convenient services.
- Accommodation is provided to the appropriate quantitative standards.
- Provision of communal facilities appropriate to the scale of the development, including communal lounges; study rooms; TV / cinema room etc.
- Ensure appropriate provision of ancillary supporting facilities including refuse facilities, car parking and cycle parking.
- Minimise impacts on the residential amenity of the surrounding area.
- Ensure satisfactory management arrangements are in place, including a requirement that occupants will be students registered with third-level institutions.
- All permissions for student housing shall have a condition attached requiring that planning permission is required for subsequent any change of use from student accommodation to other type of accommodation.

14.11.2 Age Friendly Housing

The Council will promote an age-friendly approach by ensuring that both existing and proposed residential developments are future proofed for an ageing population. In accordance with the principles of *Housing Options for Our Ageing Population – Policy Statement 2019*, the Planning Authority will advocate an age-friendly approach with respect to new residential in Fingal.

Applicants for residential development should consider the incorporation of units suitable for elderly persons within proposed schemes and consideration should be given to accompanying facilities and materials in line with the age friendly principles taken from the Ten Universal Design Features to include in a Lifetime Adaptable and Age Friendly Home – June 2021, published by Age Friendly Ireland. These set out that an Age Friendly Home:

- is well-connected to local amenities,
- is connected to the outdoors,
- has accessible and adaptable toilets and bathrooms,
- has easy to use fittings and fixtures,
- has good security and technology system.
- is easy to approach and enter,
- is easy to move about in,
- has a guest bedroom,
- is energy and cost efficient,

The Council will consider proposals, including the development of small infill sites for appropriate forms of residential development for age-friendly housing, including opportunities for those wishing to downsize from larger family homes to more appropriately sized units 'Right-Sizing' with benefits of town centre living and proximity to community infrastructure, transport etc.

Housing proposals specifically aimed at older people should be designed having regard to Universal Design Standards enabling the property to be future proofed for the possible care needs of the occupant and to ensure sufficient floor space to cater for care assistance/visitors. In this regard, development proposals will be required to comply with any future technical guidance relating to design specifications for housing for older people in place at the time of making the planning application.

Objective DMSO37 – Age Friendly Housing

Require new residential developments in excess of 100 units provide 10% of the units as age friendly accommodation.

14.11.3 Traveller Accommodation

The Council will implement the *Fingal Traveller Accommodation Programme 2019–2024* and any superseding Programmes agreed by Fingal County Council over the lifetime of this Plan.

14.11.4 Residential Care Homes, Retirement Homes, Nursing Homes, Retirement Villages and Sheltered Accommodation

The Council recognises that the provision of care for the elderly and other vulnerable people is an essential community requirement.

Such facilities should be resisted in the open countryside for reasons relating to sustainability, poor accessibility and lack of public transport, social exclusion and isolation and instead supported in established centres, served by community infrastructure, services, recreational amenities and public transport links.

Objective DMSO38 – Location of Age Friendly Housing

Require that residential care homes, retirement homes, nursing homes, retirement villages and sheltered accommodation are located in towns and villages for reasons of sustainability, accessibility, social inclusion, and proximity to services, except where a demonstrated need to locate in a rural environment because of the nature of the care required can be clearly established.

Objective DMSO39 – Applications for Age Friendly Housing

Require that applications for residential care homes, retirement homes, nursing homes, retirement villages and sheltered accommodation demonstrate the following:

- That the scale of the facility is appropriate to and in keeping with the character of the surrounding area.
- The residential amenities of adjoining properties are safeguarded.
- Schemes are provided with high-quality gardens and accessible open space for the benefit of residents.
- Residents are provided with good quality, appropriately sized, on-site communal facilities and amenities to socialise with other residents and visitors.
- Proposals must demonstrate a high degree of accessibility to local services, public transport and provision of good footpath links.
- Is served by appropriate level of parking.
- High quality design and appropriate use of materials.

It is essential that adequate and suitable open space area and other facilities are provided for residential care homes, retirement homes, nursing homes, retirement villages and sheltered accommodation. It is recognised that reduced quantitative standards may be appropriate in some cases due to the level of care that is provided or by virtue of the location of the facility. Planning applications for such development should include detailed open space and landscaping plans that take account of the location of the facility, the availability/ suitability of existing open space and the needs of the residents of the facility.

Objective DMSO40 – Open Space Standards for Age Friendly Housing

Accept reduced open space quantity standards for certain developments, namely residential care homes, retirement homes, nursing homes, retirement villages and sheltered accommodation where a reduction is deemed appropriate by virtue of the specific open space needs of the residents and where suitable accessible green open space is available. High quality open space and landscaping plans shall be submitted with planning applications for these developments.

14.12 Rural Fingal

14.12.1 Design Criteria for Rural Villages and Rural Clusters

Chapter 3 Sustainable Placemaking and Quality Homes, sets out the development approach for the Rural Villages and Rural Clusters within Fingal. Fingal's Rural Settlement Strategy is also set out in Chapter 3.

The designated Rural Villages of Fingal are Ballyboghil, Balscadden, Ballymadun, Coolquay, Garristown, Kinsaley, Naul, Oldtown, Rivermeade and Rowlestown. These are mostly traditional village-type settlements and have the Rural Village (RV) zoning objective which aims to *"Protect and Promote the character of the Rural Village and promote a vibrant community in accordance with an approved land use plan, and the availability of physical and community infrastructure"*.

Village development shall be guided by adopted Local Area Plans and Village Development Framework Plans where in place and by future Framework Plans where identified.

There are 38 no. Rural Clusters within Fingal located at: Balcarrick, Baldwinstown Cross, Ballough (Lusk), Ballykea, Blackhills (Ardgillan), Balcultry, Baltrasna, Baskin Lane, Castlefarm (Kilsallaghan), Colecut, Corballis, Dallyhaysy (Balbriggan), Dermotstown (Bog O' the Ring), Feltrim (Malahide), Grougha, Moonlone Lane (Naul), Dubber Cross, Effelstown (Lusk/Rush train station), Holmpatrick, Hedgestown (Five Roads), Jordanstown, Killalane, Magilstown, Malheney (Man O' War), Milverton, Moyne Road, New Haggard, North Beach, Palmerstown, Staffordstown/Corduff, The Quay (Portrane), Thornton, Tobersool, The Commons (Lusk), Turvey Lane, Wimbletown (Ballyboghil), Wimbletown South, and Wyanstown (Oldtown).

Rural Clusters, with the zoning objective Rural Cluster (RC) seek to *"Provide for small scale infill development serving local needs while maintaining the rural nature of the cluster"*. Sensitive layout and design of new houses within the Rural Clusters will ensure that they contribute positively to the rural character of the area. The layout and design of new housing within the Rural Clusters should be consistent with Design Criteria for Housing in the Countryside.

14.12.2 Design Criteria for Housing in the Countryside

The countryside for the purposes of this section of the Plan are those areas with the rural zoning objectives identified as Rural (RU), Greenbelt (GB), and High Amenity (HA). The reuse of existing buildings within the countryside for residential development will be encouraged. The Rural Settlement Strategy as set out in Chapter 3, outlines the requirements to meet the housing need in areas of the County zoned RU, GB and HA. It is an objective of this Development Plan to limit the visual impact of new houses on Fingal's countryside and the visual impact of any proposed house upon the rural landscape must be evaluated as part of the overall assessment. The location of any proposed new dwelling should be such as to limit new entrances onto the public road. Therefore, newly constructed homes will be directed, where possible, to sites which are located adjacent to existing homes or farmyards belonging to the family of the owner of the proposed dwelling.

Such sites should be served by a single entrance for both the existing and the proposed development.

Objective DMSO41 – New Dwellings in Rural Areas

Ensure that new dwellings in the rural area are sensitively sited, demonstrate consistency with the immediate Landscape Character Type, and make best use of the natural landscape for a sustainable, carbon efficient and sensitive design. A full analysis/feasibility study of the proposed site and of the impact of the proposed house on the surrounding landscape will be required in support of applications for planning permission.

Objective DMSO42 – Housing in Greenbelt or High Amenity Zoned Land

Ensure that any planning application for a house within an area which has a Greenbelt or High Amenity zoning objective is accompanied by a comprehensive Visual Impact Statement.

Objective DMSO43 – Siting of New Dwellings in a Rural Area

Encourage new dwellings in the rural area to be sited at a location in close proximity to the family home where the drainage conditions can safely accommodate the cumulative impact of such clustering and where such clustering will not have a negative impact on the amenities of the original house. Where this arrangement is clearly demonstrated not to be available, permit the new dwelling to be located on an alternative site which is within two kilometres from the family home, or, where the applicant has land zoned HA within 2 km from the family home and this arrangement is demonstrated not to be available to build, and the applicant has land zoned RU on lands within 3.5 km of the family home, permit the new dwelling to be located on the RU zoned site which is within 3.5 km of the family home, or, in the case of applications made under Objective SPQHO83 within five kilometres outside Noise Zone A and subject to the East/West of the M1 stipulation.

14.12.3 Design Guidelines for Rural Dwellings

The Council will use the following guidance in assessing planning applications for a rural dwelling:

Table 14.9: Design Guidelines for Rural Dwellings

Site Assessment Study
› A full analysis/feasibility study of the proposed site and its surrounding landscape should be carried out as the first step in preparing a design, and subsequently a planning application, for a house in the countryside.
Siting and Design
› The location, siting, orientation, and the design of a proposed new dwelling in a rural location should be sensitive to its surroundings. The proposed development should be consistent with the character and appearance of the land, including the building's shape, height, and form, and with the ecology, natural features, and contours of the area, and the way in which these components combine. › Direction should be taken from the existing environment and should take advantage of natural features such as trees, hedgerows, watercourses, hills, and other land formations to shelter, shade and service the house. › If any structures exist on the proposed site, then consideration should be given to their re-use, adaptation, and extension in preference to new build. › Where historic or vernacular buildings are located on the site or land holding, serious consideration should be given to their retention, and incorporation into any proposed development. › Clustering with existing rural buildings is generally preferable to stand-alone locations. › The new dwelling should seek to integrate as much as possible into the landscape and not be a prominent feature that visually dominates its rural surroundings. New buildings should respect their landscape context and not block scenic views or break the skyline or waterline as seen from vantage points or main roads. Cutting and filling of sites is not desirable. › Full consideration should be given to solar gain and orientation within the proposed development to maximise energy efficiency. › The applicant should determine if the proposed development is located on any designated natural heritage, archaeological or architectural heritage site. The existence of any of these designated sites within the proposed development site may have implications for the proposed dwelling.
Materials & Detailing
› The detail, texture, colour, pattern, and durability of materials of the proposed development should be sustainable and of a high quality and should be sensitive to its proposed location. › New dwellings should be guided by the range of materials used in the past in Fingal, and where contemporary materials are proposed they should complement and work well with those traditionally used. In Fingal, the materials that were typically used historically to construct dwellings and outbuildings were stone, mud, timber, thatch, slate, iron and lime. While historic brickworks did exist within Fingal, in general brick was not commonly used for wall finishes. › The number of materials and finishes used in the construction of a new dwelling and associated structures, such as vehicular entrances, garage, or shed, should be limited. › New dwellings should be restrained in their ornamentation and embellishment. Cosmetic features such as mock classical columns, Spanish arches, mock-Tudor detailing and balustrades should be avoided.

- Simple design forms and roof designs with narrow spans and pitches/profiles are preferable.
- Particular attention should be paid to fenestration details, particularly window openings and design. Windows should be in proportion to the development and compliment the style of the building. The natural light reaching the building should be maximised.

Boundary Treatments

- Where hedgerows or native planting exist around the site, the proposed development should be designed so that they are retained and augmented as far as practical. Where limited removal is required to meet with visibility standards, new hedgerow consisting of species native to the area or mixed with other alternative species acceptable to the Council will be planted inside the line of visibility.
- Boundary treatment should reflect local traditions for similar buildings where applicable. Stonewalling executed in the traditional dry construction method or limestone walls with lime mortar, earthen banks and indigenous hedging are all considered appropriate at entrances. Over-scaled and elaborate designs should be avoided.
- The design of entrance gates should be in keeping with the rural setting and look to traditional agricultural gate forms and styles. Entrances which are not demonstrated to be in character with the rural location of the proposed development will not be permitted.
- Entrances, driveways, and surfaced areas should be located so as to minimise the visual impacts of these proposed structures for example by following existing contour lines.
- All applications for planning permission for a rural house should include detailed drawings and specifications for entrance treatments, including any additional elements such as name plaques, post boxes, intercom and security features, which should all be discrete.

Access and Sightlines

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

Surface and Wastewater Treatment

- Domestic wastewater treatment plant and percolation areas must comply with the requirements of the Code of Practice Wastewater Treatment Systems Serving Single Dwellings (EPA) as set out in Section 14.20.2 Rural Housing – Wastewater Treatment.These details should be included in any application for a new or replacement dwelling or an extension to an existing dwelling where there is an increase in demand on the treatment capacity of any existing system.

Landscaping

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

14.12.4 Replacement Dwellings – Rural

The Council promotes the sympathetic maintenance, adaptation, and re-use of vernacular buildings where they contribute to the character of the rural area and will support the appropriate revitalisation, re-use and retrofitting of structurally sound, habitable dwellings in good condition as opposed to demolition and replacement unless strong justification is provided by the applicant in such instances.

Where replacement is accepted, the applicant shall clearly demonstrate as part of an application for demolition and replacement:

- The impact of the replacement structure on surrounding landscape and/or properties in the vicinity of the site, resulting from the design, location, layout, and size of the proposed dwelling.
- The appropriateness of demolition of the existing structure having regard to its existing setting, age, design, and overall contribution to the area.

14.12.5 Housing in Rural Fingal

The following should be read in conjunction with policies and objectives set out under Chapter 3 Sustainable Placemaking and Quality Homes.

14.12.6 Development in Rural Clusters

Applications for dwelling units within the County's Rural Clusters will be permitted to members of the Fingal Rural Community who can demonstrate a rural generated housing need defined as either:

- Persons currently living and who have lived continuously for the past ten years or have previously lived for a minimum of ten continuous years, or
- Persons working continuously for the past ten years,

Within areas of the County currently zoned rural. These areas are zoned Rural Village (RV), Rural Cluster (RC), Rural (RU), Greenbelt (GB), or High Amenity (HA).

Applications for development shall demonstrate compliance with the drainage and design standards required for on-site water-water treatment systems set out under Section 14.20.2 Rural Housing – Wastewater Treatment where a connection to public waste-water infrastructure is not available. Where a connection to public wastewater infrastructure is available, the overall site area shall not be less than 0.125 hectares.

14.12.7 New Housing for Farm Families

Planning permission will be considered for one incremental house in areas which have the HA or GB zoning objective, and up to two houses in areas with the RU zoning objective, on a family farm for close family members who are demonstrated to be actively and directly engaged in the running of the family farm. In recognition that farming is no longer a full-time occupation for many farmers, consideration will also be given to farmers whose income is supplemented by off-farm work. In all applications for planning permission for a rural house on the basis of involvement in an existing farm, proof of direct participation in farming must

include verifiable evidence of family ownership of a working farm. As part of an application, the Applicant will be required to demonstrate the following in relation to their working of the family farm:

Objective DMSO44 – New Housing for Farm Families

Demonstrate that the farm has been a working and actively managed farm in the ownership of the applicant's family for a minimum of three years preceding the date of the application for planning permission. The applicant is required to demonstrate the following in relation to their working of the family farm:

i. The applicant is a member of a family which operates a farm within the rural area of Fingal, and is actively engaged in farming the family farm. Verifiable documentary evidence (such as dated and stamped Land Registry Documentation) showing details of the farm ownership, details of the family relationship with the farm owner, and the nature of the applicant's involvement in farming the family farm will be required.

ii. The farm on which the application for planning permission for a rural house has been submitted has been a working and actively-managed farm in the ownership of the applicant's family for a minimum of three years preceding the date of the application for planning permission.

iii. The location of the family home on the existing farm.

iv. The location of all other houses on the family farm which have been granted planning permission since the 19th October 1999. Submission details will include the date of grant of planning permission and the Council's file Register Reference under which any Planning Permissions were granted.

v. The family farm has been a working farm for the preceding three years. The criteria which are considered to constitute a working farm and the size thresholds for various types of farm are set out below. The minimum threshold area of a farm excludes the area of the farm occupied by the farm yard and farm buildings, the area of the existing family home and its curtilage, and the area of the site of the proposed dwelling.

vi. Documentary evidence that the applicant resides on a working family farm within the planning application.

Documentary evidence (i.e. of a working farm) which is required is detailed below:

a. For livestock (including equestrian), tillage and mixed livestock/tillage farms:
    a. A Herd Number or other Business Number which is allocated by the Department of Agriculture, Food and the Marine.
    b. Single Farm Payment details for the preceding three years.
    c. A GLAS number for those farmers who participate in the GLAS Scheme (or any scheme which supersedes this scheme).
    d. A Forestry number for those farmers who manage forestry.
    e. For dairy farms, details of the previous years' supplies to a milk processor.
    f. For equestrian farms, depending on the type of equestrian farm, current horse training licences issued by the Irish Turf Club, racing licences, documentation demonstrating that the farm is a recognised teaching school, records of bloodstock sales, details of stud production for the preceding three years or equine identification documents, i.e. passports issued by Horse Board Ireland or by Wetherbys.

b. b) For horticulture farms:

- Confirmation of involvement in the Quality Assurance Scheme managed by An Bord Bia for the previous three years.
- Evidence of investment within the farm to demonstrate its current active engagement in the horticulture sector.
- Details of the supply of product from the farm which demonstrates that the applicant was supplying substantial produce to market in the preceding year.

c. c) Size thresholds for farms:

- The minimum size for an active livestock, tillage, or mixed livestock/ tillage farm is 15 hectares.
- The minimum size for a horticultural farm is:
  – For a vegetable farm, 6 hectares.
  – For an apple farm, 13 hectares.
  – For glasshouse production, 0.4 hectares.

Applications for planning permission will be considered where the documentary evidence clearly and comprehensively demonstrates that a farm has been an active and viable holding for the preceding three years, even though it falls below the thresholds set above, or is a specialist operator not of the types described above. The applicant must demonstrate a need to be resident on the farm in such cases.

14.12.8 New Housing for the rural community other than those actively engaged in farming

New dwellings will also be considered in areas which have an RU or GB zoning objective for members of the rural community who are not involved in farming. Applications must demonstrate full compliance with all relevant requirements set out under Chapter 3 and Table 3.5: Criteria for Eligible Applicants from the Rural Community for Planning Permission for New Rural Housing.

Table 14.10: Criteria for Eligible Applicants from the Rural Community for Planning permission for New Rural Housing

Permit new rural dwellings in areas which have zoning objectives RU or GB on suitable sites where the applicant meets the criteria set out below:

i. One member of a rural family who is considered to have a need to reside close to their family home by reason of close family ties, and where a new rural dwelling has not already been granted planning permission to a family member by reason of close family ties since 19th October 1999. The applicant for planning permission for a house on the basis of close family ties shall be required to provide documentary evidence that:

- S/he is a close member of the family of the owners of the family home.
- S/he has lived in the family home identified on the application or within the locality of the family home for at least fifteen years.

ii. A person who has been in employment in a full-time occupation which is considered to satisfy local needs by predominantly serving the rural community/economy for fifteen years prior to the application for planning permission and has not already been granted planning permission for a new rural dwelling since the 19th of October 1999. Documentary evidence of such employment is required.

iii. A person who is an immediate member of a rural family who has not been granted permission for a rural dwelling, since the 19th of October 1999, and is considered to have a need to reside adjacent to the family home by reason of that person's exceptional health circumstances. The application for a rural dwelling must be supported by two sworn affidavits from relevant and qualified professionals, with at least one from a registered medical practitioner. A qualified representative of an organisation which represents or supports persons with a medical condition or disability may supply the other.

It is to be noted that criterion no. (iii) applies in areas which have zoning objective, HA, as well as in areas with zoning objective GB and RU.

iv. A 'bona fide' applicant who may not already live in the area, nor have family connections there or be engaged in particular employment or business classified with the local needs criteria, subject to the following considerations:

Such applicants will be required to satisfy the Council of their long-term commitment to operate a full-time business from their proposed home in a rural area, as part of their planning application.

The applicant will outline within a submitted Business Plan how their business will contribute to and enhance the rural community and will demonstrate to the satisfaction of the Council that the nature of their employment or business is compatible with, and addresses and satisfies local needs, and will protect and promote the rural community.

The applicant will satisfy the Council that the nature of their employment or business is dependent on its location within the rural area so as to discourage applicants whose business is not location-dependent.

The applicant will demonstrate their commitment to the proposed business through the submission of a comprehensive and professionally prepared Business Plan, and through submission of legal documentation that they have sufficient funding committed to start and operate the business.

Applicants whose business is not location-dependent will not be considered.

Verifiable documentary evidence to demonstrate compliance with Table 14.10 will be required in all planning permission applications for a new house in the open countryside including a sworn affidavit by the applicant stating that the applicant conforms to the requirements of the objective.

14.12.9 Housing within Airport Noise Zones

The development of new housing for those who are not involved in farming will be actively resisted within the area delineated by Noise Zone A for Dublin Airport.

Objective DMSO45 – Housing for Farming Families within Airport Noise Zones

New Housing for Farming Families

Apply the provisions of the Rural Settlement Strategy, only with regard to 'New Housing for Farming Families' as set out in Chapter 3 within the Airport Noise Zone A, and subject to the following restrictions:

- Under no circumstances shall any dwelling be permitted within the predicted 69 dB LAeq 16 hours noise contour.
- Comprehensive noise insulation shall be required for any house permitted under this objective.
- Any planning application shall be accompanied by a Noise Assessment Report produced by an independent specialist in noise assessment which shall specify all proposed noise mitigation measures together with a declaration of acceptance of the applicant with regard to the result of the noise acceptance report.

Objective DMSO46 – Housing for the Rural Community within Airport Noise Zones

New Housing for the Rural Community other than for those who are actively engaged in farming.

Apply the provisions of the Rural Settlement Strategy as it applies to 'New Housing for the Rural Community other than for those who are actively engaged in farming' as set out in Chapter 3 for rural community members located within Noise Zone A on suitable sites located within five kilometres outside Noise Zone A. For those living to the east of the M1, only suitable sites located to the east of the M1 will be considered, and for those living to the west of the M1, only suitable sites located to the west of the M1 will be considered.

14.12.10 Replacement of Chalets and Seaside Huts

Objective DMSO47 – Seasonal Chalets and Seaside Huts

Applications for the replacement or conversion of existing seasonal chalets and seaside huts by dwellings which can be resided in all the year round will only be considered in exceptional circumstances where the following criteria is fully complied with:

- Verifiable documentary evidence is demonstrated indicating the unit is occupied on a year-round basis and has been for a period of 7 years or more.
- The proposal satisfies planning criteria in relation to appropriate design and layout, drainage, access and integration with the character of the landscape.
- The site shall not be liable to the impacts of climate change, including coastal erosion and flooding.
- It can be demonstrated that no impacts arise, including accumulative impacts, in relation to European Sites.

14.12.11 South Shore Rush

Subject to all criteria set out in Chapter 3, consider planning applications for a dwelling located within the South Shore area of Rush from persons who have been resident for a minimum of ten years within the South Shore area or within the development boundary of Rush or within one kilometre by road of either of these areas, subject to sustainable planning and consideration of climate change impacts.

The Council will consider planning applications for a house located within the South Shore area of Rush from a mother, father, son or daughter of a resident who qualifies under Objective SPQHO92 and subject to sustainable planning and consideration of climate change impacts.

Permission for a dwelling house in the South Shore area will be subject to an occupancy condition requiring that the dwelling is first occupied as a place of permanent residence by the applicant and/or members of his/her immediate family for a minimum period of seven years.

It will be a requirement that an applicant for a house in the South Shore area, demonstrates to the satisfaction of the Planning Authority, that the site is not and will not be subject to flooding or erosion in line with national climate change predictions.

It will be a requirement that an applicant demonstrates that the impact of any proposed house will not adversely affect, either directly or indirectly, the ecological integrity of any European site.

New houses within the South Shore area will be allowed for, subject to normal sustainable planning criteria and in line with climate change impacts, which have demonstrated to the satisfaction of the Planning Authority that they cannot connect to a public sewer within a reasonable period of time, on suitably sized sites and subject to the requirements of the EPA Code of Practice.

Applications for multi-unit schemes will not be permitted.

14.12.12 Houses Displaced by Infrastructural Works

Objective DMSO48 – Houses Displaced by Infrastructural Works
Consider any planning application by a member of the family whose house has been acquired in the interest of the common good, whether compulsorily or by agreement, for a rural house subject to the same provisions that would apply if the dwelling which has been acquired was the original and long-standing family home of the applicant.

14.12.13 Extensions to Rural Dwellings

Extensions of a reasonable or modest size may be acceptable, subject to the proposed extension respecting the character, scale, and proportions of the existing dwelling, and subject to the availability of necessary services and protection of the visual amenities of the area.

14.13 Open Space

The provision of accessible open space is an integral part of the provision of high-quality green infrastructure for communities and forms a core element in the emerging Green Infrastructure Strategy for the County. To achieve high quality open space, Fingal County Council has four basic principles of open space provision:

14.13.1 Hierarchy and Accessibility

Table 14.11 below outlines the public open space hierarchy and accessibility standards. The standards allow the provision of a wide variety of accessible public open spaces to meet the diverse needs of the County's residents. For all developments with a residential component a mix of public open space types should be provided where achievable.

Table 14.11: Public Open Space and Play Space Hierarchy and Accessibility Standards

Type of Public Open Space	**Pocket Parks**
	(Class 2 as per Development Contribution Scheme) Facilities for smaller children, but not necessarily formal play facilities. Have an important visual and social function also. Pocket parks must not be to the side or back of houses and must be adequately overlooked.
Size of Park /Open Space	Between 500 sq.m – 0.2 hectares.
Distance from homes	Within 100–200 metres walking distance of homes.
Level of Play provision	LAP (Local Area for Play). Minimum 10m x 10m to approximately 20% of public open space depending on calculated provision.
Age group catered for	Intended primarily for children up to the age of 6, though it will be used by older children at different times of the day or evening.
Description of Play Space	Accessible and inclusive landscaped areas for play. Imaginatively designed and contoured, using as far as possible natural materials such as logs or boulders with associated planting which create an attractive setting for play.
Type of Public Open Space	**Small Parks**
	(Class 2 as per Development Contribution Scheme) Depending on their size, these will accommodate playground facilities, kick about areas, and passive recreation.
Size of Park /Open Space	Between 0.2 – 2 hectares.
Distance from homes	Within 500–1000 metres walking distance of homes.
Level of Play provision	LEAP (Local Equipped Area for Play) Minimum activity zone of 200 square metres.
Age group catered for	Intended, in the context of play, for use by children up to the age of 12.
Description of Play Space	Accessible and inclusive landscaped areas for play. Imaginatively designed and contoured, using as far as possible natural materials such as logs or boulders in combination with traditional play equipment and associated planting. Where natural landscape such as woodland is in proximity to the play space, this should be incorporated and play opportunities dispersed throughout the available space as appropriate.

Type of Public Open Space	Local Parks
	(Class 1 as per Development Contribution Scheme) Accommodate playground facilities and a number of playing fields. Passive recreational and biodiversity areas will also be accommodated in these parks.
Size of Park /Open Space	Between 2 hectares – 20 hectares.
Distance from homes	Within 500–1000 metres walking distance of homes.
Level of Play provision	LEAP (Local Equipped Area for Play) Minimum activity zone of 400 square metres.
Age group catered for	Intended, in the context of play, for use by young and older children.
Description of Play Space	Accessible and inclusive landscaped areas for play. Imaginatively designed and contoured, using as far as possible natural materials such as logs or boulders in combination with traditional play equipment and associated planting. Where natural landscape such as woodland is in proximity to the play space this should be incorporated and play opportunities dispersed throughout the available space as appropriate. Provision for older children up to 17 years old such as hangout zones with bespoke seating and wi-fi connectivity in combination with such features as a MUGA or skating elements. The play space should reflect local heritage or folklore by linking design to local theme.
Type of Public Open Space	**Urban Neighbourhood Parks**
	(Class 1 as per Development Contribution Scheme) A wide variety of facilities and uses can be provided here due to their size. Biodiversity areas will also be accommodated in these parks.
Size of Park /Open Space	Between 20 hectares – 50 hectares.
Distance from homes	Within 1000–1500 metres walking distance of homes.
Level of Play provision	NEAP (Neighbourhood Equipped Area for Play). Minimum activity zone of 1,000 sq. metres comprising an area for play equipment and structures and a hard-surfaced area of at least 465 sq. metres (the minimum needed to play 5 aside football).
Age group catered for	Intended for use by accompanied young children and older children of relative independence, who have the freedom to range further from home.

Description of Play Space	Accessible and inclusive landscaped areas for play. Imaginatively designed and contoured, using as far as possible natural materials such as logs or boulders in combination with traditional play equipment with associated planting. Where natural landscape such as woodland is in proximity to the play space this should be incorporated and play opportunities dispersed throughout the available space. Provision for older children up to 17 years old such as hangout zones with bespoke seating and wi-fi connectivity. The larger space available in such provision should facilitate extended provision of MUGA and other informal, non-structured activity such as a skate park, BMX track or Callisthenics equipment. The play space should reflect local heritage, or folklore by linking design to a local theme.
Type of Public Open Space	**Regional Parks**
	(Class 1 as per Development Contribution Scheme) Provide for a large range of uses. Formal and informal play areas, passive recreation areas, biodiversity areas and often a distinct attraction will be available on site.
Size of Park /Open Space	Over 50 hectares.
Distance from homes	Within 15 km.
Level of Play provision	'Destination' Playground Popular facilities include meeting areas and youth shelters within local open space, floodlit multi-games areas and skateboard parks.
Age group catered for	Intended as a destination where all ages will find a broad range of amenities to enjoy both as family units and independently.
Description of Play Space	Within regional parks, all ages of the community can be catered for with the provision of the features of LAPs, LEAPs and NEAPs on a larger scale. The play spaces should reflect local heritage. The park landscape should also be evaluated for it's potential to offer natural play and adventurous opportunities.

***Areas not counted in the Open Space calculation include:**

- Environmental Open Space, i.e. incidental or narrow pieces of open space used for the preservation of trees/ hedgerows and or as a visual relief and screen planting e.g. along roads.
- Green corridors.
- Areas of open space under high voltage electricity lines and wayleave areas.
- Areas of open space where the presence of archaeology prohibits the development of the required play provision for a development in accordance with Development Plan standards.

Where any open space is to be provided on foot of a planning permission, the space in question should be well overlooked and designed and located to sympathetically complement the layout of the development and should be visible from, and accessible to, the maximum number of dwellings/units within the proposed scheme. Inaccessible, hidden or otherwise backland open space and narrow linear strips of open space will not be acceptable. Fragmented open spaces within a development layout, which result specifically from the

necessity to protect existing site features (for example a stand of mature trees) may not be included in the calculation of open space requirements, as they are necessary to ensure the protection of existing amenities.

Public and/or communal open spaces should be overlooked and designed to ensure that potential for anti-social behaviour is minimised through passive surveillance. *Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities 2009* provides detailed guidance on the provision of open space for new residential developments while the *Retail Design Manual 2012* provides guiding principles on how landscaping and open spaces can assist improved public realm and promote attractive retailing centres.

Permeability and accessibility is essential as part of an integrated approach to the provision of linked open spaces. Where pedestrian and cycleway opportunities are presented, substantial links between developments will be encouraged. Where developments adjoin, links through amalgamating the open space shall be provided.

Objective DMSO49 – Permeable and Accessible Open Spaces

Integrate and provide links through adjoining open spaces to create permeable and accessible areas, subject to Screening for Appropriate Assessment and consultation, including the public, as necessary.

Objective DMSO50 – Monetary Value in Lieu of Play Facilities

Require the monetary value in lieu of play facilities to be in line with the Fingal County Council Development Contribution Scheme.

14.13.2 Quantity

For all developments with a residential component, the overall standard for public open space provision is a minimum 2.5 hectares per 1000 population. In order to provide existing and future communities with adequate recreational and leisure opportunities, the Council will employ a flexible approach to the delivery of public open space and more intensive recreational/amenity facilities. It is the intention of the Council, however, to ensure, except under exceptional circumstances, public open space provision exceeds 12% of a development site area. The development site area cannot include lands zoned RU, GB, OS or HA.

Objective DMSO51 – Minimum Public Open Space Provision

Require a minimum public open space provision of 2.5 hectares per 1000 population. For the purposes of this calculation, public open space requirements are to be based on residential units with an agreed occupancy rate of 3.5 persons in the case of dwellings with three or more bedrooms and 1.5 persons in the case of dwellings with two or fewer bedrooms.

Consideration may be given by the Council to the inclusion of civic spaces within overall open space quantum calculations, but only on a case-by-case basis and only in instances where the space proposed is of a size and layout suitable to cater for civic events, is of an exceptionally high standard of finish, including the planting of large street trees and associated landscaping and does not fulfil ancillary functions associated with commercial or other land uses.

Table 14.12: Recommended Quantitative Standards *(Sustainable Residential Developments in Urban Areas, Guidelines for Planning Authorities 2009)*

Land use	Minimum public open space standards
Overall standard	2.5 hectares per 1000 population
New residential development on greenfield sites/LAP lands	12% - 15% of site area
New residential development on infill/ brownfield sites	12% of site area

(Target minimum amount of 15% except in cases where the developer can demonstrate that this is not possible, in which case the 12% to 15% range will apply.)

Objective DMSO52 – Public Open Space Provision

Public open space shall be provided in accordance with Table 14.12.

Objective DMSO53 – Financial Contribution in Lieu of Public Open Space

Require minimum open space, as outlined in Table 14.12 for a proposed development site area (Target minimum amount of 15% except in cases where the developer can demonstrate that this is not possible, in which case the 12% to 15% range will apply) to be designated for use as public open space. The Council has the discretion to accept a financial contribution in lieu of the remaining open space requirement to allow provision for the acquisition of additional open space or the upgrade of existing parks and open spaces subject to these additional facilities meeting the standards specified in Table 14.11. Where the Council accepts financial contributions in lieu of open space, the contribution shall be calculated on the basis of 25% Class 2 and 75% Class 1 in addition to the development costs of the open space.

The Council has the discretion for the remaining open space required under Table 14.11 to allow provision or upgrade of small parks, local parks and urban neighbourhood parks and/or recreational/amenity facilities outside the development site area, subject to the open space or facilities meeting the open space 'accessibility from homes' standards for each public open space type specified in Table 14.11.

The Council has the discretion for the remaining open space required under Table 14.11 to allow provision or upgrade of Regional Parks in exceptional circumstances where the provision or upgrade of small parks, local parks and urban neighbourhood parks and/or recreational/ amenity facilities is not achievable. This is subject to the Regional Park meeting the open space 'accessibility from homes' standard specified in Table 14.11.

The Council has the discretion to accept a financial contribution in lieu of remaining open space requirement required under Table 14.11, such contribution being held solely for the purpose of the acquisition or upgrading of small parks, local parks and urban neighbourhood parks and/or recreational/amenity facilities subject to the open space or facilities meeting the open space 'accessibility from homes' standards for each public open space type specified in Table 14.11.

The Council has the discretion to accept a financial contribution in lieu of the remaining open space requirement to allow provision or upgrade of Regional Parks in exceptional circumstances where the provision or upgrade of small parks, local parks and urban neighbourhood parks and/or recreational/amenity facilities is not achievable, subject to the Regional Park meeting the open space 'accessibility from homes' standard specified in Table 14.11.

Where the Council accepts financial contributions in lieu of open space, the contribution shall be calculated on the basis of 25% Class 2 and 75% Class 1 in addition to the development costs of the open space.

Objective DMSO54 – Financial Contribution in Lieu of Open Space Provision in Smaller Developments

Require an equivalent financial contribution in lieu of open space provision in smaller developments of less than three units where the open space generated by the development would be so small as not to be viable. Where the Council accepts financial contribution in lieu of open space, the contribution shall be calculated on the basis of 25% Class 2 and 75% Class 1.

Objective DMSO55 – Taking in Charge of Class 1 Open Space

The Class 1 Open Space conditioned as part of a residential development shall be transferred to / taken in charge by the Council and or made available for use by the public in tandem with the occupation of the related residential development.

Objective DMSO56 – Proximity of New Residential Schemes to Parks

Ensure every home within a new residential scheme is located within 150 metres walking distance of a pocket park, small park, local park, urban neighbourhood park or regional park.

Objective DMSO57 – Development Contribution Schemes

Require the monetary value in lieu of open spaces to be in line with the Fingal County Council Development Contribution Scheme.

Objective DMSO58 – Institutional Lands and Landscaped Demesnes

Retain in open space use institutional lands, landscaped demesnes and similar properties with established recreational or amenity uses, as far as practicable. However, in the event of permission for development being granted on these lands, open space provision in excess of the normal standards will be required to maintain the open character of such parts of the land as are considered necessary by the Council for this purpose.

Objective DMSO59 – Small Areas of Open Space

Areas of open space of less than 500 square metres will not be taken in charge by Fingal County Council for maintenance purposes.

Objective DMSO60 – Maintenance of Open Space

The Council will require that open space be provided in a form and layout which facilitates maintenance.

Objective DMSO61 – Design of Areas to be Taken in Charge

The design of areas to be taken in charge as public open space should vary according to the density of the development. More ornate and maintenance intensive designs are not appropriate to low density development.

14.13.2.1 Intensive Recreational Facilities

In certain circumstances, where the open space standards cannot be achieved or where more intensive recreational uses are deemed to be desirable, the Council may consider arrangements whereby appropriate intensive facilities may be provided in lieu of open space of lesser utility.

Objective DMSO62 – Open Space Provision and Intensive Recreational / Amenity Facilities

Require a minimum open space provision equal to 70% of the open space requirement in addition to intensive recreational/ amenity facilities.

14.13.3 Quality

14.13.3.1 Design of Public Open Spaces

Open spaces must be designed to a high specification. Great emphasis must be placed on the quality and long-term sustainability of open space and details of the proposed landscaping, hard and soft, of these spaces will be required at the planning application stage. Public open spaces should be overlooked and designed in such a way that anti-social behaviour is reduced through passive surveillance. Potential for anti-social behaviour associated with open spaces and associated screen planting must be designed out.

Objective DMSO63 – Location of Open Space

Ensure open spaces are not located to the side or the rear of housing units.

Objective DMSO64 – Design of Open Space

Ensure open space provision is suitably proportioned and inappropriate narrow tracts are not provided.

Objective DMSO65 – Complementary Facilities within Open Space

Ensure, where possible, complementary facilities, such as dressing rooms and storage facilities, are provided as part of the open space provision, for new and existing areas.

Objective DMSO66 – Handover of Public Open Space

Ensure developers lay out and maintain open space areas to a high standard, until such a time as they are taken in charge and facilitate the early handover of areas of public open space to the Council. The Council, at its discretion, may in certain circumstances accept a financial contribution in order to complete the landscaping and development of these areas.

Objective DMSO67 – Management Companies

Require properly constituted management companies to be set up and ensure that the necessary management structures are put in place where it is intended that open spaces will be retained in private ownership. Arrangements must be approved by the Council before completion of the project and must be in operation before release of required bonds.

14.13.3.2 Playground Facilities

Playground facilities should cater for defined age groups and provide for a variety of facilities and play opportunities. All residential schemes in excess of 50 units should incorporate playground facilities which should be provided at a rate of 4 sq. m. per residential unit.

Objective DMSO68 – Playground Facilities within Residential Development

Provide appropriately scaled children's playground facilities within residential development. Playground facilities shall be provided at a rate of 4 sq m per residential unit. All residential schemes in excess of 50 units shall incorporate playground facilities clearly delineated on the planning application drawings and demarcated, built and completed, where feasible and appropriate, in advance of the sale of any units.

Objective DMSO69 – Requirements for Equipped Playgrounds

Ensure that in the instance of an equipped playground being included as part of a specific facility, it shall occupy an area of no less than 0.02 hectares. A minimum of one piece of play equipment shall be provided for every 50 sq. m of playground.

14.13.3.3 Private Open Space

All residential units be they traditional type housing or apartments are to be provided with private open space. Open space standards will set out qualitative and quantitative standards so as to ensure that the maximum benefit is derived from the open space.

Objective DMSO70 – Replacement of Trees

Ensure trees removed from residential areas are replaced, where appropriate, as soon as resources allow.

Objective DMSO71 – Overshadowing of Private Open Space

Ensure private open spaces for all residential unit types are not unduly overshadowed.

Objective DMSO72 – Boundary Treatment to Private Open Space

Ensure boundary treatment associated with private open spaces for all residential unit types is designed to protect residential amenity and visual amenity.

14.13.3.4 Apartment and Duplex Units

Private open space associated with apartments and duplexes is important to ensure a suitable level of amenity for occupiers. Balconies and terraced areas are the primary form of private open space for apartment and duplex type schemes. The provision and proper future maintenance of well-designed communal amenity space is essential in meeting the amenity needs of residents. Whilst private and communal amenity space may adjoin each other, there should generally be a clear distinction with an appropriate boundary treatment and/or a 'privacy strip' between the two.

Designers should have regard to the targets and standards set out in Table 14.14 with regard to minimum space provision.

Objective DMSO73 – Balconies, Roof Terraces or Winter Gardens

Require private balconies, roof terraces or winter gardens for all apartments and duplexes comply with or exceed the minimum standards set out in Table 14.14.

Objective DMSO74 – Screening of Private Open Space

Require balconies, ground floor private open space, roof terraces or winter gardens be suitably screened in a manner complimenting the design of the building so as to provide an adequate level of privacy and shelter for residents.

Objective DMSO75 – Communal Amenity Space

Require communal amenity space within apartment developments, in the form of semiprivate zones such as secluded retreats and sitting out areas, complies with or exceeds the minimum standards set out in Table 14.14.

Objective DMSO76 – Combination of Private and Semi-Private Open Space

Permit in appropriate layouts (e.g. courtyard layouts) the provision of a combination of private and semi-private open spaces.

Table 14.14: Open Space requirement for Apartment and Duplex Units

Unit type	Private amenity space	Communal amenity space
Studio	4 sq. m.	4 sq. m.
One bed	5 sq. m.	5 sq. m.
Two bed	7 sq. m.	7 sq. m.
Three bed	9 sq. m.	9 sq. m.

14.14 Community Infrastructure

This section should be read in conjunction with Chapter 4 Community Infrastructure and Open Space.

14.14.1 Community Facilities

The location and provision of community facilities is a pre-requisite to the creation and enhancement of viable, sustainable and successful local communities.

Objective DMSO77 – Community Facilities

Any application for community facilities such as leisure facilities, sports grounds, playing fields, play areas, community halls, organisational meeting facilities, medical facilities, childcare facilities, new school provision and other community orientated developments, shall have regard to the following:

- Overall need in terms of necessity, deficiency, and opportunity to enhance or develop local or County facilities.
- Practicalities of site in terms of site location relating to uses, impact on local amenities, desirability, and accessibility.
- Conformity with the requirements of appropriate legislative guidelines.
- Conformity with land use zoning objectives.

Objective DMSO78 – Community and Social Infrastructure Audit

Planning applications for large scale residential and mixed-use developments, of 50 or more residential units, shall include a Community and Social Infrastructure Audit. This audit shall assess the provision of community and social infrastructure within the vicinity of the site and shall identify existing shortcomings in terms of these facilities and assess whether there is a need to provide additional facilities to cater for the proposed development.

A Community and Social Infrastructure Audit shall include the following:

- An assessment of existing community and social infrastructure facilities within 1 km of the subject site.
- An assessment of the need in terms of necessity, deficiency, and opportunities to enhance/share existing facilities based future population projections for the area.
- A justification as to whether or not a new community facility will be provided as part of the proposed development, based on the findings of the audit.

Where new community facilities are required, they shall have regard to Objective DMSO79 above and the following:

- Community facilities shall be flexible in their design and promote optimum/ multi-functional usage, for users of all age and abilities.
- Community facilities shall not have a detrimental effect on local amenity by way of traffic, parking, noise or loss of privacy of adjacent resident.
- Community facilities shall be provided in conjunction with residential/mixed use development.
- Community facilities shall be accessible by a range of travel modes with an emphasis on walking, cycling and public transport use, while providing appropriate car parking facilities to meet anticipated demand of non-local visitors to the centre.

14.14.2 Childcare Facilities

It is recognised that childcare must be of suitably high quality. The Council will seek to facilitate the provision of childcare facilities in appropriate locations throughout the County and may require their provision in large residential, public community, commercial and retail developments in accordance with the provisions of the *DoEHLG Childcare Facilities: Guidelines for Planning Authorities 2001* and any superseding guidelines or as required by the Planning Authority.

Objective DMSO79 – Applications for Childcare Facilities

Any application for childcare facilities shall have regard to the following:

- Suitability of the site for the type and size of facility proposed.
- Adequate sleeping/rest facilities.
- Adequate availability of indoor and outdoor play space.
- Convenience to public transport nodes.
- Safe access and convenient off-street car parking and/or suitable drop-off and collection points for customers and staff.
- Local traffic conditions.
- Intended hours of operation.

Objective DMSO80 – Childcare Provision within a Residential Property

Residential properties with childcare shall retain a substantial residential component within the dwelling and shall be occupied by the operator of the childcare facility.

Applications for childcare facilities in existing residential areas will be treated on their own merits, having regard to the likely effect on the amenities of adjoining properties, and compliance with the above criteria. Detached houses or substantial semi-detached properties are most suitable for the provision of full day care facilities. For new residential developments, the most suitable facility for the provision of full day care should be a purpose built, ground floor, stand-alone property.

In assessing applications for new childcare facilities, the Planning Authority will consult with the Fingal County Childcare Committee to assess the need for the type of facility proposed at the intended location.

14.14.3 Educational Facilities

The Council will consider school developments having regard to specific requirements of the Department of Education and guidance set out within *The Provision of Schools and the Planning System, A Code of Practice for Planning Authorities, the Department of Education and Science, and the Department of the Environment, Heritage and Local Government, 2008*. In general, new schools shall be developed in areas where new/ additional schools are required as identified by the Department of Education and/or within existing school/ education sites.

Any application for education facilities, including new schools and/or redevelopment/extensions of existing schools, shall have regard to the following:

- Overall need in terms of necessity, deficiency and opportunity to enhance or develop schools.
- Site location, proximity of school to catchment area, size of site relative to outdoor space requirements and the future needs of the school (i.e. sufficient space provided for future expansion).
- Traffic and transport impact on the surrounding road network.
- Good, safe accessible pedestrian and cyclist routes to and from the school from nearby residential and commercial areas.
- Adequate cycle facilities.
- Safe access and adequate car parking layout to facilitate drop off/pick up.
- Adequate signage, lighting and boundary treatments.
- Impact on local amenities and out of school hours uses/dual functioning of school facilities.
- Conformity with the requirements of appropriate legislative guidelines.
- Conformity with land use zoning objectives.
- In all cases, a School Travel Plan shall be submitted with an application for any school development, requirements of which should be ascertained at pre-planning stage.
- Dual function of sports facilities/halls etc. outside of school hours will be encouraged where the use of such facilities will be of a benefit to the wider community, however any outside hours usage of the school should not be to the detriment of adjoining residential amenities.

Full details of all anticipated uses outside of school hours should be provided with the planning application. Temporary classrooms will be assessed on a case-by-case basis and will generally be accepted for a period not exceeding five years and such classrooms should not interfere with onsite car/ cycle parking spaces or unduly impact the usability of outdoor play/sports facilities.

Extensions to schools will generally be accepted where they will replace existing temporary classroom structures on site. School extensions should be located having regard to adjoining amenities and amenities within the school site.

14.14.4 Places of Worship

Development proposals for the habitual use of a building as a place of public worship or religious instruction will be considered in the context of the land use zoning and the need to protect the amenities of established uses from impacts arising from traffic, noise or other disturbance. Planning applications for places of worship should be accompanied by details of the capacity of the facility (e.g. seating capacity), a traffic assessment and intended hours of operation.

Objective DMSO81 – Places of Worship

Facilitate the development of additional places of worship through the designation and/ or zoning of lands for such community requirements and examine locating places of worship within shared community facilities, to be delivered through actively engaging with the community to understand diverse religious needs for a place of worship and consulting with faith communities to understand which ones are compatible for shared premises/sites.

Objective DMSO82 – Location of Places of Worship

Require that new or enlarged places of worship be located in places where they do not create unacceptable traffic congestion or car parking difficulties nor cause a nuisance to existing residents or businesses.

14.14.5 Health Centres/Services

The Planning Authority will distinguish between small scale medical practices involving one to two principals (i.e. doctor/dentist/physiotherapist owning the business) with a maximum of one to two employees, and larger medical practices accommodating two or more medical practitioners and two or more support staff.

The Planning Authority will consider on their own merits, any applications for the establishment of small-scale medical practices, or the extension/ refurbishment of existing small-scale medical practices, in residential areas. Applications should involve professional medical (commercial) activities carried out by the resident of the building or the premises should incorporate an otherwise occupied living unit. The operation of these premises shall not have negative impacts on the residential amenities of the surrounding area. Parking and access arrangements shall be as per Table 14.19 requirements, while parking areas shall not dominate the front curtilage of the property in contrast to adjoining dwellings and shall be similarly landscaped.

Objective DMSO83 – Location of Medical Practices in Residential Areas

Medical practices in residential areas shall be additions to the existing residential use of a dwelling and be subordinate to it. Similar to childcare facilities in residential areas – small-scale medical practices should ideally be in larger and detached houses on their own grounds and with suitable and convenient access for those arriving by car, foot or public transport.

Objective DMSO84 – Location of Larger Medical Practices

Larger scale and group medical practices shall be located in Rural Villages, Local Centre, Town and District Centre, Metro and Rail Economic Corridor and Major Town Centre zonings. They shall not have negative impacts in terms of generating overspill of car parking, traffic hazard, negative impact on adjoining residential uses, and shall complement the existing uses and buildings and should have only modest signage.

In the case of veterinary surgeries, full details of all services provided on site shall be submitted including details of overnight facilities (including kennels/staff accommodation) and out of hours services shall be submitted together with noise mitigation measures where appropriate.

14.14.6 Burial Grounds and Crematoria

Local Authorities have a statutory responsibility to provide for burial facilities. Many of the existing burial grounds within the County have reached or are nearing full capacity. Therefore, it will be necessary to provide additional burial grounds within the County over the next number of years.

Objective DMSO85 – Graveyards

Facilitate the future burial requirements of the County including the provision of Columbarium walls where possible, within existing and regional graveyards.

Objective DMSO86 – Additional Burial Grounds

Provide and facilitate the development of additional burial grounds, including green graveyards/ natural burial grounds in areas across Fingal as required during the life of the Development Plan and which preferably have good public transport links, taking cognisance of the needs of multi-faith and non-religious communities.

Objective DMSO87 – Management and Maintenance of Burial Grounds

Ensure burial grounds are managed and maintained in a manner which respects their cultural heritage and which provides safety and universal access.

Objective DMSO88 – Provision of a Crematorium

Facilitate the provision of a crematorium within the life of the Development Plan, subject to environmental assessment and Screening for Appropriate Assessment as appropriate.

14.15 Enterprise and Employment

This section should be read in conjunction with Chapter 7 Employment and Economy.

The Planning Authority encourages high quality design, materials and finishes and good quality landscaping for all commercial and industrial developments. In assessing planning applications, a number of considerations will be taken into account:

- Conformity with relevant Development Plan land use policies and objectives.
- The mix of uses being proposed particularly in mixed use areas, i.e. areas zoned LC, MC, ME, TC, RV, where development and changes of use need to be orientated towards creating environments that are vibrant and lively.
- The intensity and nature of the proposed use.
- Achievement of an appropriate density and scale of development.
- Provision of open space and high-quality landscaping plans.
- High quality design.
- Potential impact of traffic movement and parking provision.
- Impact on amenities of the surrounding areas.
- Energy efficiency and overall sustainability of the development.
- Waste management measures.

14.15.1 Business Parks and Industrial Areas

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.

Objective DMSO89 – Design and Siting of Business Parks and Industrial Areas

Ensure that the design and siting of any new Business Parks and Industrial Areas, including office developments, conforms to the principles of Design Guidelines as outlined in Table 14.15.

Table 14.15: Design Guidelines for Business Parks, Industrial Areas (Enterprise and Employment lands)

Site Design
Access & Circulation
› Sites should be designed to minimise conflicts between vehicles and pedestrians/cyclists. › The number of access points to a site should be kept to a minimum. › Access points should be designed to provide safe ingress/egress for vehicles and pedestrians. › Alignment of opposite entrances is encouraged to promote continuity and provide uniformity. › Mobility Management Plans will be encouraged for employee intensive developments.
Pedestrian/Cycle Connections
› Site design should accommodate pedestrian/cycle circulation in a safe and efficient manner. › Pedestrian and cycle routes should be physically separated from vehicular circulation as much as possible. › Intersections where pedestrian/cyclist and vehicles converge should be clearly marked for visual identification by both motorists and pedestrians/cyclists.
Permeability
› Permeability is influenced by a number of factors including building layout, road layout, setbacks, car parking and landscaping and an integrated approach is required to achieve good permeability.
Lighting
› Lighting creates a secure and attractive environment. Lighting can also be a source of pollution and should be designed to eliminate and minimise spill out beyond the site. › Beacons, search lights, blinking lights, flashing or changing intensity lights will be discouraged. › Lighting should not be used in a manner which would interfere with the safe movement of vehicles or the navigation of aircraft. › Lighting should be directed away from adjacent buildings and the public road. › Lighting in service areas should be contained within service yard boundaries. › Security lighting should be confined to entrances and pedestrian areas and should not project onto the public road. › Pedestrian circulation routes and entrances should be adequately lit.

Loading/Service Areas

- Loading bays and service dock areas should be located to the rear or sides of buildings where possible, away from the main building entrance, or relatively visible areas.
- Where possible, service, loading, generator and waste storage areas should be enclosed within the building.
- External loading and service areas should be appropriately screened.
- Loading areas should be designed to accommodate vehicular manoeuvring on site.

Waste/Recycling

- All waste and recycling areas should be covered/enclosed and appropriately screened from wind and public view.

Silos and Ancillary Structures

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

Storage (Plant, Materials, Machinery)

- The storage of plant, materials and machinery should be reserved for the rear of buildings to minimise their visual impact.

Set Backs

- Set backs assist in establishing visual continuity and help create attractive streetscapes, generally:
  - A minimum 10 m set back comprising hard and soft landscaping should be provided between the building line of every building abutting a main road. This may be reduced, but generally no less than 7m set back, on internal roads.
  - The set back should provide a landscaped buffer area and should not be used for parking or other business related activity or advertising.

Signage

All signage should be of an appropriate design so as to be compatible with the character of the area.

- All signage should be constructed with a palate of materials consistent with the predominant material and architectural character of the attendant building.
- The materials, location, size, colour, height, scale lighting and orientation of signage should not detract from the visual amenity of the area.

- Only one free standing 'identification' sign per unit will be permitted in order to avoid the over proliferation of signage. Additional informational and directional signage should be minimised. Where buildings have multiple units only one freestanding 'identification' sign will be permitted.
- The following signage will be discouraged: Signs which advertise general products or services, Animated, moving, flashing, rotating or sound-emitting signs, Billboards, Roof mounted signs or signs which project above the ridge height of the building, Internally illuminated awnings, Changeable message signs, Pole mounted signs and Wall signs.

Public Art

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

Sustainability

- The design and orientation of buildings should take advantage of local climate conditions utilising solar gain and daylight.
- The application of SuDS is required during the design phase of all developments.
- Appropriate energy conservation strategies should be employed in building design including building shape, mass, orientation and the choice of materials.

Building Orientation and Road Frontage

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

Massing and Form

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

Building Appearance and Materials and Colour Palate

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

Appearance

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

Facades

- Facades with a high level of visual interest are encouraged.
- The exterior character of buildings should enhance the character of the area and pedestrian/ cyclist and motorists experience.
- 'Friendly' facades can be achieved using decorative wall surfaces and landscape materials, modular materials such as brick and stone and windows that reveal indoor amenities and activity.
- Large expanses of blank walls and mirror glass are not conducive to creating friendly facades and should be avoided where possible.
- Visual continuity should be achieved through the use of muted colours.
- Generally, the use of dark colours should be reserved for the base of buildings with lighter colours used for the upper levels.

Roofscape

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

Telecommunications and Antenna Equipment

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

Solar, Utility, Electrical and Mechanical Equipment

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

Building Entrances

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

Parking

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

- Parking areas should be of semi/permeable surface incorporating the principles of SuDS.
- Large expanses of parking is discouraged and should be broken into smaller modules broken by vegetation/landscaping.
- Parking areas should be buffered from the road with landscaping, earthen berms, half walls or fences to soften their appearance.
- Adequate and secure cycle parking should be provided (Table 14.17).
- Motorcycle parking should also be provided within parking schemes.
- Some facilities may require checkpoints in order to monitor access. Guardhouses and security huts should be designed and located in a manner that will not conflict with pedestrian/cycle movements or cause traffic queuing. The design of security huts should be consistent with the architectural design of its attendant building.

Landscaping and Boundary Treatment

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

14.15.2 Remote Working Hubs

The growth in remote working brings a new dynamic to locational decisions, including co-working hubs.

Objective DMSO90 – Location of Remote Working Hubs

Remote working hubs should be located in major and local town centres and rural villages. The facility should include independent working spaces, meeting rooms and communal facilities for users. Bicycle and vehicular parking provision shall be in accordance with the standards required for office development.

Objective DMSO91 – Utilisation of Vacant Properties for Remote Working Facilities

Vacant/underused properties should be utilised for remote working hub facilities where appropriate.

14.15.3 Space Extensive Developments

Space extensive developments such as large warehousing units and data centres in most instances generate low intensity employment. The Council will support these facilities at appropriate locations on a case-by-case basis. These facilities should not be located on lands that are more suitable for employment intensive developments/facilities, which are close to public transport infrastructure and built-up areas where compact growth is encouraged.

Objective DMSO92 – Space Extensive Developments

Proposals for space extensive developments such as data centres are required to address the following:

- Energy efficiency measures for the development to reduce the carbon footprint in support of national targets towards a net zero carbon economy, including renewable energy generation.
- The extent of energy demand and proximity to multiple high voltage strategic grid connections with significant electricity supply capacity available, including areas with high concentration of renewable energy electricity generators.
- The availability of appropriate infrastructure such as high voltage electricity, fibre optic cables, water and wastewater etc. to support the use as a data centre.
- Measures to support the just transition to a circular economy.
- Measures to facilitate district heating or heat networks where excess heat is produced.
- High-quality design approach to buildings which reduces the massing and visual impact of same. A visual impact assessment may be required in some circumstances, depending on the specific site.
- Details of employment numbers once operational.
- Details of the levels of traffic to and from the site at construction and operation stage.
- Evidence of sign up to the Climate Neutral Data Centre Pact.
- A decommissioning report which sets out the development strategy for the site if and when the data centre is no longer in use, in order to bring the site back to a future developable state.
- The principles for Sustainable Data Centre Development as per the Government Statement on the Role of Data Centres in Ireland's Enterprise Strategy (July 2022).

14.15.4 Retail Development

Retailing often has a social and civic focus in local neighbourhoods and villages. Such developments should therefore achieve high quality design. They should be designed and sized to be appropriate in scale in relation to the planned catchment area. Local centres and rural villages are intended to cater for the daily shopping and service needs of the immediate surrounding areas and will consequently be generally small in scale. In dealing with applications in these local centres any analysis should take cognizance of changing shopping trends, the social and economic circumstances of the area and the Retail Strategy in Chapter 7.

14.15.4.1 Retail Criteria

Applications for new retail development shall accord with the requirements outlined in Chapter 7.

Objective DMSO93 – Provision of New Retail Development

The provision of new retail development shall be in accordance with the Fingal Retail Strategy in Chapter 7.

Objective DMSO94 – Role and Function of Retail Centre

Retail development shall be in accordance with the role and function of the retail centre and accord with the scale and type of retailing identified for that location.

Objective DMSO95 – Retail Impact Assessment

Retail development should be in accordance with the fundamental objective to support the vitality and viability of the retail centre and must demonstrate compliance with the sequential approach. Proposals to amalgamate retail units will be carefully considered. Major retail proposals (exceeding 1,000 sq. m.) are required to provide a detailed Retail Impact Assessment (RIA), a Transport Impact Assessment (TIA) and Screening for Appropriate Assessment, as appropriate.

14.15.4.2 Types of Retail Development

a. Fast food/Takeaway Outlets

Fast food outlets have the potential to cause disturbance, nuisance and detract from the amenities of an area and as such, proposals for new or extended outlets will be carefully considered.

Objective DMSO96 – Fast Food / Takeaway outlets

Development proposals for fast food/takeaway outlets will be strictly controlled and all such proposals are required to address the following:

- The cumulative effect of fast food outlets on the amenities of an area.
- The effect of the proposed development on the existing mix of land uses and activities in an area.
- Opening/operational hours of the facility.
- The location of vents and other external services and their impact on adjoining amenities in terms of noise/smell/visual impact.

Objective DMSO97 – Location of Fast Food Outlets

Give careful consideration to the appropriateness and location of fast food outlets in the vicinity of schools and, where considered appropriate, to restrict the opening of new fast food/takeaway outlets in close proximity to schools so as to protect the health and wellbeing of school-going children.

b. Petrol Stations

Petrol stations, while necessary, have the potential to cause disturbance, nuisance and detract from the amenities of an area and as such, proposals for new or extended outlets will be carefully considered. Motor fuel stations will not generally be encouraged within the core retail area of urban centres or in rural areas.

Objective DMSO98 – Petrol Stations

Development proposals for petrol stations shall address the following:

- Development proposals will be required to demonstrate that noise, traffic, visual obtrusion, fumes and smells will not detract unduly from the amenities of the area and in particular from sensitive land uses such as residential development.
- Motor fuel stations should be of high quality design and integrate with the surrounding built environment. In urban centres, where the development would be likely to have a significant impact on the historic or architectural character of the area, the use of standard corporate designs and signage may not be acceptable.
- Forecourt lighting, including canopy lighting, should be contained within the site and should not interfere with the amenities of the area.
- The forecourt shop should be designed so as to be accessible by foot and bicycle, with proper access for delivery vehicles. The safety aspects of circulation and parking within the station forecourt should be fully considered. Retailing activities should be confined to the shop floor area, except in the case of sales of domestic fuel, where some external storage may be permissible.
- The sale of retail goods from petrol stations should be restricted to convenience goods and only permitted as an ancillary small-scale facility. The net floorspace of a fuel station shop shall not exceed 100 sqm. Where permission is sought for a retail floorspace in excess of 100 sqm, the sequential approach to retail development shall apply.
- Workshops for minor servicing (e.g. tyre changing, puncture repairs, oil changing) may be permitted in circumstances where they would not adversely impact the operation of the primary petrol station use and local amenities, particularly with regard to proximity to dwellings or adjoining residential areas.
- Motor fuel stations and service areas in proximity to the National Road network will be assessed with regard to the *Spatial Planning and National Roads Guidelines for Planning Authorities, 2012*.

c. Retail Warehousing

The range of goods sold in both existing and any future retail parks will be tightly controlled and limited to bulky household goods or goods which are not portable by customers travelling by foot, cycle, or bus (See Annex 1 of *Retail Planning Guidelines 2012* for definitions of bulky goods). Ancillary products should not exceed 20% of the total net retail floorspace of the relevant retail unit. In town and village centres, the size and scale of all new retail warehousing developments should be in accordance with the character of the area. Demand for new retail warehousing and/ or retail parks will be directed into the Major Town Centre MC zoned lands of the Level 2 higher order retailing locations and into the Retail Warehousing RW zoning, preferably, in the first instance, to consolidate the existing clusters of retail warehouses and/ or retail parks.

Objective DMSO99 – Retail Warehousing

Only permit retail warehousing on lands zoned for this purpose (RW) or Major Town Centre (MC) and where there is a clear evidence-based need for such uses. In addition, proposals will be required to comply with the Objectives of Section 7.5.4 Retail, of Chapter 7 of this Plan.

14.15.5 Agricultural Development

Agricultural developments have the potential for immense impact on the environment and landscape. The traditional form of agricultural buildings is disappearing with the onset of advanced construction methods and wider range of materials. Some new farm buildings have the appearance of industrial buildings and due to their scale and mass can have serious visual impacts.

Objective DMSO100 – Agricultural Buildings

In the construction and layout of agricultural buildings, the Council requires that buildings be sited as unobtrusively as possible and that the finishes and colours used, blend the development into its surroundings.

The Council accepts the need for agricultural buildings and associated works (walls, fences, gates, entrances, yards etc.) to be functional, but they will be required to be sympathetic to their surroundings in scale, materials and finishes. Buildings should relate to the landscape and not the skyscape. Traditionally this was achieved by having the roof darker than the walls.

Objective DMSO101 – Design of Agricultural Buildings

Appropriate roof colours are dark grey, dark reddish brown or a very dark green. Where cladding is used on the exterior of farm buildings, dark colours (preferably dark green, red or grey) with matt finishes will normally be required. The grouping of agricultural buildings is encouraged in order to reduce their overall impact in the interests of amenity.

Objective DMSO102 – Assessment of Agricultural Development

Consider traffic safety, pollution control, and the satisfactory treatment of effluents, smells and noise in the assessment of agricultural development. Proper provision for disposal of liquid and solid wastes shall be made. In addition, the size and form of buildings and the extent to which they can be integrated into the landscape, will be factors which will govern the acceptability or otherwise of such development.

14.15.6 Extractive Industry

Objective DMSO103 – Extractive Industry Proposals

Proposals for such development shall have regard to the following:

- Section 261 and Section 261A of the *Planning and Development Act, 2000 (as amended)*.
- The Department of the Environment, Heritage and Local Government *Quarries and Ancillary Activities Guidelines 2004*.
- The *EPA Guidelines for Environmental Management in the Extractive Industry 2006*.
- Where extractive developments may impact on archaeological or architectural heritage, regard shall be had to the DoEHLG *Architectural Conservation Guidelines 2004 and the Archaeological Code of Practice 2002* in the assessment of planning applications and the requirements of this Development Plan.
- Where extractive development may significantly affect the environment or a European site or sites, regard shall be had to EIA *Guidelines and Appropriate Assessment of Plans and Projects, Guidance for Planning Authorities,* DEHLG*, 2009* and the requirements of this Development Plan.
- Reference should also be made to the *Geological Heritage Guidelines for the Extractive Industry 2008*.
- The visual impact of the development, a detailed landscape and visual assessment shall be submitted.
- A scheme of rehabilitation and after care for the site upon abandonment / exhaustion of resource shall be submitted. Details to be submitted should include a report with plans and section drawings, detailing the following:
  - Anticipated finished landform and surface/landscape treatments (both of each phase and the whole excavation),
  - Quality and condition of topsoil and overburden,
  - Rehabilitation works proposed,
  - Type and location of any vegetation proposed,
  - Proposed method of funding and delivery of restoration/reinstatement works etc.

Note: In addition, a bond will be required to ensure the adequate restoration of the site. This bond shall be index linked.

14.16 Dublin Airport

(This section should be read in conjunction with Chapter 8 Dublin Airport)

Dublin Airport is of vital importance to the Irish economy and acts as the principal international gateway for trade, inward investment and tourism. The Airport is a primary contributor to Ireland having one of the highest connectivity levels on the continent relative to the size of its population and economy. With passenger numbers forecasted to reach 40 million persons per annum by 2030, the sustainable growth of the Airport is paramount. This will require balancing a number of key issues such as climate change, infrastructure provision and community engagement while ensuring that the core operational transport function of the Airport is protected. The *Dublin Airport Local Area Plan 2020* provides an updated strategy for the continued growth of Dublin Airport in line with relevant aviation, planning and environmental policy within the context of a sustainable growth framework.

Objective DMSO104 – Dublin Airport LAP

All proposed developments within Dublin Airport (DA) shall have regard to the strategic aims and objectives detailed in the *Dublin Airport Local Area Plan* 2020 or any subsequent LAP or extension of same.

14.16.1 Airport Noise

Table 14.16 presents the four aircraft noise zones and the associated objective of each zone along with an indication of the potential noise exposure from operations at Dublin Airport. The zones are based on potential noise exposure levels due to the Airport using either the new northern or existing southern runway for arrivals or departures.

Table 14.16: Aircraft Noise Zones

Zone	Indication of Potential Noise Exposure during Airport Operations	Objective
D	≥ 50 and < 54 dB LAeq, 16hr and ≥ 40 and < 48 dB Lnight	To identify noise sensitive developments which could potentially be affected by aircraft noise and to identify any larger residential developments in the vicinity of the flight paths serving the Airport in order to promote appropriate land use and to identify encroachment. All noise sensitive development within this zone is likely to be acceptable from a noise perspective. An associated application would not normally be refused on noise grounds, however where the development is residential-led and comprises non-residential noise sensitive uses, or comprises 50 residential units or more, it may be necessary for the applicant to demonstrate that a good acoustic design has been followed. Applicants are advised to seek expert advice.

C	≥ 54 and < 63 dB LAeq, 16hr and ≥ 48 and < 55 dB Lnight	To manage noise sensitive development in areas where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure, where appropriate, noise insulation is incorporated within the development Noise sensitive development in this zone is less suitable from a noise perspective than in Zone D. A noise assessment must be undertaken in order to demonstrate good acoustic design has been followed. The noise assessment must demonstrate that relevant internal noise guidelines will be met. This may require noise insulation measures. An external amenity area noise assessment must be undertaken where external amenity space is intrinsic to the development's design. This assessment should make specific consideration of the acoustic environment within those spaces as required so that they can be enjoyed as intended. Ideally, noise levels in external amenity spaces should be designed to achieve the lowest practicable noise levels. Applicants are strongly advised to seek expert advice.
B	≥ 54 and < 63 dB LAeq, 16hr and ≥ 55 dB Lnight	To manage noise sensitive development in areas where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure noise insulation is incorporated within the development. Noise sensitive development in this zone is less suitable from a noise perspective than in Zone C. A noise assessment must be undertaken in order to demonstrate good acoustic design has been followed. Appropriate well-designed noise insulation measures must be incorporated into the development in order to meet relevant internal noise guidelines. An external amenity area noise assessment must be undertaken where external amenity space is intrinsic to the developments design. This assessment should make specific consideration of the acoustic environment within those spaces as required so that they can be enjoyed as intended. Ideally, noise levels in external amenity spaces should be designed to achieve the lowest practicable noise levels. Applicants must seek expert advice.
A	≥ 63 dB LAeq, 16hr and/or ≥ 55 dB Lnight	To resist new provision for residential development and other noise sensitive uses. All noise sensitive developments within this zone may potentially be exposed to high levels of aircraft noise, which may be harmful to health or otherwise unacceptable. The provision of new noise sensitive developments will be resisted.

Notes:

- 'Good Acoustic Design' means following the principles of assessment and design as described in *ProPG: Planning & Noise – New Residential Development, May 2017*;
- Internal and External Amenity and the design of noise insulation measures should follow the guidance provided in *British Standard BS8233:2014 Guidance on sound insulation and noise reduction for buildings.*

The list of townlands to which Assessment Zone D applies are contained Appendix 10.

Objective DMSO105 – Development within Airport Noise Zones

Strictly control inappropriate development and require noise insulation where appropriate in accordance with Table 14.16 above within Noise Zone B and Noise Zone C and where necessary in Assessment Zone D, and actively resist new provision for residential development and other noise sensitive uses within Noise Zone A, as shown on the Development Plan maps, while recognising the housing needs of established families farming in the zone. To accept that time based operational restrictions on usage of a second runway are not unreasonable to minimize the adverse impact of noise on existing housing within the inner and outer noise zone.

Objective DMSO106 – Aircraft-Related Development and Operation Procedures

Ensure that aircraft-related development and operation procedures proposed and existing at the Airport consider all measures necessary to mitigate against the potential negative impact of noise from aircraft operations (such as engine testing, taxiing, taking off and landing), on existing established residential communities, while not placing unreasonable, but allowing reasonable restrictions on airport development to prevent detrimental effects on local communities, taking into account *EU Regulation 598/2014* (or any future superseding EU regulation applicable) having regard to the 'Balanced Approach' and the involvement of communities in ensuring a collaborative approach to mitigating against noise pollution.

Objective DMSO107 – Aircraft Movement and Development

Restrict development which would give rise to conflicts with aircraft movements on environmental or safety grounds on lands in the vicinity of the Airport and on the main flight paths serving the Airport, and in particular restrict residential development in areas likely to be affected by levels of noise inappropriate to residential use.

14.17 Connectivity and Movement

14.17.1 Public Transport Corridors

Reservations for public transport connections and corridors shall be protected in all new developments.

Objective DMSO108 – Improvements to Public Transport Network

Support improvements to the public transport network by reserving proposed public transport connections and corridors free from inappropriate development. Provide setbacks along public transport corridors to allow for future improvement to enable the provision of a safe and efficient network of public transport infrastructure.

14.17.2 Bicycle Parking

Provision of high quality, safe, secure and convenient bicycle parking is essential to support sustainable transport including cycling, walking and public transport. High-quality bicycle parking is an obvious extension of the ambitious public transport, cycle and walking network that is contained within this Plan and wider policy generally. The provision of high-quality bicycle parking at transport interchanges, educational, cultural

and commercial centres can also significantly extend the catchment of potential users. Where residential developments are provided with high quality bicycle parking, it can serve to negate the need for excessive numbers of car parking spaces and all the associated impacts that such provision can entail. The bicycle parking standards set out in Table 14.17 of this Plan reflect the new policy and environmental context of this Plan including carbon reduction targets, consolidation of development and increased high-quality cycling infrastructure. Bicycle parking can be categorised as short stay or long stay and is defined as follows:

Short-Stay Bicycle Parking: These are designed for ease of use by the general public and visitors to a development. Such bicycle parking spaces should be located in highly visible areas with good passive surveillance, which are easy to access and well lit. They should ideally be situated no further than 15m from main entry points.

Long-Stay Bicycle Parking: These are to be designed for private use by residents and employees. Such cycle parking spaces should be located in a secure area that is easy to access, well-lit and covered. Effective security and functionality for all types of users is also maximised by the provision of individual facilities to allow for different types of equipment such as buggies, cargo bikes, helmets and scooters to be stored where appropriate. They should be situated within the curtilage of the destination.

The following criteria shall be complied with in the development of bicycle parking facilities.

Publicly Accessible Bicycle Parking

- High quality short-stay bicycle parking shall be provided within the public realm of our urban areas and within all new developments including residential, employment, schools, public transport nodes, shops, community facilities and recreational areas.
- High quality long-stay bicycle parking shall be required at all new developments including residential and employment uses. Proposals for new development in town centre areas, public transport stops/stations, multi-storey carparks and public buildings or other appropriate locations must be comprehensively equipped with high-quality bicycle parking.
- All cycle facilities in multi-storey car parks shall be provided at ground floor level and shall be segregated from vehicular traffic. Cyclists should also have designated entry and exit routes at the car park. For basement car parks, segregated cycle access should be provided to basement car parks by a segregated cycle ramp or dedicated lift and the parking should be provided in as highly trafficked an area as possible.
- Cycle parking in schools should be located with maximum passive surveillance, covered and with separate cyclist and pedestrian entrances in new schools.
- The provision of secure bicycle lockers within the public realm, at public transport stops/ nodes and other suitable locations is also required. However, they must be the subject of effective management regimes that cover their allocation, access and monitoring of use.
- Bicycle parking facilities needs to accommodate the increasing diversity of bicycles, such as tricycles, cargo bikes and adapted bikes should also be provided.
- As part of the cycle parking quantum for various land uses in Table 14.17, provision for cargo bikes is required. This will vary depending on the type and location of the development but should be considered as part of the Development Management and design process and shall be determined by the Planning Authority.

- Bicycle stands should allow both the frame and wheels to be securely attached.
- Existing developments without bicycle parking should be retro-fitted, either by converting car parking spaces into bicycle parking or by providing parking facilities near/adjacent to buildings.
- An adequate number of power sockets should be installed for recharging e-bikes in the provision of bicycle parking facilities.
- To successfully influence the choice to cycle by all, bicycle parking provision should also be supported by cycle welfare facilities and cycle repair stations and this should be appropriately reflected in Mobility Management Plans.
- All employment generating development should provide changing, shower, storage and drying facilities to encourage employees to cycle, walk, run to work.
- Guidance for selecting the most appropriate type of bicycle parking facility depending on location and user needs is outlined in the *National Cycle Manual, Bicycle Parking Facilities*. The Council will have regard to this document or any subsequent updated document when considering applications where bicycle parking is a requirement.

14.17.2.1 Bicycle Parking and Residential Development

The quality and quantity of bicycle parking provision in residential developments should encourage residents to adopt cycling as the preferred mode of travel for short trips.

- Cycle parking should be provided within the curtilage or adjacent to the building and should not require the bike to be brought through an internal area.
- Innovative, secure, covered and front of house bicycle parking solutions are required in the design of all new duplex developments and terrace dwellings. Wall bars or rings are not acceptable at the front of a house for long stay bicycle parking. Applications for front of house bicycle parking solutions in existing housing and residential areas and matching these criteria will be supported and encouraged.
- In exceptional circumstances, where cycle parking cannot be provided within the curtilage, bicycle parking that is innovative in design, secure and sheltered must be provided adjacent to the building. Communal on-street bicycle parking provision provides an opportunity in the context of retro-fitting existing terrace dwellings fronting onto streets in existing built-up area and this will form part of the Active Travel Strategy.
- Apartment development must be comprehensively equipped with high quality cycle parking and storage facilities for residents and visitors.
- The provision of high-quality bicycle parking is a key concern for apartment residents and apartment proposals must respond accordingly in their design and provision of such facilities.
- Each apartment unit shall be provided with an individual storage compartment for long-stay bicycle provision that is capable of accommodating bicycles, buggies and additional ancillary equipment such as scooters, helmets and bicycle maintenance equipment.

- Guidance in relation to bicycle parking provision and storage for apartment developments is outlined in the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020*. The Council will have regard to these relevant guidelines when considering applications for apartment development where bicycle parking is a requirement.

Table 14.17: Bicycle Parking Standards

Land Use Category	Minimum Bicycle Parking Standards	
	Long-Stay	**Short-Stay**
Residential (1–2 Bedroom)	1, plus 1 per bedroom	0.5 per unit (for apartment blocks only)
Residential (3+ Bedroom)	2, plus 1 per bedroom.	0.5 per unit (for apartment blocks only)
Sheltered housing	1 per bedroom	1 per 20 bedrooms
Student housing	1 per bedroom	1 per 5 bedrooms
Education		
Pre-school facilities/creche	1 per classroom	5 per classroom
Primary school	1 per classroom	15 per classroom
Special needs unit	1 per classroom	5 per classroom
Post Primary school	1 per classroom	20 per classroom
College of Further Education	1 per 2 staff	30 per lecture theatre
Health & Institutions		
Hospital	1 per 4 staff	1 per 20 staff
Nursing home	1 per 3 staff	1 per 20 staff
Clinic, Group Medical practices	1 per consulting room	1 per consulting room
Church, place of worship		1 per 10 seats
Community		
Community Centres	1 per 5 staff	1 per 50 m^2
Library	1 per 5 staff	1 per 40 m^2
Sports Ground, pitches	TBDPA**	Minimum 15 per pitch
Sports Club, Gymnasium, Fitness Centre	1 per 2 staff	1 per 30 m^2
Golf course	1 per 3 staff	20
Pitch and Putt Course	1 per 3 staff	20

Leisure: Restaurant, Hotels and Conferencing		
Hotel, Motel, Motor Inn, Guest House	1 per 5 staff	1 per 5 rooms
Conference Centres	1 per 100 seats	1 per 20 seats
Auditorium, Theatre, Cinema, Stadium	1 per 5 staff	1 per 10 seats
Retail		
Food store (incl. discount food store)	1 per 100 m^2	1 per 80 m^2
Shopping Centre	1 per 200 m^2	1 per 100 m^2
Bank, Building society	1 per 50 m^2	1 per 50 m^2
Convenience (<200 sqm)	1 per 60 m^2	1 per 60 m^2
Garden centre	1 per 300 m^2	1 per 300 m^2
Warehouse (e.g. furniture, White goods)	1 per 5 staff	–
Show room, e.g Car show room	1 per 5 staff	–
Employment		
Offices – General	1 per 60 m^2	1 per 200 m^2
Offices – Science and Technology	1 per 60 m^2	1 per 200 m^2
Offices – Call centre	1 per 40 m^2	1 per 200 m^2
Industry – General	1 per 80 m^2	1 per 200 m^2
Industry – Bio-medical	1 per 100 m^2	1 per 200 m^2
Industry – Data Centres	1 per 200 m^2	1 per 200 m^2
Warehouse and distribution	1 per 200 m^2	1 per 200 m^2
Rail, Metro, Light Rail Stations and Stops		
Sufficient to meet the anticipated demand for cycling when planned cycling and active travel infrastructure is in place. Where the anticipated demand for cycling to a metro/heavy rail/light rail station hasn't been estimated, a norm of 10 to 30% of trips to rail stations being made by bicycle will be used for the provision of bicycle parking.		
Bus Stops on Major Bus Routes:		
Provision to meet estimated demand where space is available.		

Notes:
** To be determined by the Planning Authority

Objective DMSO109 – Bicycle Parking

Ensure that all new development provides high quality, secure and innovative bicycle parking provision in accordance with the bicycle parking standards set out in Table 14.17 and the associated design criteria for bicycle parking provision set out in this Plan, where feasible, practical and appropriate, having regard to local, national and international best practice.

Objective DMSO110– Provision of Bicycle Parking at Public Transport Stations / Stops

Ensure that all new and renovated public transport stations/stops provide appropriate levels of cycle parking provision based on the existing and proposed passenger levels, surrounding environments and future transportation infrastructure.

Car Free Neighbourhoods

The provision of car free neighbourhoods and streets in accordance with Objective SPQHO2 can bring multiple benefits. Typically, such neighbourhoods and streets would allow motor vehicular access for deliveries only, confining parking to a dedicated parking area at the periphery. Car free neighbourhoods are typically best suited to higher-density neighbourhoods, creating a much better-quality public realm with safety, public health, and green infrastructure benefits for the community, and economic benefits for householders.

Figure 14.1 Innovative bicycle storage solution to front of dwelling.

Figure 14.2 On-street Bike Bunkers to front of existing terrace dwellings.

14.17.3 Mobility Management Plan/Workplace Travel Plans

The implementation of effective Mobility Management Plans, which includes Workplace Travel Plans, is an effective means of reducing private car use to and from a development. They are required through the Development Management process for a broad range of land uses, including residential, retail, employment, education, leisure and health. Such plans must be dynamic and evolving documents monitored and reviewed on a regular basis. To achieve effective travel plans, full details are provided in *Workplace Travel Plans – A Guide for Implementers* and *Toolkit for School Travel*, both published by the NTA. The Smarter Travel Workplace Programme which is managed by the NTA continues to engage with a number of large employers including Fingal County Council in the implementation of Workplace Travel Plans.

Objective DMSO111 – Mobility Management Plan

For all new developments which are likely to generate a significant demand for travel, require the preparation and submission of a Mobility Management Plan as part of the development management process. This requirement includes existing developments that are expanding or intensifying their use.

Objective DMSO112 – Bicycle Maintenance Facilities

Require bicycle maintenance facilities wherever a mobility management plan is in place.

14.17.4 Traffic and Transport Assessment

Applications for proposed new residential, commercial, mixed use, industrial and educational developments shall be accompanied by a Traffic and Transport Assessment (TTA) as required by the Council. Developments shall have regard to the TII *Traffic and Transport Assessment Guidelines, 2014* and any subsequent updated guidelines, where applicable.

Objective DMSO113 – Traffic and Transport Assessment

Require the provision of a Traffic and Transport Assessment where new development is likely to have a significant effect on travel demand and the capacity of the surrounding transport network including the road network and public transport services network.

14.17.5 Road Network and Access

Fingal is well served by the national road network with the M1 Dublin to Belfast, the N2/M2 Dublin to Derry, the N3/M3 Dublin to Ballyshannon, and the M50 all traversing the County. Fingal is also serviced by a strong network of regional and local roads. These serve an important economic, social and community function, often being the sole means of access for local economic activity. Many rural parts of the County in particular are very reliant on the road infrastructure for intra-and-inter-County movement and access.

For new developments, securing access onto the road network is a key issue, particularly in rural areas. The intensification of use of an existing access is normally preferable to the creation of a new access onto a rural road. Where new entrances are necessary, the relevant road design standards will be applied (DMRB in rural situations and DMURS in urban situations).

Objective DMSO114 – National Road Access

Restrict development requiring new or intensified access onto a national road and seek to reserve the capacity, efficiency and safety of National Road infrastructure including junctions in accordance with the provisions of the *Spatial Planning and National Roads Guidelines for Planning Authorities DoECLG, 2012*.

Objective DMSO115 – Restriction of New Access Arrangements

Restrict unnecessary new accesses directly off Regional Roads. Ensure premature obsolescence of all County/local roads does not occur by avoiding excessive levels of individual entrances. Ensure that necessary new entrances are designed in accordance with DMRB or DMURS as appropriate, thereby avoiding the creation of traffic hazards.

Objective DMSO116 – Provision of Building Setbacks

Seek to provide appropriate building setbacks along the road network to facilitate future road improvements.

Objective DMSO117 – Evaluation of Signage Proposals and National Roads

Proposals for signage on or at national roads will be assessed against Chapter 3 of the *Spatial Planning and National Roads Guidelines for Planning Authorities DoECLG, 2012* and TII Policy on the *Provision of Tourist and Leisure Signage on National Roads March 2011*.

14.17.6 Road Safety

In the design and/or improvement of roads and in the assessment of planning applications for new development, the safety of all road users, including pedestrians, cyclists and motorists will be a primary consideration.

Objective DMSO118 – Road Safety Measures

Promote road safety measures in conjunction with the relevant stakeholders and avoid the creation of traffic hazards.

14.17.7 Car Parking

This Plan provides for the creation of two distinct parking zones to ensure adequate residential parking provision and the control of destination car parking. This approach also allows greater flexibility in the application of car parking standards on sites in areas with varying levels of road and public transport provision. The two zones are detailed in Table 14.18 and the car parking standards are set out in Table 14.19.

Table 14.18: Car Parking Zones

Car Parking Zones	Primary Areas
Zone 1	Relates to developments within 800m of Bus Connects spine route, or 1600m of an existing or planned Luas/Dart/Metro Rail station or within an area covered by a Section 49 scheme, or in lands zoned Major Town Centre.
Zone 2	Relates to all other areas within the County.

Table 14.19: Car Parking Standards

Land Use Category	Zone 1: Developments within 800m of a high-quality bus service, or 1600m of an existing or planned Luas/DART/Metro Rail station or in lands zoned Major Town Centre***		Zone 2: All other areas	
Residential				
Residential (1–2 Bedroom)	0.5	Max	1 plus 1 visitor space per 5 units	Norm
Residential (3–3+ Bedroom)	1	Max	2 plus 1 visitor space per 5 units	Norm
Sheltered housing	0.5	Max	0.5 plus 1 visitor space per 5 units	Norm
Student housing	0		1 per 20 bed spaces	
Education				
Pre-school facilities/creche	0.5 per classroom	Max	0.5 per classroom	Norm
Primary school	1 per classroom	Max	1.5 per classroom	Norm
Special needs unit	2 per classroom	Max	2 per classroom	Norm
Post Primary school	1 per classroom	Max	1.5 per classroom	Norm
College of Further Education	3 per lecture theatre	Max	10 per lecture theatre	Norm
Health & Institutions				
Hospital	1 per 3 beds	Max	1.5 per bed	Norm
Nursing home	1 per 8 beds	Max	1 per 4 beds	Norm
Clinic, Group Medical practices	1 per consulting room	Max	2 per consulting room	Norm
Church, place of worship	1 per 10 seats	Max	1 per 5 seats	Norm
Funeral Home	1 per 40 m^2	Max	1 per 20 m^2	Norm
Community				
Community Centers	1 per 100 m^2	Max	1 per 50 m^2	Norm
Library	1 per 40 m^2	Max	1 per 20 m^2	Norm
Sports Ground, pitched	TBDPA**	Max	TBDPA**	Norm
Sports Club, Gymnasium, Fitness center	1 per 40 m^2	Max	1 per 20 m^2	Norm
Golf course	1 per 6 holes	Max	1 per 6 holes	Norm
Pitch and putt Course	1 per 3 holes	Max	1 per 3 holes	Norm

Land Use Category	Zone 1: Developments within 800m of a high-quality bus service, or 1600m of an existing or planned Luas/DART/Metro Rail station or in lands zoned Major Town Centre***		Zone 2: All other areas	
Leisure: Pubs, Restaurants, Hotels and Conferencing				
Caravan / mobile home park	1	Max	1	Norm
Hotel, Motel, Motor Inn, Guest House	1 per 5 rooms	Max	1 per room	Norm
Conference Centers	1 per 10 seats	Max	1 per 5 seats	Norm
Takeaways	none	Norm	1 per 30 m^2	Norm
Function room	1 per 30 m^2	Norm*	1 per 15 m^2	Norm*
Dance Hall/Discotheque Night Club	none	Norm*	1 per 15 m^2	Norm*
Auditorium, Theatre, Cinema, Stadium	1 per 10 seats	Norm*	1 per 3 seats	Norm*
Retail				
Food store (icl. discount food store)	1 per 20 m^2	Max	1 per 20 m^2	Max
Shopping Centre	1 per 20 m^2 Excludes circulation areas	Max	1 per 20 m^2 Excludes circulation areas	Max
Warehouse Club		Max	1 per 20 m^2	Max
Bank, Building society	1 per 60 m^2	Max	1 per 30 m^2	Max
Retail Comparison		Max	1 per 30 m^2	Max
Retail Convenience (<200 sqm)	1 per 60 m^2	Max	1 per 30 m^2	Max
Garden centre	1 per 30 m^2	Max	1 per 30 m^2	Max
Warehouse (e.g. furniture, White goods)	1 per 30 m^2	Max	1 per 30 m^2	Max
Show room, e.g Car show room	1 per 50 m^2	Max	1 per 50 m^2	Max
Employment				
Offices – General	1 per 80 m^2	Max	1 per 40 m^2	Max
Offices – Science & Technology	1 per 100 m^2	Max	1 per 50 m^2	Max
Offices – Call centre	1 per 80 m^2	Max	1 per 40 m^2	Max
Industry – General	1 per 100 m^2	Max	1 per 50 m^2	Max
Industry – Bio-medical	1 per 100 m^2	Max	1 per 50 m^2	Max
Industry – Data Centres	1 per 200 m^2	Max	1 per 100 m^2	Max
Warehouse and distribution	1 per 200 m^2	Max	1 per 100 m^2	Max

Notes:
* Complementary uses to be encouraged.
** To be determined by the Planning Authority.
***Zone 1 relates in addition to areas covered by a section 49 schemes.

Max refers to maximum number of spaces allowed. Norm refers to the number of spaces that will generally be permitted unless specific changes are considered necessary to ensure the proper planning and sustainable development of a proposed development.

In the case of any development type not specified above, the Council will determine the parking requirement having regard to the traffic and movement generation associated with the development and the other objectives of this Plan.

A reduced car parking provision may be acceptable where the Council is satisfied that good public transport links are already available or planned and/or a Management Mobility Plan for the development demonstrates that a high percentage of modal shift in favour of the sustainable modes will be achieved through the development.

These requirements do not apply to development located in town centres as identified in this Plan where the development involves the re-use/refurbishment of an existing occupied or vacant building, any change of use or where small-scale infill developments (including residential) are proposed.

14.17.8 Accessible Car Parking

A minimum of 5% of car parking spaces provided should be set aside for disabled car parking in non-residential developments. Where the nature of particular developments are likely to generate a demand for higher levels of disabled car parking, the Council may require a higher proportion of parking for this purpose. Disabled car parking spaces should be provided as close as reasonably possible to building entrance points and allocated and suitably sign posted for convenient access.

Provision for designated Age Friendly car parking and Parent and Child car parking provision is encouraged. These parking spaces should be provided as close as reasonably possible to building entrance points and should be allocated, sign posted and appropriately managed.

14.17.9 Motorcycle Parking

Motorcycle parking should be provided to meet the requirements of any development. Parking spaces should be provided on the basis of one motorcycle parking bay per 10 car parking spaces provided for non-residential developments and apartment developments. Spaces should be provided in locations convenient to building access points, similar to cycle parking requirements. Where parking is provided within streets and spaces drop-kerbs should be provided to facilitate access to motorcycle parking bays.

14.17.10 Electric Vehicle Parking

To encourage the use of Electric Vehicles (EVs), developments shall provide the following minimum standards for EV charging points and infrastructure:

- All multi-unit residential developments shall incorporate EV charging points at 20% of the proposed parking spaces and appropriate infrastructure (e.g. ducting) to allow for future fit out of a charging point at all parking spaces.
- Non-residential development shall be required to provide functioning EV charging points at a minimum of 10% of all spaces and all other spaces shall incorporate appropriate infrastructure (ducting) to allow for future fit out of a charging point at all spaces.
- Publicly accessible EV parking spaces should be clearly marked and be capable of communicating usage data with the National Charge Point Management System. EV parking spaces for accessible spaces should also be included in the development where these exist.
- All other parking spaces, including in residential developments, should be constructed to be capable of accommodating future charging points as required.

Objective DMSO119 – Car Parking at Places of Work and Education

Limit the number of car parking spaces at places of work and education so as to minimise car-borne commuting. The number of car parking spaces at new developments shall be in accordance with the standards set out in Table 14.19 and the associated criteria for car-parking provision set out in this Plan.

Objective DMSO120 – Coach Parking

Facilitate coach parking at appropriate locations subject to the appropriate analysis and assessment of need.

14.17.11 Pay and Display

Where Pay and Display systems are in operation, it may be possible that the parking demand created by new developments can be accommodated on-street. In instances where parking provision is reduced based on the provision of on-street parking, a contribution in lieu of parking may be appropriate.

Objective DMSO121 – Retail Developments

New retail developments with more than 50 car parking spaces shall be required to have paid parking arrangements in place. This objective shall also apply to existing retail developments which propose to increase their car parking to more than 50 spaces.

Objective DMSO122 – Pay and Display

In towns and villages with Pay and Display parking, developers may pay a contribution in lieu of car parking at a rate of up to €20,000 (twenty thousand euro) per space.

14.17.12 Development Contributions and Transport Infrastructure

Financial contributions will be sought as part of the Development Management process for certain development under the provisions of Section 48 and Section 49 of the *Planning and Development Act, 2000 (as amended)*. Section 48 (general) schemes relate to proposed provision of public infrastructure and facilities which benefit development within the area of the Planning Authority and are applied as a general levy on

development. A 'special' contribution under Section 48(2) (c) may be required where specific exceptional costs not covered by the general scheme are incurred by a Local Authority due to a specific development.

Section 49 (supplementary) schemes relate to the separately specified infrastructural service or projects such as MetroLink, LUAS extensions, rail or roads infrastructure, which benefit a specific area (normally a corridor). Where schemes overlap with another Local Authority, the Section 49 Scheme will be developed in conjunction with that Local Authority.

Objective DMSO123 – Section 48 and 49 Contributions

Utilise, where appropriate, the provisions of Section 48 and 49 of the *Planning and Development Act, 2000 (as amended)* to generate financial contributions towards the capital costs of providing local and strategic transport infrastructure, services or projects in the County. This will be done in conjunction with adjoining Local Authorities where appropriate.

14.18 Green Infrastructure and Natural Heritage

Existing green infrastructure should be identified at the initial stages of the planning process for development and should guide the design of an appropriate site layout. Applicants shall submit an Integrated Green Infrastructure Plan as part of pre-planning submissions to the Council. This plan shall show existing natural features (hedgerows, significant trees, waterbodies) and the proposed green infrastructure network within the development. These proposals should include;

- Details of open space development proposals.
- Urban and river ecological corridors.
- SuDS measures.
- Green roofs and walls location and specifications.
- Locations of bird, bat and invertebrate boxes.
- Permeable paving (grasscrete or similar).
- Tree-lined streets.
- Biodiversity enhancement of private gardens and hedgerow management proposals.
- Linkages to the surrounding open space and/or natural landscapes.
- Walking and cycling infrastructure in the area.

Objective DMSO124 – Integrated Green Infrastructure Plan

Require the submission of an Integrated Green Infrastructure Plan as part of planning applications for residential developments over 50 units and all commercial developments over 2000 sqm.

14.18.1 Tree Policy

Trees provide both valuable amenity and wildlife habitat. Visually they add to an area, softening the impact of physical development on the landscape while also fulfilling an important role in the improvement of air quality in urban areas and providing wildlife habitats. *The Forest of Fingal – A Tree Strategy for Fingal* sets

out the Council's policies for trees which are the responsibility of the Council including street tree planting, management and maintenance.

Objective DMSO125 – Management of Trees and Hedgerows

Protect, preserve and ensure the effective management of trees and groups of trees and hedgerows.

Objective DMSO126 – Protection of Trees and Hedgerows during Development

Ensure during the course of development, trees and hedgerows that are conditioned for retention are fully protected in accordance with *BS5837 2012 Trees in relation to the Design, Demolition and Construction – Recommendations* or as may be updated and are monitored by the appointed arboriculture consultant.

Objective DMSO127 – Use of Native Species in New Developments

Require the use of native species where appropriate in new developments in consultation with the Council.

Objective DMSO128 – Demarcation of Townland Boundaries

Ensure trees, hedgerows and other features which demarcate townland boundaries are preserved and incorporated where appropriate into the design of developments.

Objective DMSO129 – Tree Selection

Consider in tree selection the available rooting area and proximity to dwellings or business premises particularly regarding shading of buildings and gardens.

Objective DMSO130 – Planting of Large Canopy Trees

Promote the planting of large canopy trees on public open space and where necessary provide for constructed tree pits as part of the landscape specification.

Objective DMSO131 – Street Tree Planting Plans

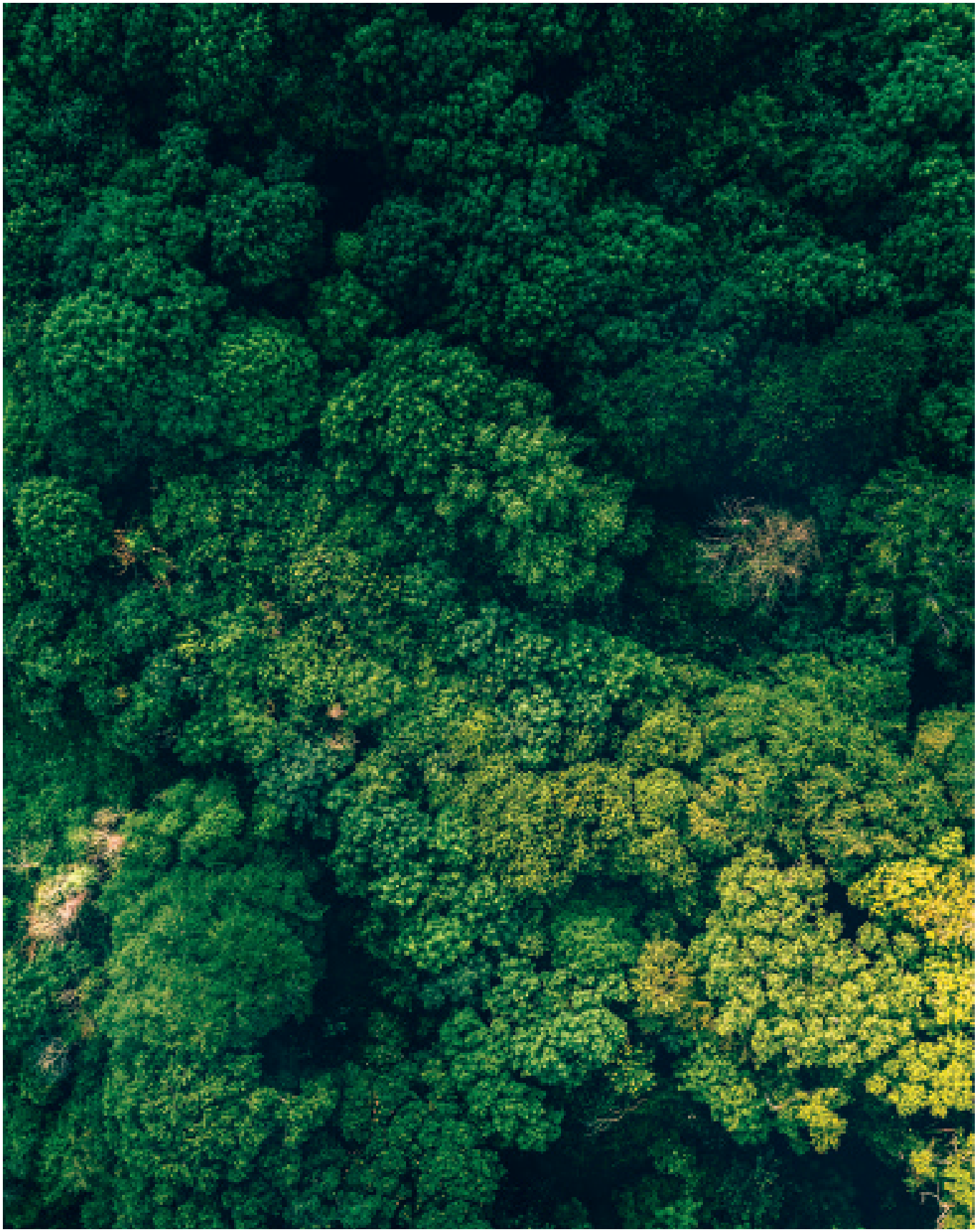
Street tree planting plans shall accompany developments over 50 units. Constructed tree pits will be required where trees are planted in hard surfaces and grass verges less than 1.2m wide. These plans will include the location of each constructed tree pit of a minimum rooting volume of 16 cubic metres, lamp standards and underground services. The location of tree planting in proximity to built features including footpaths must refer to *BS5837:2012 Trees in Relation to Design, Demolition and Construction – Recommendations*. The width of grass verges where tree planting is proposed must be labelled on landscape plans.

Objective DMSO132 – Planting along Distributor Roads

Ensure new distributor roads or similar provide for grass verges of a minimum width of 2.4 metres to allow for avenue tree planting and where necessary provide for constructed tree pits as part of the landscape specification. Road verges shall be a minimum of 1.2 metres wide at locations where small canopy trees are proposed.

Objective DMSO133 – Location of new Trees

Where new trees are being planted, these will be located so they do not cause future interference to streetlights, typically trees shall be located so there is a distance of no less than 7m from the centre of the main stem to the lighting pole.



Objective DMSO134 – Site Summary of Specimen Removal, Retention and Planting

Regardless of development size or type, applicants must submit an overall site summary quantifying and detailing the following:

- tree and hedgerow removal;
- tree and hedgerow retention; and
- new tree and hedgerow planting.

This information will be submitted in a digital format agreed with the Council to allow amalgamation and reporting on tree and hedgerow cover within the County over time.

Objective DMSO135 – Tree Planting and Sub-Surface Archaeology

Avoid any new tree planting in areas which have sub-surface archaeology preserved in situ. There should be a minimum set-back of 20m from the boundaries of archaeological remains for any tree planting; 30m set-back from skeletal remains.

Objective DMSO136 – Tree Selection within Developments

Tree planting within developments shall adhere to the 30:20:10 rule in relation to tree selection in order to prevent an over reliance on certain genera or species in the existing stock and to combat climate change. Species and varieties will be selected to meet the requirements of the 30:20:10 rule – no more than 30% of trees from any one family, 20% from a single genus or 10% from a single species.

Objective DMSO137 – Replacement of Removed Trees

Ensure trees removed from residential areas are replaced, where appropriate, within the first planting season following substantial completion of construction works.

14.18.2 Natural Heritage

14.18.2.1 Biodiversity

Ireland is a signatory to the worldwide Convention on Biological Diversity (CBD) and the Government is committed through this process to conserve and sustainably use biodiversity. Biodiversity policy is set out in the *National Biodiversity Plan (NBP)* which identifies habitat degradation and loss as the main factor eroding biodiversity in Ireland today. Among other things, the NBP calls on Local Authorities to move towards no net loss of biodiversity through Development Management, to include policies and objectives in their County Development Plans for the protection and restoration of biodiversity and to develop a green infrastructure network at local level and promote the use of nature-based solutions for the delivery of a coherent and integrated network.

Objective DMSO138 – Protection and Enhancement of Biodiversity

Ensure all development and infrastructure proposals include measures to protect and enhance biodiversity leading to an overall net biodiversity gain.

Objective DMSO139 – Ecological Study

Ensure that an ecological study is carried out of the development site covering habitats and flora, breeding birds, bats and amphibians to identify existing ecological valuable features and the species composition of the site.

Objective DMSO140 – Protection of Existing Landscape

Protect existing landscape features such as scrub, woodland, large trees, hedgerows, meadows, ponds and wetlands which are of biodiversity or amenity value and/or contribute to landscape character and ensure that proper provision is made for their protection and management.

Objective DMSO141 – Incorporation of Habitat Features

Incorporate habitat features (new or existing) and other conservation measures for species of conservation interest (e.g. legally protected species or Amber and Red listed bird species) in the Integrated Green Infrastructure Plan.

Objective DMSO142 – Invasive Species Control Plan

Where invasive plant species such as Japanese Knotweed, Giant Hogweed, Himalayan Balsam, Rhododendron Ponticum and three-cornered leek are present on a development site, the developer shall submit an invasive species control plan as part of the planning process. This control plan will describe what and where invasive species are present and what control measures will be implemented, who will implement these and when they will be implemented. Annual monitoring reports on the control program are to be submitted to the Planning Authority until the invasive species is eradicated.

Objective DMSO143 – Habitat Facilities for Wildlife Species

Require all new developments to incorporate habitat facilities for wildlife species as appropriate including Kestrel, Peregrine, Swifts, House Sparrows, Swallow, Starling, Bats and insects in or on buildings facades.

14.18.2.2 Biodiversity Conservation in Fingal – Core Biodiversity Conservation Areas and their Buffer Zones

The most important nature conservation sites make up the core biodiversity conservation areas. These include internationally and nationally designated sites hosting habitats listed in *Annex I of the Habitats Directive* and sites hosting rare and protected species and their habitats.

Objective DMSO144 – Appropriate Assessment

Ensure Screening for Appropriate Assessment and, where required, full Appropriate Assessment is carried out for all plans and projects in the County which, individually, or in combination with other plans and projects, are likely to have a significant direct or indirect impact on any European site or sites.

Objective DMSO145 – Screening for Appropriate Assessment

Ensure that sufficient information is provided as part of development proposals to enable Screening for Appropriate Assessment to be undertaken and to enable a fully informed assessment of impacts on biodiversity to be made.

Objective DMSO146 – Natura Impact Statements

Ensure that Natura Impact Statements (NIS) and any other ecological impact assessments submitted in support of proposals for development are carried out by appropriately qualified professionals and that any necessary survey work takes place in an appropriate season.

Objective DMSO147 – Natura Impact Statement Guidance

Ensure planning applications for proposed developments likely to have significant direct or indirect impacts on any European Site or sites are accompanied by a Natura Impact Statement prepared in accordance with the Guidance issued by the Department of the Environment, Heritage and Local Government (*Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009*).

Objective DMSO148 – Ecological Impact Assessment

Ensure ecological impact assessment is carried out for any proposed development likely to have a significant impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites and Annex II species contained therein, or rare and threatened Flora Protection order and Red Data Book species and their habitats. Ensure appropriate avoidance and mitigation measures are incorporated into development proposals as part of any ecological impact assessment.

Objective DMSO149 – Protection of Bats

Ensure that proposals for developments involving works to upstanding archaeological sites and features or works to the historic building stock include an assessment of the presence of bats in any such sites or structures and, where appropriate, ensure that suitable avoidance and/ or mitigation measures are proposed to protect bats in consultation with the National Parks and Wildlife Service.

Objective DMSO150 – External Lighting and Noise at Sensitive Locations

Minimise the environmental impact of external lighting and noise at sensitive locations to achieve a sustainable balance between the needs of an area, the public safety of walking and cycling routes and the protection of sensitive species such as bats.

Objective DMSO151 – Fingal Biodiversity Action Plan

Applicants should consult the *Fingal Biodiversity Action Plan* to ascertain its implications for any planning proposals.

14.18.2.3 Nature Development Areas

The Council has identified a number of areas and land-uses in the County with potential for biodiversity enhancement (see Green Infrastructure Maps). These include:

- Farmland Areas,
- Demesnes,
- Golf courses,
- Parkland,
- Quarries,
- Waterbodies,
- Areas suitable for new woodland or forestry.

These areas are referred to as Nature Development Areas.

Objective DMSO152 – Planning Guidelines for Nature Development Areas

Implement planning guidelines for Nature Development Areas and corridors as outlined in the *Fingal Biodiversity Action Plan*.

14.18.2.4 Ecological Corridors and Stepping-Stones Including Trees and Hedgerows

Ecological corridors are linear landscape features such as rivers, hedgerows and road verges that enhance the movement of wildlife through the rural and urban landscape. Many species of wildlife will use corridors for feeding, resting, migrating, overwintering and breeding including birds, small mammals, amphibians and reptiles, insects and large mammals. Depending on the width and design of the corridor a species can migrate between sites or spend its entire lifecycle within the corridor due to the suitability of the habitat.

Objective DMSO153 – Green Corridors

Provide green corridors in all new developments where the opportunity exists.

Objective DMSO154 – Ecological Corridors

Protect and enhance the ecological corridors along the following rivers in the County by ensuring that no development takes place, outside, development boundaries within a minimum distance of 48m from each riverbank along the main channels of following rivers Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Ballyboghil, Corduff, Matt and Delvin, Bracken River, Daws River, Richardstown River, Turvey River (see Green Infrastructure Maps). A minimum 10 m wide riparian buffer strip applies to lands within development boundaries. Additional width may be required to provide for additional protections of sensitive habitats, as appropriate.

Objective DMSO155– Ecological Corridors in Urban Areas

Any redevelopment of existing properties and brownfield sites within 25m from each riverbank along the main channels of following rivers Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Ballyboghil, Corduff, Matt and Delvin, Bracken River, Daws River, Richardstown River, Turvey River shall provide opportunities for multi-functional green infrastructure, including features which intercept and filter surface water from the site before discharging into the river. These features include, but are not limited to: green roofs, reinforced grass parking bays and water gardens. The use of underground attenuation as part of the redevelopment of existing properties or brownfield sites will not be accepted.

Objective DMSO156 – Development Along Watercourses

Ensure that no development, including clearance and storage of materials, takes place within 10m as a minimum, measured from each bank of any river tributary or small stream or watercourse in the County (see Green Infrastructure Maps).

Objective DMSO157– Urban Ecological Corridors

Protect, develop and enhance terrestrial urban ecological corridors along existing linear features such as hedgerows where possible with a minimum corridor width of 25 m. These corridors comprise of a mixture of hedgerow, scrub, rank grassland, wildflower meadow, ponds, marshland and dead timber. SuDS features such as ponds and wetlands can be incorporated within these corridors. Green corridors should be incorporated into all new large developments, as part of multi-functional Green Infrastructure provision, linking large areas of open space and linking with areas outside the development site.

Objective DMSO158 – Protection of Rivers and Streams

Protect rivers and streams and maintain them in an open state capable of providing suitable habitat for fauna and flora, including fish. Deculvert or 'daylight' existing culverts where appropriate and in accordance with relevant river catchment proposals restore the watercourse to acceptable ecological standards for biodiversity wherever possible improving habitat connection and strengthening the County's green infrastructure network. Clear span structures should be used on fisheries waters, where possible.

Objective DMSO159 – Inclusion of Mammal Ledges or Tunnels

Protect the ecological corridor function along rivers by including mammal ledges or tunnels in new bridges over any of the main rivers: Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Ballyboghil, Corduff, Matt and Delvin. New bridge structures will also cater for Dipper boxes and Bats where possible. Where new road infrastructure crosses significant urban ecological corridors, tunnels shall be installed underneath the road to facilitate movement of small mammals and amphibians.

Objective DMSO160 – Riparian Corridors

Require development proposals that are within riparian corridors to demonstrate how the integrity of the riparian corridor can be maintained and enhanced having regard to flood risk management, biodiversity, ecosystem service provision, water quality and hydromorphology.

14.18.2.4 Geology

The Geological Survey of Ireland (GSI) has identified 21 County Geological Sites in Fingal which are important geological heritage sites.

Objective DMSO161 – County Geological Sites

Consult with the Geological Survey of Ireland when considering undertaking, approving or authorising developments which are likely to affect County Geological Sites.

14.18.3 Landscapes Principles for Development

- Skylines, horizon and ridgelines should be protected from development.
- Sites with natural boundaries should be chosen, rather than elevated or open parts of fields. The form of new developments should be kept simple and they should be sited within existing shelter planting or within the contours of the land to minimise visual impact.
- Clustering with existing farmhouse and/or farm buildings is generally preferable to standalone locations.
- Field and roadside hedgerows should be retained. Proposals necessitating the removal of extensive field and roadside hedgerows should not be permitted.
- The retention and active management of trees and woodland blocks should be promoted.
- The use of trees and woodlands to contain new development should be encouraged.
- Strong planting schemes using native species, to integrate development into these sensitive landscapes, will be required. New planting needs to be carefully located and selected.
- The management of the river margins should be promoted and development along the riverside which will intrude on the character of the river valleys should be restricted.
- Estuary margins and any hedgerows along the margins must not be disturbed.
- The special character of the coast should be protected by preventing inappropriate development on the seaward side of coastal roads.
- The character of the coastal visual compartments should be retained by preventing intrusive developments on headlands, promontories and coastal lands within the compartments. The coastal skyline should be protected from intrusive development.

Objective DMSO162– Landscape / Visual Assessment

Require a landscape/Visual assessment to accompany all planning applications for significant proposals that are likely to affect views and prospects.

14.18.4 New Development in Coastal Areas

Coastal development must take account of the changing and dynamic nature of the coast and the need for coastal protection. As a general principle, development in coastal areas should be accommodated wherever possible in previously developed areas before consideration is given to development in greenfield sites. In all cases proposals for coastal development must consider the need for coastal defence. Development will only be permitted where the Council is satisfied that the development will not add to the requirement, if any, for any coastal defence works in the area over the lifetime of the development.

Objective DMSO163 – Coastal Erosion

Prohibit new development outside urban areas within the areas indicated on Green Infrastructure Maps, which are within 100m of coastline at risk from coastal erosion, unless it can be objectively established based on the best scientific information available at the time of the application, that the likelihood of erosion at a specific location is minimal taking into account, inter alia, any impacts of the proposed development on erosion or deposition and the predicted impacts of climate change on the coastline.

Objective DMSO164 – Coastal Flooding

Prohibit development within areas liable to coastal flooding other than in accordance with *The Planning System and Flood Risk Management – Guidelines for Planning Authorities 2009* issued by the Department of the Environment, Heritage and Local Government and the Office of Public Works. Prohibit development within areas liable to coastal flooding under existing to 1m sea-level rise flood scenarios other than in accordance with *The Planning System and Flood Risk Management – Guidelines for Planning Authorities 2009* issued by the Department of the Environment, Heritage and Local Government and the Office of Public Works.

Objective DMSO165 – Coastal Development

Protect the scenic character of the coast by limiting development on the seaward side of coastal roads. New development for which a coastal location is required shall, wherever possible, be accommodated within existing developed areas.

14.19 Heritage, Culture, Arts

14.19.1 Site Assessment

A thorough site assessment is an essential stage in the preparation of any development proposal and should be carried out prior to starting any design work to help inform and direct the layout, form and architectural treatment of the proposed scheme and identify issues that may need to be avoided, mitigated for or require sensitive design and professional expertise. Features, structures or planting that add character or value to the site should be retained and the scheme designed around these. The site assessment should evaluate:

- Character of the site and its setting
- Existing buildings
- Access to the site
- Services
- Protected Designations
- Rare and protected species (such as bats)

14.19.1.1 Character of the Site and its Setting

Outline the form and scale of the whole site; its orientation and topography; existing boundary treatments; historic boundaries or plot sizes e.g. townland boundaries or burgage plots; landscape features such as mature trees, hedgerows, designed landscapes and historic gardens; views or vistas to and from the site; where buildings are situated relative to historic and modern spaces on the site.

14.19.1.2 Existing Buildings/Structures

Where structures exist on a site their embodied carbon needs to form part of the considerations for any redevelopment to ensure the proposal adheres to sustainable development goals. Adaptive re-use and transformation of existing buildings should be the first consideration before demolition and replacement. The architectural or vernacular quality, style and materials of the buildings on the site should also form part of the evaluation as the Development Plan contains objectives to retain and re-use the historic building stock, vernacular structures and 20th century architecture of merit. An analysis of historic maps should be carried out where older buildings exist on a site to inform the assessment process (there are a number of online map viewers that have digital historic map layers).

14.19.1.3 Access to Site

Identify and utilise existing entry points where possible for vehicular and pedestrian access routes to the site and limit the removal of boundary planting or historic boundary treatments; delineate any Rights of Way or Easements on the property.

14.19.1.4 Services

Detect existing connections or services for water, sewage, electricity, broadband/telecommunications. Consider sustainable options for new services where they do not exist on the site.

14.19.1.5 Protected Designations

Check whether any statutory designated sites are within or adjoin the boundaries of the property and where they exist the proposal should adhere to national policy and Development Plan direction for proposals that directly or indirectly affect these sites. The statutory designations included Recorded Monument or National Monument; Protected Structure; Architectural Conservation Area; Natural Heritage Area or proposed Natural Heritage Areas; Special Area of Conservation; Special Protection Area; Statutory Nature Reserve; Refuge for Fauna; Ramsar Site; Water Framework Directive Register of Protected Areas site; Special Amenity Area.

14.19.1.6 Rare or Protected Species

Surveys should be carried out to ensure that the habitats of protected or rare species do not exist on the site. This will be particularly pertinent where buildings have been unoccupied for a period, where the site it overgrown, or where the site has extensive areas of natural vegetation or contain watercourses.

Objective DMSO166 – Site Assessment

A site assessment should be carried out prior to starting any design work to help inform and direct the layout, form and architectural treatment of the proposed development and identify issues that may need to be avoided, mitigated or require sensitive design and professional expertise. Features, structures or planting that add character or value to the site should be retained and the scheme designed around these. The site assessment should evaluate:

- Character of the site and its setting
- Existing buildings/structures and their embodied carbon
- Access to the site
- Services
- Protected Designations
- Rare and Protected species both flora and fauna (e.g. bats, otters)

Table 14.20: Threshold for Architectural, Landscape and Visual Impact Assessment Reports

Reports	Threshold	Residential	Commercial
Archaeological Impact Assessment (AIA)	In proximity to recorded monuments (RMPs) and/or areas with a density of known archaeological monuments and history of discovery	Development involving ground clearance of more than 0.5 hectare or linear development over one kilometre in length	Development involving ground clearance of more than 0.5 hectare or linear development over one kilometre in length
Architectural Heritage Impact Assessment	Any development relating to a protected structure or within the curtilage & attendant grounds of a protected structure. Also, for development within the boundary of an ACA where it impacts on a building that contributes to the character of the ACA or is of large scaled development within an ACA	For Protected Structures or within an ACA that are of a complex nature or where proposals are likely to have a significant impact on the architectural heritage	For Protected Structures or within an ACA that are of a complex nature or where proposals are likely to have a significant impact on the architectural heritage
Designed Landscape Appraisal	For any historic designed landscape. These can be identified on the first edition of the Ordnance Survey Maps (published 1843) which is available on several map viewers, including OSI.	A Designed Landscape Appraisal should accompany any development proposal for an historic demesne and/or designed landscape	A Designed Landscape Appraisal should accompany any development proposal for an historic demesne and/or designed landscape
Visual Impact Assessment	For large sized developments or proposals for buildings that are taller than the existing built environment scale	Site specific	Site Specific

14.19.2 Archaeological Heritage

Preservation in situ of all archaeological remains will always be preferred over preservation by record. All development shall be carried out in accordance with the requirements of the *Framework and Principles for the Protection of Archaeological Heritage*, *DAHGI 1999* and other National policy and guidelines for the archaeological heritage and shall be designed to have minimal impact on archaeological features.

Objective DMSO167 – Archaeological Sites

Exempted development does not apply to any development that would consist of or comprise the alteration of any archaeological site.

Objective DMSO168 – Requirement for the Employment of an Archaeologist

Where a development site is in proximity to recorded monuments (RMPs)/sites and monuments record (SMR) and/or areas with a density of known archaeological monuments and history of discovery; within a Zone of Archaeological Notification, is over 0.5 hectares in size, or for linear developments more than 1 km in length, the applicant shall employ a suitably qualified archaeologist to carry out an Archaeological Impact Assessment (AIA) at pre-planning stage and report on any necessary site investigation works prior to an application being lodged.

Objective DMSO169 – Archaeological Impact Assessment

- All development proposals which may have implications for archaeological heritage shall be accompanied by an Archaeological Impact Assessment. This assessment will consist of the following:
- Site inspection/walk-over survey,
- Archaeological heritage of the receiving area,
- Examination of upstanding or visible features or structures,
- Topographical assessment including historic townland boundaries,
- Physical description and photographic record of the archaeological feature, site or object,
- Examination of existing or new aerial photographs or satellite or other remote sensing imagery,
- Geophysical survey, archaeological test excavation, where appropriate, which should be carried out by suitable qualified professionals (geophysicists and archaeologists),
- Identification of potential direct and in-direct impacts of the proposed development on archaeological remains,
- Identification of climate change vulnerability,
- Mitigation measures to ameliorate any such impacts of the proposed development on the definition of the buffer area surrounding the monument which will preserve the setting and visual amenity of the site,
- Provision of details on protection measures to be used on site.

Objective DMSO170 – Conservation and Management Plan

If a monument included in the Record of Monuments and Places (RMP)/Sites & Monuments Record (SMR) lies within the open space requirement of any development, a conservation and management plan for that monument will be required as part of the overall landscape plan for that proposed open space.

Objective DMSO171 – Visual Impact Assessment

A Visual Impact Assessment may be required for development proposals in the vicinity of upstanding remains.

Objective DMSO172 – Protection of Historic Townland Boundaries

Avoid detrimental impacts on historic townland boundaries. Should an historic townland boundary or section thereof be impacted a survey and photographic record should be undertaken prior to removal.

Objective DMSO173 – Referral of Development Proposals to Minister

All planning applications and other development proposals which are in, or might affect, sites and features of historical and archaeological interest, will be referred to the Minister through the Department of Housing, Local Government and Heritage and to the Heritage Council. In considering such planning applications, the Planning Authority will have regard to the views and recommendations of the National Monuments Service, Department of Housing, Local Government and Heritage and other interested bodies.

Objective DMSO174 – Archaeological Excavation

Where preservation in situ is not feasible, sites of archaeological and/or industrial heritage interest shall be subject to a full archaeological excavation and post excavation analysis according to best practice in advance of redevelopment. This can only be permitted by licence from the National Monuments Service of the Department of Housing, Local Government and Heritage.

Objective DMSO175 – Preliminary Excavation Report

Where permission is given for archaeological excavations these investigations must be carried out by a suitably qualified and licensed archaeologist and are to be fully recorded in line with best practice. A preliminary excavation report in digital and hard copy shall be submitted to the Planning Authority for the attention of the Heritage Officer within four weeks of the completion of the excavation and a detailed final report submitted within twelve months of the completion of the excavation.

Objective DMSO176 – Publication and/or Public Outreach of Archaeological Excavations

Dependent on scale and/or significance of archaeological excavations, provision should be made for publication and/or public outreach, to share the results of the archaeological resolutions with the general public.

Objective DMSO177 – Unrecorded Archaeological Object or Site

The developer must ensure that when an unrecorded archaeological object or site is discovered any works that threaten the object or site are immediately suspended until direction is given by the Department of Housing, Local Government and Heritage on the matter.

Objective DMSO178 – Archaeology in the Planning Process

Applicants shall have regard to *Archaeology in the Planning Process Office of the Planning Regulator, 2021* and *Archaeology and Development Guidelines Good Practices for Developers Heritage Council, 2000*.

Objective DMSO179 – Excavation Reports Guidelines

All archaeological reports submitted with a planning application and/or prepared in compliance with planning permission shall be produced in accordance with *Excavation Reports Guidelines for Authors, NMS, 2006*.

Objective DMSO180 – Archaeological Best Practice

Archaeological work shall be carried out in accordance with current archaeological best practice policy and guidance published by the National Monuments Service, and with reference to technical guidelines issued by the Institute of Archaeologists of Ireland and Transport Infrastructure Ireland. Where National technical best practice guidelines are unavailable, internationally recognised best practice guidance may apply.

Objective DSMO181 – Archaeology Services and Contracts

Where archaeology services are incorporated into fixed priced contracts, the contract shall be prepared with regard to *Standard and Guidance Procedures for Archaeological Services in Fixed Price Contracts used in the Republic of Ireland, IAI, 2012*.

Objective DMSO182 – Archaeological Excavation Strategy and Guidelines

Archaeological excavations shall comprise a specialist-led environmental site strategy and conducted in accordance with, *IAI, 2007*.

14.19.3 Architectural Heritage

14.19.3.1 Protected Structures

Where works are being proposed that require planning permission such as alteration of layout, modifications to historic fabric, extension, change of use, new build then the following should inform and direct the proposed design:

Table 14.21: Directions for Proposed Development of Protected Structures

- The nature and extent of the significance or special interest of the Protected Structure and its setting needs to be understood by the proposed developer as this will dictate the acceptable level of change that could be permitted.
- Alterations and interventions to Protected Structures should follow best practice conservation principles and shall not detract from their significance or value.
- All works should be carried out to the highest possible standard, under supervision of a qualified professional with specialised conservation expertise. On-site operatives/contractors should have experience dealing with historic buildings.

- Original features of special interest must be retained.
- The original form and layout of the Protected Structure should remain legible.
- Materials and methodologies appropriate to the historic fabric are to be used which may necessitate specialist skills.
- Appropriately scaled extensions should complement, and be subsidiary to, the main structure and be positioned generally to the rear elevation or less prominent elevation. Full width extensions will not normally be permitted as the original extent and form of the Protected Structure should remain legible.
- Where a Protected Structure is part of a larger development of the overall site then the phasing of the works needs to ensure that those relating to the Protected Structure take place early on, preferably first, so that the conservation and use of the Protected Structure is secured at the start of the project.
  New fittings on the exterior (such as meter boxes, ventilation grilles, security cameras, burglar alarms, cables) are to be sited to minimise their visual impact. As a rule these elements should not be affixed to the principal elevation. Where there is no other option then the necessity of the addition of the fixture and associated fittings will need to be justified and would have to be a discrete design that blends into the elevation for example vertical or horizontal lines formed by rainwater goods or mouldings could be used to conceal wires.
- Signage to the exterior of a Protected Structure should be discrete and sensitively designed so as not to negatively impact on the special character. All other external commercial elements or fittings should be kept to an absolute minimum.
- Where a change of usage or the reuse of a redundant building is proposed care needs to be taken that the new use is compatible and the level of impact necessitated is acceptable on the character and special interest of the structure.
- The cumulative impact of previous incremental or large-scale alterations could have a bearing on the acceptability of the proposed works as it could be determined that the appropriate quantum of development on the site has already been reached.
- The special interest of the Protected Structure should not be compromised when meeting the requirements of Building Regulations. Applications for works to meet the requirements of the Building Regulations shall be guided by the principles of minimum intervention to the historic fabric. In considering proposals to meet Part L (Energy) & Part M (Access) regard should be had of the Department of Housing, Local Government and Heritage's *Advice Series* on historic materials and built heritage considerations.
- A sensitive design approach is required for development that adjoins or is in close proximity to a Protected Structure as it could have a detrimental visual impact on it, adversely affecting its setting and amenity. The scale, height, massing, building line, proportions, alignment and materials of any development proposed within the curtilage, attendant grounds or in close proximity to a Protected Structure need to respect and compliment the structure and its setting. A statement should be provided as to how the proposal responds to the special interest and the setting of the Protected Structure.

Table 14.22: Documentation to accompany Planning Applications for Protected Structures

It is recommended that pre-planning consultation takes place with the Architectural Conservation Officer prior to the submission of a planning application as the detail of information required will be dependent on the significance of the structure and the extent and nature of the works proposed. In general applications for development that incorporate a Protected Structure should be accompanied by the following documentation:

Public notices (i.e. newspaper notice and site notice)

Any planning application relating to a Protected Structure or Proposed Protected Structure must indicate the protected status on the notices.

Copies of Plans and Particulars

Fingal County Council requires ten copies of all drawings, plans and accompanying documentation for an application relating to a Protected Structure or Proposed Protected Structure as copies of the application must be circulated to the prescribed authorities.

Site Plan

Showing the Protected Structure in its setting, the relationship of the structure to its curtilage, its urban or rural surroundings and the adjacent land in the ownership of the applicant.

Drawings of the Existing Situation

- Plans, sections, elevation and contextual drawings of the existing Protected Structure(s) and ancillary buildings, where relevant, at a sufficient scale to indicate the general arrangement of the structure.
- Drawings as they exist of elaborate or detailed features like fireplaces, stairs, cornices or joinery at scales of 1:10 or 1:5 will be required where this will be directly impacted by the proposed works.

Drawings of the Proposed Changes

- Plans, sections, elevation and contextual drawings showing the proposed changes to the Protected Structure(s) and ancillary buildings, where relevant. Changes to be clearly hatched or highlighted. The preferred scale for such drawings is 1:50 or 1: 100.
- Drawings of the proposed changes to elaborate or detailed features like fireplaces, stairs, cornices or joinery at an appropriate scale will be required where they will be directly impacted by the proposed works.
- Detailed drawings outlining the impact and method of insertion of proposed partitions.
- Detailed drawings of wall and roof junctions between the existing structure and any new extensions or link buildings where this is proposed.

Justification for the Proposed Interventions

A brief written statement should be submitted describing and justifying the proposed works and the philosophy that informs their methodology.

Photographic Survey

- Photographs should be submitted that are sufficient to describe the overall appearance of the exterior of the structure including all exposed sides, its setting and its relationship with surrounding structures.
- Photographs should be submitted of any interior features that it is proposed to change. Internal photographs should be marked and numbered so that they can be related back to a survey drawing.

Architectural Heritage Impact Assessment

This will be required for proposals affecting buildings of a complex nature or for development that is likely to have a significant impact on the architectural heritage. See Table 14.23 for what should be contained within an AHIA.

Objective DMSO183 – Works to a Protected Structure

All planning applications for works to a Protected Structure shall have regard to the direction in Table 14.21 and provide the documentation set out in Table 14.22.

Table 14.23: Architectural Heritage Impact Assessment

For buildings of a complex nature or where proposals are likely to have a significant impact on the architectural heritage a more detailed Architectural Heritage Impact Assessment will be required, which should include:

Written Description of Protected Structure (and its setting)

Describe the form, scale, architectural style and materials of the Protected Structure in detail along with its setting including any relevant ancillary buildings, designed landscape features, boundary treatments, views and vistas that will be impacted by the proposed development.

Historical Appraisal

This should include a brief analysis of the age of the existing fabric explaining the different building stages presented in a chronological order and cross referenced to photographs that are annotated on a survey drawing(s). The account should refer to social and historical connections of the structure with emphasis on the evidence available in the physical fabric of the building and its surroundings. The account should include an outline of the comparative significance of the structure. The history should be based on the investigations of the physical fabric, analysis of historic cartographic material and other sources such as deeds or historic drawings.

Inventory and Detailed Photographic Record

A detailed room-by-room architectural inventory should be submitted along with a comprehensive good quality photographic survey. The photographs should have explanatory captions and be cross referenced to the historical account and the plans. The survey should include exteriors, interiors and detailed photographs of architectural and historical features of merit and designed landscape features where appropriate. The photographic survey should also show the structures in context.

Condition Assessment

This assessment should be on an element-by-element basis and should cover where relevant the following: externally – roof, walls, doors, windows; internally – staircases, doors, windows, other joinery, walls, floors, ceilings including cornices, decorative finishes, architectural sculptures and art, chimney pieces, structure and mechanical systems. Site features including subsidiary buildings, landscape features, follies and boundary treatments should also be assessed.

Statement of Significance

An evaluation of the quality and importance of the structure should be summarised.

Impact Assessment

An evaluation should be set out of the implication of the proposed development on the character of the structure and its setting highlighting how the elements that contribute to its special interest would be materially altered by the development. A method statement and specification for works should be included.

Objective DMSO184 – Architectural Heritage Impact Assessment

Where necessary, the Planning Authority shall require a detailed Architectural Heritage Impact Assessment for an application for works to a Protected Structure. This shall be carried out in accordance with Table 14.23 and Appendix B of the Department of the Arts Heritage and Gaeltacht's *Architectural Heritage Protection Guidelines for Planning Authorities*.

14.19.3.2 Demolition of a Protected Structures

The legislation only allows permission for the demolition of a Protected Structure in exceptional circumstances and so there will always be a presumption towards the retention and repair of a Protected Structure. In those exceptional circumstances where demolition is proposed the Council will require the following documentation in order to assess the situation:

- Detailed written justification for the proposed demolition,
- Full condition and photographic survey of the existing structure,
- Detailed drawings of all floor plans and elevations,
- The condition or disrepair of a Protected Structure is not in itself sufficient reason to justify demolition and so where this is put forward as the rationale then in addition to the above list the following information will be required:
  - An explanation as to how the structure has been allowed to fall into disrepair,
  - Clearly marked photographs and drawings indicating the location of defects,
  - A condition report from an architect or engineer with specialist conservation expertise outlining why repairs or remedial works are not possible in this instance,
  - Where only partial demolition is proposed of elements that do not form part of the significance of the structure it must be demonstrated that it can be carried out without any adverse structural or architectural impact on the Protected Structure.

Objective DMSO185 – Demolition or Alteration of Protected Structures

Prevent the demolition or inappropriate alteration of Protected Structures.

14.19.3.3 Architectural Conservation Areas

Any works that would have a material effect on the special character of an ACA require planning permission and so the normal exemptions from planning will no longer apply where they are considered to impact on the unique or special features and elevations of an ACA.

Table 14.24: Direction for Proposed Development within Architectural Conservation Areas

Changes and development within ACAs should be carried out in a manner sympathetic to its distinctive character and so the following should guide proposed new works within ACAs:

Retention and Reuse

- Existing buildings and structures should be retained and reused rather than replaced. Applications for demolition of buildings that contribute to the character of an ACA will only be granted in exceptional circumstances. The onus will be upon the applicant to justify the demolition of the building. The Council will start from the premise that the structure should be retained.
- Retain original building materials, finishes and features including windows, doors, roof coverings, boundary treatments (such as stone walls, hedges and railing) and other features of interest that contribute to the special character and enliven the streetscape.
- Retain any surviving kerbing/paving and items of street furniture that contributes to the character of the ACA.
- Restoration of original materials or features that have been lost or replaced will be supported and encouraged. Documentary evidence or surviving examples should be used to direct the design of these.

Alterations and New Build

- Demolition of structures that positively contribute to the streetscape character will not normally be permitted.
- Avoid the removal of buildings that form part of the general character of the ACA as the slow but gradual attrition of individual modest buildings within an ACA can fundamentally alter the character and attractiveness of the place.
- Retaining the legibility of the historic urban grain of a streetscape or townscape is important and so where a development seeks to amalgamate a number of different building plots the design treatment should consider articulating the original plot divisions in the volume of the new building. Where it is proposed to connect existing buildings internally frontages should maintain an active function and alterations to the historic fabric should be kept to a minimum.
- Extensions to buildings in ACAs that are visible from public places should be of a scale and proportion that respects that of the original building. In general extensions should be subservient in size with materials, finishes and roof profiles that complement the principal structure.

- Alterations or modifications of existing facades, openings, finishes, roofscapes, etc. should not detrimentally impact on the character of the ACA or cause damage to the building.
  - Removal of the original weathering coat of a building of its render or plaster finish to expose the underlying stone is unacceptable.
  - Where a building has a unpainted render or plaster finish this should not be painted over.
  - Insertion of dormers or roof lights should be on hidden pitches and in general should not be placed on the front roof slope.
  - Enlargement of window or door openings can change the prevailing proportions of the building or streetscape and so original dimensions should normally be retained.
- Development proposals for new build need to follow a sensitive design approach that respects the established character of the ACA in terms of the scale, massing, bulk, plot sizes, proportions and materials of the adjoining buildings to the development site. Direction can be taken from traditional forms and dimensions that are then expressed in a contemporary manner or with contemporary elements rather than an exact copy of a historic building style. Where a totally contemporary design approach is taken the detailing, materials and overall design must be carefully handled and of a high quality to ensure the proposal does not compromise the integrity and character of the area.
- Signage in an ACA should be minimal, discrete and sensitively designed so as not to negatively impact on the special character of the area. All other external commercial elements or fittings such as canopies, lighting and menu boards should be kept to an absolute minimum.

Public Realm Works

- Elements of existing street furniture such as original kerbing, paving, setts, post-boxes, railings, bollards etc. should be identified and retained.
- Any new street furniture (such as bins, lighting, signage-poles etc.) shall be of a high quality and consistent design with consideration given to their siting and location. Street furniture should be kept to a minimum and any redundant modern street furniture removed.
- In instances where the Council does not have direct control over street furniture, it will engage with the relevant agency/agencies, where possible, to encourage them to comply with the Architectural Conservation Area policies.
- Works to improve the public realm such as new surfaces, dished pavements, traffic control measures including signage and ramps shall respect and enhance the essential character of the ACA.

14.19.3.4 Documentation to accompany Planning Applications within ACA's

The Planning Regulations indicate that planning applications for the carrying out of works to the exterior of a structure within an ACA should be accompanied by photographs, plans and other particulars as are necessary to demonstrate how the proposal would affect the character of the structure. It is therefore recommended

that pre-planning consultation takes place with the Conservation Officer prior to the submission of a planning application to determine the detail of information required as this will be dependent on the significance of the structure and the extent and nature of the works proposed.

Objective DMSO186 – Retention of Existing Building Stock within an ACA
Retain the existing building stock within an ACA where possible and ensure that any new development or alteration of a building within or adjoining an ACA positively enhances the character of the area and is appropriate in terms of the proposed design, including: scale, mass, height, proportions, density, layout, materials, plot ratio, and building lines.
Objective DMSO187 – Planning Applications within an ACA
All planning applications for works in an Architectural Conservation Area shall have regard to the information outlined in Table 14.24.

14.19.3.5 Signage on Protected Structures or within ACAs

Advertisements and signage on Protected Structures or on the exterior of structures within an Architectural Conservation Areas (ACAs) require planning permission (apart from very limited circumstances).

Table 14.25: Guidance for Signage on Protected Structures or within ACAs

Amount of Existing Signage
The insertion of external elements on a Protected Structure or to commercial premises within an ACA can incrementally damage the special character of the area by creating visual clutter and are only acceptable to a limited degree. Proposals for signage need to take into account the amount of existing signage and other external elements such as lighting, canopies, awnings, display boards, opening times, name plaques, etc. that may already exist on the structure. In some cases it may be necessary to rationalise or remove existing signage or external elements in order to accommodate any new features.
Design of Signage
New or replacement signage should be minimal, discreet and sensitively designed. It should complement the character of the building to which it will be attached. Traditionally signage was hand painted directly onto the building or onto a fascia board and this is still the most appropriate method of signage, particularly in historic areas. Where lettering or signage boards are being fixed onto a building details of the fixing methods onto the wall surface of an older building need to be carefully considered to avoid damaging decorative details, stonework or brickwork. In certain circumstances historic signage should be retained even where the business has changed hands or use. This may be due to the fact that it is an integral part of the building's design, is associated with significant person or event, is characteristic of a specific period, is an outstanding example of a signmaker's art, or is a local landmark. However, there are ways for the new business to adapt, modify, cover or relocate such signage in order to advertise their own services. Consultation should take place with the Architectural Conservation Officer in such cases.

Positioning of Signage

Signage should normally be contained within the ground floor level i.e. below the window sills on the first floor. For businesses at first level and above or basement level signage these should be located at their entrance point or may be placed within upper floor or basement windows if discreetly designed. The placement of signage boards on external walls at upper level is not appropriate.

Fascia

The fascia panel or board carries the name of the shop over the shop window. Neon or animated signage, plastic fascia boxes, or plastic boards are not appropriate on Protected Structures or in ACAs. Hand painted lettering onto the building or onto timber fascia boards or individually mounted lettering is generally preferred. Fascias should not be visually dominant or overly deep. The lettering or text should generally be limited to just the name of the shop and the street number. Script style and scale should complement the period of the building and the scale of space available. Fascias should not extend uninterrupted across a number of buildings.

Projecting Signs

Projecting or hanging signs were not a feature of historic Irish townscapes. Modern versions can create visual clutter on external elevations which detracts from the special character of the area or building. Where fascia signage or lettering exists over the commercial unit this should be sufficient and therefore projecting signs would be unnecessary and should be omitted. Where they are permitted there should never be more than one on an elevation, they should not be illuminated or animated, not advertise a product, and should be fixed by a bracket rather than direct to the wall. Some trades do have a tradition of using projecting signs such as pharmacies, pawn brokers and barbers but these were often emblems or symbols associated with the trade e.g. green cross, three balls or red and white striped pole. Therefore, the use of symbols associated with a particular use is preferred for projecting signs where they are allowed and subject to high quality materials and design being used, they should not be animated or illuminated.

Lighting of Signage

The need for specific lighting of commercial signage should be carefully assessed as sufficient street lighting may exist already to light the premises and so the illumination of signage should be omitted where possible. Where lighting schemes are necessary they should be subtle and discreet, limited to the shopfront area and subtly concealed by details of the building or shopfront or confined to rear illumination of the individual letters. Lighting should be white in colour rather than coloured. Floodlighting, neon lighting, projecting arm brackets and horizontal strip lighting is to be avoided. Lighting of the entire building should not be permitted.

Corporate Signage

Standard corporate signage, branding and logos must be compatible with the individual building. Corporate signage which would detract from the character of Protected Structure or the ACA should be adapted in scale, colour, materials and design.

Banners and Flags

The installation of permanent flagpoles, flags and banners on the exterior of Protected Structures or structures within an ACA are not considered acceptable. Temporary flags and banners may be permitted for a specific event of a limited and stated duration such as a sporting event, visit by dignitary or charity fundraiser etc.

Canopies, Blinds and Awnings

The necessity of canopies or awnings needs to be carefully assessed. Where they are permitted, their design needs to be carefully considered. The preferred material is heavy-duty cotton with painted metal or timber hardware. They should be a traditional style, open-ended and the blind box recessed. Plastic is not an acceptable material. The advertisement of products on canopies or awnings is not permitted within an ACA or on a Protected Structure. Canopies and awnings should not be permitted on upper floors but should be restricted (where deemed acceptable) to ground floor only.

Signage or Advertisements on Windows and Shutters

Care needs to be taken regarding the proliferation of signage on a premises and so signage onto windows should be avoided and should not be placed on security shutters.

Digital Signage and Rotation Signs

In general, these are large signs or screens that are for product placement and change advertisements multiple times. They are often found on phone kiosks or bus-shelters but can be independent freestanding units. Often, they add to the visual clutter on a streetscape and are not an acceptable form of signage within an ACA or on a Protected Structure. External digital signage for product placement such as on pub fronts or convenience stores are also not appropriate. Smaller digital screens to display information related to the specific business offer that are positioned within the interior of the commercial unit or on the inner side of the display window at ground floor may be acceptable subject to the design being agreed with the Planning Authority and Architectural Conservation Officer but digital signage on upper floors should be avoided. Small, discreetly-designed digital information panels within the public realm may also be appropriate subject to design.

Totem or Monolith Signs

These types of overly large, tall signs are most often associated with the display of pricing for fuel at petrol stations but have also been used by some modern supermarket chains or as signage for a collection of businesses within one premises/retail centre. In general, due to the size of this type of signage it is not acceptable within an ACA or within the curtilage of a Protected Structure.

Billboards

These are very large signs generally placed on the side or gable of buildings or freestanding within the public realm or within station complexes. The insertion of a new billboard within an ACA or onto a Protected Structure should not be permitted and where they already exist their removal should be encouraged. Large, visually-dominant digital billboard screens are not acceptable in any form on or close to a Protected Structure or within an ACA.

Gable Signage

For most premises signage should be limited to the entrance area of the building or the shop front area. The insertion of any form of board or illuminated signage on a gable of a Protected Structure or within an ACA is not appropriate. Hand painted gable signage by a traditional sign artist or writer may be permitted onto rendered walls where it is limited to the name of the business only, is an appropriate scale not to overly dominate the building and the design has been agreed with the Planning Authority and Architectural Conservation Office. The painting of signage onto a stone or brick finished building is not appropriate.

Roller Shutters/Security Grilles

The provision of roller shutters or security grilles on the exterior of a building is not appropriate on either new or existing commercial units but should be positioned internally behind the window display. The design of the shutter or grille should be transparent, open chain-link grille rather than solid or perforated shutters and should not cover the entire commercial frontage but only be located on the relevant openings. Where a building has internal timber shutters these can be used for security purposes instead of any new insertions.

Murals

The placement of a mural on the external wall of a Protected Structure or a building within an ACA needs to be carefully considered and requires planning permission. Consultation with the Arts Office and Architectural Conservation Office is required prior to the submission of a planning application. The mural should not be an advertisement or product placement.

Objective DMSO188 – Signage on a Protected Structure

All planning applications for signage on a Protected Structure or within an Architectural Conservation Area shall have regard to the Guidelines outlined in Table 14.25.

14.19.4 Designed Landscapes – Historic Gardens, Demesnes and Country Estates

There has been substantial pressure in recent years on former country estates or historic demesnes for development, frequently drawn up without a proper appraisal of the impact on the designed landscape or a determination of the carrying capacity of the lands. The proposals can be in the form of a one-off extensive redevelopment of the historic demesne or a series of smaller schemes. With the latter the cumulative impact of each additional element needs to be considered as when combined can result in an incremental but significant transformation of the landscape.

- Development should be sensitive of the relationship between the principal residence and its attendant grounds and should not server this or interrupt designed vistas and routes.
- Proposals within historic designed landscapes need to identify and understand the original design intention and significance of trees and planting schemes, vistas/views, purpose and placement of supplementary structures (e.g. follies, terraces, walled

gardens, ha-has, ice-houses, embankments) and seek not just to retain these but for them to inform the design and location of new development so that it respects and avoids impacting on significant built or natural landscape features.

- The sub-division of demesnes into different land parcels should be avoided.
- Care needs to be taken that significant views or vistas looking out of the designed landscape or into it are not encroached upon by development outside of its boundaries.
- A Designed Landscape Appraisal is required where a proposed development is to be sited within or adjacent to a historic or culturally significant garden, demesne or landscaped estate or will impact on its setting.

Generally, the principal residence within a demesne or designed landscape is a Protected Structure, and often some of the buildings serving it are also protected. It should be noted that many of the larger demesnes in Fingal have been designated as Architectural Conservation Areas. Designed landscapes also provide habitats for many species of flora and fauna and the implications of any proposal for the natural heritage need to be carefully considered.

Objective DMSO189 – Designed Landscape Appraisal

A Designed Landscape Appraisal should accompany any development proposal for an historic demesne and/or designed landscape, to include:

- Identification and description of the original development, history, structures, features and boundaries of the designed landscape.
- Ecological assessment, including identification of any protected habitats or species.
- Evaluation of the significance of the historical landscape, including the identification of significant built and landscape features within the site that must be retained.
- Determination of the carrying capacity of the lands which should not be exceeded, to be agreed with the Council.
- Assessment of the development proposal and its impact on the designed landscape.
- Recommendations for mitigation and management of the built and natural heritage.

14.19.5 Vernacular Heritage and Other Built Heritage Assets

The retention and reuse of vernacular buildings and other non-protected built heritage assets that contribute to the distinctive character of the rural or urban areas of Fingal is supported and encouraged by the Council. The majority of these buildings tend to have been constructed using traditional methodologies and materials such as lime, stone, mud, thatch, slate and timber. These materials allowed for moisture to be absorbed and released easily, for the building to 'breathe' and so the ventilation of internal spaces performs an important function. Interventions that may be appropriate for modern construction practices, such as impermeable building products or air-tight spaces, could have unintended harmful consequences for the historic or traditional constructed building stock.

Table 14.26: Direction on Development of Vernacular Buildings or Other Built Heritage Assets

An assessment of the existing buildings on the site should be carried out through an analysis of historic maps and an appraisal of the building's fabric and features. Development proposals should seek to retain and incorporate existing older buildings of merit or character be they vernacular, historic or 20th century structures.
Proposals affecting vernacular buildings need to be accompanied by a detailed measured survey, photographic record and written report carried out by a professional with appropriate conservation expertise, preferably with an understanding of vernacular buildings. Where layers of historic thatch still survive within the building the proposal needs to clearly state how the thatch is to be dealt with. The conservation expertise should be retained to supervise and certify the proposed works and ensure that the existing building is properly supported prior to and during construction works.
Appropriate materials and methods are to be used to carry out repairs to the historic fabric of older buildings.
Any proposed changes need to be sympathetic to the special features and character of the existing building by respecting the existing setting, form, scale and materials.
Proposals for extensions to vernacular buildings or the historic building stock should not erode the setting and design qualities of the original structure which make it attractive and should be in proportion or subservient to the existing building.
Original building features or materials should be retained including windows, doors, roof coverings, boundary treatments and site features (such as stone walls, hedges, railing, gates, gate piers, cobbles and courtyards).
Seek the retention of surviving historic plot sizes and street patterns in the villages and towns of Fingal and incorporate ancient boundaries or layouts, such as townland boundaries, into re-developments.
Where a proposal seeks to redevelop a derelict property or one that has been unoccupied for a long period of time than in addition to the above substantial standing remains should still exist which are structurally capable of sustaining redevelopment. A written report from a suitably qualified professional should accompany any application outlining that the proposal will not structurally compromise the building and outline the measures to be taken to protect the building from collapse prior to and during construction works.
New insertions into historic townscapes/streetscapes should ensure the proposed design is carefully handled with a sensitivity and understanding of the fundamentals of Irish vernacular buildings and with exact details of appropriate, good quality materials/finishes.
Direction for the design of new insertions in historic towns and villages or for extensions to existing older or vernacular buildings should be taken from the historic building stock of the area but can be expressed in a contemporary architectural language.

Objective DMSO190 – Structures Contributing to Distinctive Character

Where development is proposed for a site that contains a vernacular or historic building, 20th Century building of merit and/or structures that contribute to the distinctive character of the rural or urban areas of Fingal then the scheme should have regard to the direction in Table 14.26.

14.19.6 Industrial Heritage

Objective DMSO191 – Fingal Industrial Heritage Survey

Proposed developments shall have regard to the Fingal Industrial Heritage Survey and should evaluate any above and below ground industrial heritage features. Where industrial remains are identified, the application may be required to engage the services of an industrial heritage expert to prepare a specialist report.

Objective DMSO192 – Adaptive Re-Use of Industrial Heritage Structures

Proposals that involve the adaptive re-use of industrial heritage structures shall be undertaken in a sensitive manner, ensuring that any change does not seriously impact on the intrinsic character of the structure and that all works are carried out in accordance with best practice conservation.

14.19.7 Language Heritage

Objective DMSO193 – Naming of Streets and Residential Estates and Language Heritage

Naming of streets and residential estates shall reflect the local placenames and local people of note, heritage, language or topographical features as appropriate and shall incorporate old placenames from the locality as much as possible and where appropriate shall be in Irish. The use of bi-lingual signage will be required.

14.19.8 Arts

Public art can make a positive contribution to the cultural identity and visual appearance of an area and can be utilised to identify historic events and features adding to the quality and engagement of the public realm. The provision of artwork on hoarding will also be supported in accordance with the requirements as set out below. New public artwork should integrate with its immediate location and the context of the surrounding environment.

Proposals for public artwork should:

- Illustrate a comprehensive understanding of site considerations, and the physical, social, historical, topographical and architectural context.
- Provide for the highest aesthetic quality in terms of materials and finishes with low maintenance value.
- Engage with the local community to enhance social relevance and significance.

Objective DMSO194 – Provision of Public Art

Require new residential developments in excess of 100 units and large commercial/retail developments in excess of 2000 sqm to provide for a piece of public art to be agreed with the Council.

Objective DMSO195 – Women and Minorities

When commissioning commemorative art or monuments that consideration is given to increasing the representation of women and minorities.

14.20 Infrastructure and Utilities

(This section should be read in conjunction with Chapter 11 Infrastructure and Utilities.)

14.20.1 Water Services Infrastructure

Since 1 January 2014, the funding of water infrastructure is the responsibility of Uisce Éireann. Those intending to carry out development will need to enter a Connection Agreement with Uisce Éireann that will cover the funding and delivery of the appropriate water infrastructure.

Flood risk management will be carried out in accordance with the F*lood Risk Management Guidelines for Planning Authorities*, DOECLG 2009 and Circular Implementation and Monitoring (IM) PL2/2014. Development proposals should provide suitable drainage measures in compliance with the Fingal County Council's *SuDs Guidance Document – Green/ Blue Infrastructure for Development, as amended* (Appendix 11).

Objective DMSO196 – Public Foul Sewerage Network Connections

Ensure that all new developments in areas served by a public foul sewerage network connect to the public sewerage system, to comply with the requirements of the Uisce Éireann Foul Sewer specification (where applicable).

Objective DMSO197 – Foul and Surface Water Drainage Systems

Require all new development to provide separate foul and surface water drainage systems and to prohibit the connection of surface water outflows to the foul drainage network and vice versa (prohibit foul to surface water) where separation systems are available.

Objective DMSO198 – Buffer Zones around Wastewater Treatment Plants

Establish a buffer zone around all wastewater treatment plants suitable to the size and operation of each plant. The buffer zone should not be less than 100m from the odour producing units.

Objective DMSO199– Buffer Zones around Pumping Stations

Establish an appropriate buffer zone around all pumping stations suitable to the size and operation of each station. The buffer zone should be a minimum 35 metres – 50 metres from the noise/odour producing part of the pumping station to avoid nuisance from odour and noise. For small scale developments (less than 15 houses) a smaller buffer zone may be agreed with the Planning Authority.

14.20.2 Rural Housing – Wastewater Treatment

Domestic wastewater treatment systems will only be considered where it is not feasible to connect to the public foul sewerage system and will be subject to full compliance with the *EPA Code of Practice Wastewater Treatment and Disposal Systems Serving Single Houses 2021,* as may be amended or updated. Wastewater treatment systems shall be located entirely within the site boundary.

Objective DMSO200 – EPA's Code of Practice for Domestic Wastewater Treatment Systems

Domestic effluent treatment plants and percolation areas serving rural houses or extensions shall comply with the requirements of the EPA's Code of Practice for Domestic Wastewater Treatment Systems (Population Equivalent <10), 2021, or as amended. The area required to install a Domestic Wastewater Treatment Plant and percolation area is subject to the separation distance requirements of the EPA CoP being achieved and adequate space for SuDS being provided.

Objective DMSO201 – Extensions to Dwellings Served by On-Site Wastewater Treatment Systems

Where an extension is proposed to a dwelling served by on-site wastewater treatment and the extension would increase the potential occupancy of the dwelling, an assessment of the existing treatment system, including percolation area, will be required to demonstrate that there is sufficient capacity in accordance with the *EPA Code of Practice for Domestic Wastewater Treatment Systems 2021* (or as may be otherwise superseded or amended).

14.20.3 Sustainable Urban Drainage Systems (SuDS)

Sustainable urban Drainage Systems (SuDS) can best be defined as offering a 'total' solution to rainwater management and must be included in all new developments. Ponds, artificial wetlands and water features can make a positive contribution to the provision of Sustainable Drainage Systems (SuDS) and to the amenity of an area. Properly designed and located SuDS features can be incorporated within and can complement the amenity and aesthetic value of open spaces.

Development proposals should provide suitable drainage measures in compliance with the Fingal SuDS Guidance Document (Appendix 11). Development proposals should not give rise to the pollution of ground or surface waters either during construction phases or subsequent operation. This will be achieved through adherence to best practice in the design, installation and management of systems for the interception, collection and appropriate disposal or treatment of all surface water and effluents. See Appendix 11 (SuDS Guidance Document) and Chapter 11 Infrastructure and Utilities (Section 11.5.2: Surface Water and Flood Risk Management).

In general, all new developments will be required to incorporate Sustainable Urban Drainage Systems (SuDS). Sustainable Drainage Systems include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakways and green roofs.

Objective DMSO202 – SuDS

SuDS shall incorporate nature-based solutions and have regard to the objectives set out in Fingal's Guidance Document – *Green/ Blue Infrastructure for Development, as amended*. (Appendix 11).

Objective DMSO203 – FCC SuDS Guidance Document

SuDS shall be incorporated into all parts of a development (open spaces, roads, footpaths, private areas), and have regard to the FCC SuDs Guidance Document – *Green/ Blue Infrastructure for Development*, *as amended* (Appendix 11), and shall ensure:

- That the design of SuDS enhances the quality of open spaces and when included as part of any open space provision, it must contribute in a significant and positive way to the design and quality of the open space.
- Open space areas shall not be dominated by SuDS features.
- Underground tanked systems, whether concrete or plastic, are the least favoured means for surface water management and shall only be used when green solutions have proven not feasible.

See also Appendix 11 (SuDS Guidance Document) and Chapter 11, Infrastructure and Utilities (Section 11.5.2: Surface Water and Flood Risk Management).

Objective DMSO204 – Surface Water Run-Off from Domestic Driveways

Require that all surface water run-off from new / extended domestic driveways, repaired/ replacement driveways and vehicular entrances (where such development is not exempted from the requirement to obtain planning permission) is managed using SuDS, ensuring no increase in surface water discharges to the public drainage network.

Objective DMSO205 – Surface Water Management Plan

Require the preparation of a Surface Water Management Plan as part of all new developments which shall include the following:

- Identify and assess the existing surface water movements through the development before considering and developing a surface water management system using SuDS, having regard to our Fingal Guidance Document – *Green/ Blue Infrastructure for Development*, *as amended*. (Appendix 11).
- Incorporate SuDS along the route of the water movement to enhance the water quality effects of nature-based systems at the different stages – Treatment Train approach from source to discharge.

14.20.4 Green Roofs and Walls

(See also Chapter 11, Infrastructure and Utilities (Section 11.5.2: Surface Water and Flood Risk Management).

A green roof or wall comprises part of a building that is partially or completely covered with vegetation and green roofs have a number of environmental benefits including the absorption and controlled release of rainwater rather than direct run-off into surface water drainage systems. In urban areas, they provide wildlife habitat, improve air quality, improve energy efficiency and reduce the 'urban heat island effect', which happens when buildings absorb and trap heat, thereby increasing the temperature in the surrounding area.

The use of green roofs will be promoted and encouraged as part of an integrated approach to the provision of green infrastructure, taking particular account of benefits in terms of SuDS provision. Green walls are also referred to as living walls, bio-walls or vertical gardens and have many benefits including:

- Thermal insulation,
- Good for acoustics – it absorbs sound and prevents reflections,
- Good for wildlife,
- Provides for carbon sequestration. Carbon sequestration is the removal and storage of carbon from the atmosphere in carbon sinks,
- Visual benefits through providing visual interest in an otherwise blank façade. Green roofs do not form part of the public open space provision.

Objective DMSO206 – Green Roofs

Require the use of green roofs particularly on apartment, commercial, leisure and educational buildings as part of the overall surface water management strategy for each development, where appropriate.

Objective DMSO207 – Green Walls and Roofs for New Developments

Promote and encourage the use of green walls and roofs for new developments that demonstrate benefits in terms of SuDS as part of an integrated approach to green infrastructure provision.

Objective DMSO208 – Green Roofs as Amenity Space

Encourage the use of green roofs as amenity space.

Objective DMSO209 – Functional Surface Area and Urban Green Infrastructure

To be in line with the European city average of 15-22 m^2 per person, Fingal will maximise, in so far is feasible, the amount of functional surface area that can be made up of urban green infrastructure by the lifetime of this plan through the use of, but not limited to, roof gardens, green roofs, vertical gardens, courtyards, community gardens, school allotments, parks or forests.

14.20.5 Riparian Corridors

The riparian corridors of the County include rivers, streams and other watercourses and are important green infrastructure and biodiversity links. Development within or affecting riparian corridors will be required to:

- Ensure that hydromorphological assessments are undertaken where proposed development is within lands which are partially or wholly within the Riparian Corridors identified as part of this Development Plan.
- Demonstrate how the integrity of the riparian corridor can be maintained and enhanced having regard to flood risk management, biodiversity, ecosystem service provision, water quality and hydromorphology.
- Promote and protect native riparian vegetation along all watercourses and ensure that riparian corridors are maintained/reinstated along all watercourses within any development site.

- Uncover existing culverts where appropriate and in accordance with relevant river catchment proposals, restore the watercourse to acceptable ecological standards for biodiversity wherever possible, improving habitat connection and strengthening the County's green infrastructure network.

Objective DMSO210 – Riparian Corridors

Establish riparian corridors free from new development along all significant watercourses and streams in the County:

- Ensure a minimum 10 m wide riparian buffer strip measured from the top of the bank either side of all watercourses. This minimum 10m wide riparian buffer strip applies to lands within development boundaries – i.e. within designated settlement boundaries (as per Fingal County Council's Settlement Hierarchy set out in Chapter 2, Planning for Growth, Table 2.20: Fingal Settlement Hierarchy).
- A minimum 48m wide riparian buffer strip is required in all other areas outside of development boundaries.
- Where lands encompass urban and rural areas, a transitional approach from the urban riparian requirements to the rural riparian requirements may be appropriate and will be assessed on a case-by-case basis.
- Notwithstanding the above, cognisance must be taken of Flood Zone A and B, as outlined in the accompanying SFRA.

See also Chapter 14, Development Management Standards (Section 14.20.5 Riparian Corridors) and the SFRA.

Objective DMSO211 – De-Culverting to Restore Watercourses

Promote de-culverting to restore watercourses to their natural environmental state.

14.20.6 Flood Risk Management

Flood risk management will be carried out in accordance with the *Flood Risk Management Guidelines for Planning Authorities*, DOECLG 2009 and Circular PL2/2014. The Fingal-East Meath CFRAM Study and the Eastern CFRAM Study (Catchment and Flood Risk Assessment and Management) and the Fingal *Strategic Flood Risk Assessment 2021* provide information in relation to known flood risk in Fingal County (see Development Plan Green Infrastructure (GI) Maps).

The Strategic Flood Risk Assessment (SFRA) Report is a separate document to be read in parallel with this Plan. The SFRA identifies and maps flood risk in the County and has supported a sequential approach to planning, in accordance with the recommendations of the Flood Risk Management Guidelines. All applications for developments in flood risk areas shall have regard to the Strategic Flood Risk Assessment of this Plan. All applications within flood zones A and B will be required to submit a Site-Specific Flood Risk Assessment to an appropriate level of detail.

Development proposals on lands that may be at risk of flooding should be subject to a flood risk assessment, prepared by an appropriately qualified Chartered Engineer, in accordance with the Flood Risk Management

Guidelines. Detailed flood risk assessments should be cognisant of possible pluvial flood risk and appropriate drainage proposals should be implemented to reduce the risk of pluvial flooding; and

Proposals for minor development to existing buildings (e.g. extensions or change of use) in areas of flood risk should include a flood risk assessment of appropriate detail.

Objective DMSO212 – OPW Flood Risk Management Guidelines

Have regard to the OPW *Flood Risk Management Guidelines 2009*, as revised by Circular PL 2/2014, when assessing planning applications and in the preparation of statutory and non-statutory plans and to require site specific flood risk assessments be considered for all new developments within the County. All development must prepare a Stage 1 Flood Risk Analysis and if the flooding risk is not screened out, they must prepare a Site Specific Flood Risk Assessment (SSFRA) for the development, where appropriate.

Objective DMSO213 – Implementation of the SFRA

Implement and comply fully with the recommendations of the SFRA prepared as part of the *Fingal Development Plan 2023–2029*.

Objective DMSO214 – Medium Range Future Scenario Climate Change Predictions

Surface water designs must include Medium Range Future Scenario Climate Change Predictions.

Objective DMSO215 – Precautionary Principle and Flood Risk

Require all developments in the County to be designed and constructed in accordance with the Precautionary Principle as detailed in the OPW Guidelines and to minimise the flood risk in Fingal from all potential sources of flooding as far as is practicable, including coastal, pluvial, fluvial, reservoirs and dams, and the piped water system.

14.20.7 Taking in Charge, Infrastructure and Utilities

Taking in charge refers to the taking over of the running/maintenance/ownership by a Local Authority of lands that were developed privately but which have public access and a wider public benefit in their provision. The Local Authority thereafter looks after these areas for the public. Examples are residential estate roads and public parks. All applications are assessed with regards to sustainability, compatibility with existing and proposed surface water drainage infrastructure and compliance with the requirements for surface water and groundwater quality and flood protection amongst other issues.

Once a development has been approved, the Council requires that the construction complies with satisfactory design and construction standards prior to being 'taken-in-charge'.

Once completed, records of the new development must be submitted to the Council in a format which can be satisfactorily managed. Applicants should work with the Council on issues relating to water services by ensuring that they engage in pre-planning meetings and respond constructively to the advice provided. In addition applicants are advised to consult with Uisce Éireann regarding water supply and wastewater arrangements. This will reduce the need for post planning compliance issues and ensure a more efficient and timely delivery of infrastructure.

A key objective is to ensure development is carried out in a sustainable manner. Issues to be considered include:

- Water Supply;
- Drainage;
- Surface Water Management and Flooding;
- Water Quality;
- Electricity.

Objective DMSO216 – Taking in Charge of new Surface Water Infrastructure

Require that all new surface water infrastructure within public or private developments be constructed in accordance with the standards set out within the *Greater Dublin Regional Code of Practice for Drainage Works, as amended*, irrespective of the management and maintenance regime proposed for the development or whether or not the development is intended to be taken in charge, in full or in part (i.e. infrastructure shall be to designed to taking in charge standards).

Objective DMSO217 – Requirements for the Design, Construction and Taking in Charge of New Development

Ensure that the applicant / developer understands the requirements for the design, construction and taking in-charge of new development.

Objective DMSO218 – Prevention of Ransom Strips

Prevent the creation of ransom strips.

Objective DMSO219 – Records of New Development

Ensure that all records of new development are submitted to the Council in an agreed format which can be satisfactorily managed.

14.20.8 Rain Water Harvesting

The Council promotes the implementation of rainwater harvesting measures in developments as part of the development of an overall SuDS strategy. The Council also promotes the use of water butts in residential development as part of the overall SuDS strategy.

Where a development proposal includes rain water harvesting, liaison should take place with the relevant stakeholders, to ensure the implementation of BS8515-2009 (Rain and Grey Water Harvesting), subject to class of use (SI 600 2001) and the economic viability for the end user.

Objective DMSO220 – Rainwater Harvesting Systems

Require the consideration of rainwater harvesting systems in new commercial developments and the use of water butts in residential developments.

Objective DMSO221 – Rainwater Harvesting

Ensure residential new builds include the provision of infrastructure for the harvesting of rainwater where it is feasible and cost-effective.

14.20.9 Information and Communications Technology

The Council recognises the importance of the need for high quality communications and information technology networks in assuring the competitiveness of the County's economy and its role in supporting regional and national development. The advantages of a high-quality ICT infrastructure must however be balanced against the need to safeguard the rural and urban environment. The following objectives are of particular relevance:

Objective DMSO222 – Co-Location of Antennae

Require the co-location of antennae on existing support structures and where this is not feasible require documentary evidence as to the non-availability of this option in proposals for new structures.

Objective DMSO223 – Location of Telecommunications Based Services

Encourage the location of telecommunications-based services at appropriate locations within the County, subject to environmental considerations and avoid the location of structures in fragile landscapes, in nature conservation areas, in highly sensitive landscapes and where views are to be preserved.

Objective DMSO224 – Applications for Telecommunications Structures

Require the following information with respect to telecommunications structures at application stage:

- Demonstrate compliance with *Telecommunications Antennae and Support Structures – Guidelines for Planning Authorities* issued by the Department of the Environment 1996 and Circular Letter PL 07/12 issued by the Department of the Environment and Local Government (as may be amended), and to other publications and material as may be relevant in the circumstances.
- Demonstrate the significance of the proposed development as part of a national telecommunications network.
- Indicate on a map, the location of all existing telecommunications structures within a 2 km radius of the proposed site, stating reasons why (if not proposed) it is not feasible to share existing facilities having regard to the Code of Practice on Sharing of Radio Sites issued by the Commission for Communications Regulations.
- The degree to which the proposal will impact on the amenities of occupiers of nearby properties, or the amenities of the area (e.g. visual impacts of masts and associated equipment cabinets, security fencing treatment etc.) and the potential for mitigating visual impacts including low and mid-level landscape screening, tree-type masts being provided where appropriate, colouring or painting of masts and antennae, and considered access arrangements.
- Ensure that when such licences are sought nearby property owners and occupiers are made aware of the application prior to Fingal County Council or An Bord Pleanála agreeing the licence.

Objective DMSO225 – Open Access Connectivity Arrangements

All new developments will be required to provide for open access connectivity arrangements directly to individual premises to enable service provider competition and consumer choice.

Objective DMSO226 – Removal of Masts and Antennae

All operators shall remove masts and associated antennae when no longer required.

14.20.10 Section 254 Licences

A Section 254 licence is required from Fingal County Council to place on, under, over or along a public road for the following items or equipment:

- a vending machine,
- a town or landscape map for indicating directions or places,
- a hoarding, fence or scaffold,
- an advertisement structure,
- a cable, wire or pipeline, overground electronic communications infrastructure and any associated physical infrastructure,
- a telephone kiosk or pedestal, or
- any other appliance, apparatus or structure, which may be prescribed as requiring a licence under this section, on, under, over or along a public road save in accordance with a licence granted by a Planning Authority under this section.

The *Planning and Development Act, 2000 (as amended)* states that:

"*In considering an application for a licence under this section a Planning Authority, or the Board on appeal, shall have regard to —*

a. *the proper planning and sustainable development of the area,*
b. *any relevant provisions of the Development Plan, or a Local Area Plan,*
c. *the number and location of existing appliances, apparatuses or structures on, under, over or along the public road, and*
d. *the convenience and safety of road users including pedestrians.*"

Items and equipment placed on, under, over or along a public road such as street furniture and overground telecommunications infrastructure, have the potential to significantly impact on the quality of the environment within a given area. This includes development works regulated through Section 254 licencing requirements.

In assessing applications under Section 254 of the *Planning and Development Act 2000, (as amended)*, the Planning Authority must have regard to the relevant provisions of the Development Plan, any LAP in place and must give careful consideration to the impacts on public realm and visual amenity.

Applications made under the *Planning and Development Act 2000*, *(as amended)* in relation to the provision of overground telecommunications infrastructure, including planning applications and Section 254 licence applications, must take into consideration and demonstrate compliance with the *Guidance on the Potential Location of Overground Telecommunications Infrastructure on Public Roads 2015*.

14.20.11 Overhead Cables and Utility Facilities

14.20.11.1 Utility Facilities

The quality of well finished buildings and high quality landscaping schemes has often been eroded by the poor location and badly thought out design of utility facilities, such as electricity substations, especially those located to the front and side of buildings. It is recognised that utility facilities are necessary, especially for larger scale developments. However, they should be sensitively located.

Objective DMSO227 – Location of New Utility Structures

Locate, where possible, new utility structures such as electricity substations and telecommunication equipment cabinets, not adjacent to or forward of the front building line of buildings or on areas of open space.

Objective DMSO228 – Design of New Utility Structures

Require new utility structures such as electricity substations and telecommunication equipment cabinets to be of a high quality design and to be maintained to a high standard by the relevant service provider.

Objective DMSO229 – Impacts on Archaeological and Architectural Heritage

Ensure that proposals for large scale developments and infrastructure projects consider the impacts on the archaeological and architectural heritage and seek to avoid them. The extent, scale, density, route, services and signage for such projects should be sited at a distance from Protected Structures and Recorded Monuments, avoid affecting the special character of Architectural Conservation Areas, remain outside the boundaries of historic designed landscapes, and not interrupt specifically designed vistas. Where this is not possible the visual and physical impact must be minimised through appropriate mitigation measures such as high-quality design, that goes beyond regulatory and engineering requirements.

14.20.11.2 Overhead Lines

Overhead lines and ancillary development can frequently detract from the visual amenity of both urban and rural areas. The following objectives are of particular relevance:

Objective DMSO230 – Undergrounding of Cables

Seek the placing underground of all electricity, telephone, utility and TV cables in urban areas. It is the intention of the Council to co-operate with other agencies as appropriate, and to use its Development Management powers in the implementation of this policy.

Objective DMSO231 – Sharing of Multiple Services

Require that, in all new developments, multiple services be accommodated in shared strips and that access covers be shared whenever possible.

Objective DMSO232 – Applications for Overhead Cables

Require applicants to submit, in the case of all large applications for overhead cables of 110kV or more:

- A visual presentation of the proposal in the context of the route in order to assist the Council in determining the extent of the visual impact.
- Details of compliance with all internationally recognized standards with regard to proximity to dwellings and other inhabited structures.

Objective DMSO233 – Overhead Power Lines

In determining applications proximate to overhead power lines, the Planning Authority will have regard to the clearance distances as recommended by the Electricity Supply Board (ESB) and other service providers:

- For development in proximity to a 10kV or a 38kV overhead line, no specific clearance is required.
- With regard to development adjacent to an 110kV overhead line, a clearance distance of 20 metres either side of the centre line or 23 metres around a pylon is recommended.
- For a 220kV overhead line, a clearance distance of 30 metres either side of the centre line or around a pylon is required.

14.20.12 Waste Management

(See also Chapter 11, Infrastructure and Utilities, Section 11.6 Waste)

Fingal will continue to facilitate the implementation of national legislation and national and regional waste management policy having regard to the waste hierarchy, including the *Eastern Midlands Region Waste Management Plan 2015–2021* (EMRWMP) and any subsequent Plan, which informs these Development Plan policies and objectives. Under the Waste Management Acts, a Development Plan is deemed to include the objectives of the Waste Management Plan for its area.

Objective DMSO234 – Provision of Public Bring Banks

Ensure the provision of public bring banks in all large retail developments, unless there are existing facilities within a 1 km radius. Bring bank facilities will generally be required at appropriate locations in the following development types:

- In conjunction with significant new commercial developments, or extensions to existing developments.
- In conjunction with new waste infrastructure facilities, proposals should include bring facilities for the acceptance of non-hazardous and hazardous wastes from members of the public and small businesses.
- In conjunction with medium and large scale residential and mixed-use developments providing in excess of 10 residential units, proposals should provide recycling and bring bank facilities to serve residents and in some appropriate locations, the wider community.
- In conjunction with all large retail developments provide space for reverse vending machines to promote the circular economy.

Objective DMSO235 – Communal Refuse Storage Provision

In the case of communal refuse storage provision, the collection point for refuse should be accessible both to the external collector and to the resident and be secured against illegal dumping by non-residents. In the case of individual houses, the applicant shall clearly show within a planning application the proposed location and design of bin storage to serve each dwelling, and having regard to the number of individual bins required to serve each dwelling at the time of the application and any possible future requirements for refuse storage/collection.

The following criteria will be considered in the assessment of the design and siting of waste facilities and bring facilities:

- The location and design of any refuse storage or recycling facility should ensure that it is easily accessible both for residents and/or public and for bin collection, be insect and vermin proofed, will not present an odour problem, and will not significantly detract from the residential amenities of adjacent property or future occupants.
- Provision for the storage and collection of waste materials shall be in accordance with the guidelines for waste storage facilities in the relevant Regional Waste Management Plan and the design considerations contained in Section 4.8 and 4.9 of the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, DHLGH 2020*.
- Refuse storage for houses should be externally located, concealed / covered and adequate to cater for the size and number of bins normally allocated to a household. For terraced houses, the most appropriate area for bins to be stored is to the front of the house, which should be located in well-designed enclosures that do not to detract from visual amenity.
- All applications shall clearly identify the waste storage and collection points and detail the anticipated waste collection schedule having regard to the impact on road users both within the development and the surrounding area.
- Access to private waste storage in residential schemes should be restricted to residents only.

Objective DMSO236 – Segregation and Collection of Waste

Ensure all new large-scale residential and mixed-use developments include appropriate facilities for source segregation and collection of waste.

Objective DMSO237 – Distance from Front Door to Communal Bin Area

Ensure all new residential schemes include appropriate design measures for refuse storage areas, details of which should be clearly shown at pre-planning and planning application stage. Ensure refuse storage areas are not situated immediately adjacent to the front door or ground floor window, unless adequate screened alcoves or other such mitigation measures are provided.

Objective DMSO238 – Maximum Distance Communal Bin Area

Ensure the maximum distance between the front door to a communal bin area does not exceed 50 metres.

Refuse Storage

In the case of communal refuse storage provision, the collection point for refuse should be accessible both to the external collector and to the resident and should be secured against illegal dumping by non-residents. In the case of individual houses, the applicant shall clearly demonstrate the proposed location and design of bin storage to serve each dwelling.

Objective DMSO239 – Refuse Storage Areas

Ensure all new residential schemes include appropriate design measures for refuse storage areas, details of which should be clearly shown at pre-planning and planning application stage. Ensure refuse storage areas are not situated immediately adjacent to the front door or ground floor window, unless adequate screened or other such mitigation measures are provided.

Objective DMSO240 – Distance to Communal Bin Areas

Ensure the maximum distance between the front door to a communal bin area does not exceed 50 metres.

14.20.13 Waste Recovery and Waste Disposal Facilities

In assessing development proposals for, or including, waste recovery and waste disposal facilities, the Planning Authority will have regard to the policies, actions, targets and provisions of the *Eastern-Midlands Region Waste Management Plan 2015–2021* or any superseding document, planning legislation, the Development Plan and other relevant planning documents.

14.20.14 Construction and Demolition Waste Management Plans

The Construction and Demolition Waste Management Plan, as a minimum, should include provision for the management of all construction and demolition waste arising on site, and make provision for the reuse of said material and/or the recovery or disposal of this waste to authorised facilities by authorised collectors. Where appropriate, excavated material from development sites is to be reused on the subject site.

Objective DMSO241 – Construction and Demolition Waste Management Plan

Require that Construction and Demolition Waste Management Plans be submitted as part of any planning application for projects in excess of any of the following thresholds:

- New residential development of 10 units or more.
- New developments other than above, including institutional, educational, health and other public facilities, with an aggregate floor area in excess of 1,250 sqm.
- Demolition / renovation / refurbishment projects generating in excess of 100m3 in volume of C&D waste.
- Civil engineering projects in excess of 500m3 of waste materials used for development of works on the site.

Objective DMSO242 – Guidance for Construction and Demolition Waste Management Plans

Require that Construction and Demolition Waste Management Plans include the following:

- Hours of operation.
- Construction/phasing programme.
- Traffic Management Plan including employee parking and movements.
- Noise, Vibration, Air Quality and Dust Monitoring and Mitigation Measures.
- Details of any construction lighting including appropriate mitigation measures for lighting specifically designed to minimise impacts to biodiversity, including bats.
- The management of construction and demolition waste included as part of a Construction and Demolition Waste Management Plan.
- Containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained (such bunds shall be roofed to exclude rainwater).
- A water and sediment management plan, providing for means to ensure that surface water runoff is controlled such that no silt or other pollutants enter local water courses or drains.

14.20.15 Construction Noise

A Construction Noise Assessment should form part of the Construction and Demolition Waste Management Plan and set out clear mitigation measures in place throughout the entire construction phase.

Objective DMSO243 – Construction Noise

Where development sites adjoin residential properties, the Planning Authority shall restrict the operation of equipment or machinery (to include pneumatic drills, construction vehicles, generators, etc.) on or adjacent to the site before 07.00 hours on weekdays and 09.00 hours on Saturdays, after 19.00 hours on weekdays and 13.00 hours on Saturdays and at any time on Sundays, Bank Holidays or Public Holidays.

14.20.16 Contaminated Land

Due to a mixture of historic landfills and land reclamation, there are a number of locations in the County where contaminated land arises. Any contaminated land will require appropriate remediation prior to re-development, including, in some instances, removal of material from a site which may require a licence under the *Waste Management Act 1996 (as amended)*, prior to the undertaking of such works.

In all cases involving contaminated land, it is the policy of Fingal County Council to require the highest standards of remediation and where appropriate to consult with the Environmental Protection Agency and other relevant bodies to resolve the environmental pollution created by contaminated land. Decontamination activities should ensure there is no off-site migration of contaminants via runoff, soils or groundwater and the area is available for use.

14.20.17 Noise

See also Chapter 11 Infrastructure and Utilities, Section 11.9.2 Noise, and Chapter 8 Dublin Airport, Section 8.5.7 Ensuring Environmental Protection and Sustainability.

Fingal County Council will have regard to the *Dublin Agglomeration Noise Action Plan 2018– 2023* (and any subsequent Plan) when assessing planning applications. Where it is considered that a proposed development is likely to create a disturbance due to noise, a condition may be imposed by the Planning Authority on any planning permission limiting the hours of operation and level of noise generation.

Operational noise should be assessed as part of the planning application to determine whether the proposed use of the development will impact on the ambient noise levels of the surrounding environment. Appropriate sound proofing and noise mitigation measure should be provided where necessary.

Appropriate Noise Assessments will be required to be carried out in respect of planning applications for residential and other noise sensitive developments within the relevant noise contours presented by the Strategic Noise Maps in the Fingal Noise Action Plan *(Dublin Agglomeration Environmental Noise Action Plan 2018–2023)* or any other noise contour maps prepared by Fingal County Council. Noise assessments should follow the principles of good acoustic design in line with *Professional Practice Guidance on Planning & Noise: New Residential Developments 2017* (ProPG)1 so that development is designed to achieve acceptable internal noise levels. Predicted internal and external noise levels should be in keeping with BSI Standards Publication BS 8233:2014 *Guidance on Sound Insulation and Noise Reduction for Buildings, Table 4: Indoor Ambient Noise Levels for Dwellings* while external noise should be in accordance with Section 7.7.3.2 Design Criteria for External Noise.

Where there is the likelihood of an adverse noise impact planning applications should be supplemented by an Acoustic Design Statement carried out by appropriately qualified competent persons demonstrating that the general principles of good acoustic design have been followed.

Objective DMSO244 – Noise Action Plan

Developments for noise sensitive uses shall have regard to any future national planning guidance, or in the interim any local planning guidance developed under the Noise Action Plan.

Objective DMSO245 – Noise Sensitive Uses

Developments for noise sensitive uses shall have regard to the noise exposure maps contained within the *Fingal Noise Action Plan 2018 – 2023* or any supplementary mapping prepared by Fingal County Council, and developers shall be required to produce a noise impact assessment and mitigation plans, where necessary, for any new noise sensitive development within these areas.

Objective DMSO246 – Apartment Developments and Noise Transmission

All apartment developments should be designed as to ensure noise transmission between units and from external or internal communal areas is minimised. Guidance for noise reduction in building is set out in BS 8233:2014.

14.20.18 Light Pollution (See also Chapter 11 Infrastructure and Utilities, Section 11.9.3: Light)

The Council recognises that adequate lighting is essential for a safe and secure environment however light spillage from excessive or poorly designed lighting is increasingly recognised as a potential nuisance to surrounding properties and a threat to wildlife. The following objectives are of particular relevance:

Objective DMSO247 – Hierarchy of Light Intensities

Proposals for new lighting shall ensure there is no dazzling or distraction to road users including cyclists, equestrians and pedestrians, and road and footway lighting meets Council standards. For larger tracts of land it is important to establish a hierarchy of light intensities to ensure that environmental impacts are minimised as far as possible. The establishment of such hierarchies will ensure that subtly lit and unlit areas and features are not compromised in terms of their character and visibility after dark. The success of lighting design will rely heavily on striking the right balance between light and dark over the various areas of land concerned and their immediate contexts.

This approach can be taken by means of determining appropriate light intensities for such lands and in assessing planning applications or preparing plans, the designation of 'Environmental Zones' (as defined by the Institute of Lighting Engineers publication, *Guidance Notes for the Reduction of Light Pollution* published in the UK) should be considered.

The designations are as follows:

ZONE	SURROUNDING	LIGHTING ENVIRONMENT	EXAMPLES
E1	Natural	Intrinsically Dark	Natural parks
E2	Rural	Low District Brightness	Rural, small village, relatively dark urban locations
E3	Suburban	Medium District Brightness	Small town centres or urban locations
E4	Urban	High District Brightness	Town/ city centres with high levels of night-time activity

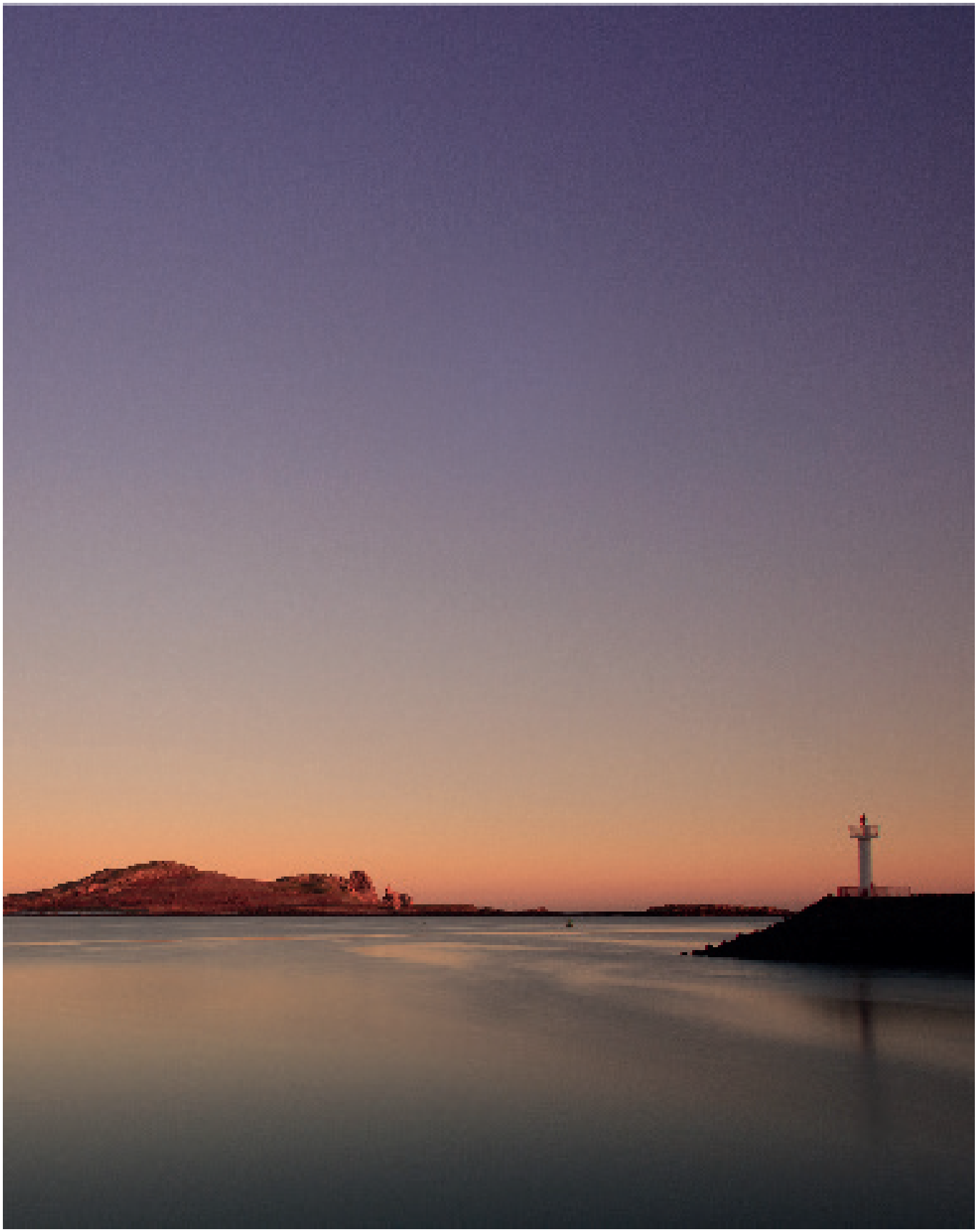
Development proposals that include external lighting should include details of the external lighting scheme.

Objective DMSO248 – Design of Lighting Schemes

Require that the design of lighting schemes minimises the incidence of light spillage or pollution into the surrounding environment. New schemes shall ensure that there is no unacceptable adverse impact on neighbouring residential or nearby properties; visual amenity and biodiversity in the surrounding areas.

Objective DMSO249 – Lighting New Developments

Require that the design of lighting schemes minimises the incidence of light spillage or pollution into the surrounding environment. New schemes shall ensure that there is no unacceptable adverse impact on neighbouring residential or nearby properties; visual amenity and biodiversity in the surrounding areas.



14.20.19 Air Quality (See also Chapter 11, Infrastructure and Utilities, Section 11.9.1: Air)

In considering development proposals for planning permission, the Planning Authority shall have regard to the *Local Government (Planning and Development) General Policy Directive, 1988*, (as may be amended) issued by the Minister for the Environment and Local Government relating to air quality standards nationally, and to the Air Quality Management Plan for the Dublin Region and any subsequent plans that may issue, including the Dublin Local Authorities' *Dublin Region Air Quality Plan 2021* for improvement in levels of Nitrogen Dioxide.

All developments during construction and operational stage shall ensure that the air quality of the surrounding area is not affected and details of the air quality controls in place throughout construction shall be identified in any construction management plan submitted.

14.20.20 Control of Major Accident Hazards Directive (Seveso Directive)

(See also Chapter 11, Infrastructure and Utilities, Section 11.6.1 Control of Major Accident Hazards Directive (Seveso Directive).

Table 14.27 contains the list of COMAH Establishments (SEVESO III sites) where the Health and Safety Authority must be contacted by the Planning Authority for technical advice prior to a decision being made on proposed development in the vicinity of these sites.

14.20.21 Major Accidents – Seveso Sites

Contaminated land is generally considered to be lands where there are substances which could cause significant harm and endanger human health. Examples of land uses that may have caused such contamination include gas works, landfill sites etc. Any redevelopment of former industrial sites must consider potential environmental impacts arising from past activities, including contaminating construction materials such as asbestos.

Applications for suitable re-development of contaminated lands will generally be encouraged, and the Council will require that a detailed investigation is carried out by developers demonstrating that appropriate mitigation strategies can be implemented before any development may take place, and any demolition waste is disposed of safely in the interest of public health and the environment.

Fingal has 9 Seveso sites. These are sites subject to the *Seveso III Directive* (2012/18/EU) and relate to the control of major accident hazards involving dangerous substances. The *Chemicals Act (Control of Major Accident Hazards involving Dangerous Substances) Regulations 2015* (S.I. No. 209 of 2015) (the *COMAH Regulations*), implements the *Seveso III Directive* (2012/18/EU).

Fingal will continue to have regard to the provisions of the Directive and recommendations of the HSA in the assessment of all planning applications located on, or impacted by, COMAH establishments in accordance with *Guidance on Technical Land-use Planning Advice: for planning authorities and operators of COMAH establishments 2021*.

This legislation seeks to prevent major accident hazards involving dangerous substances and chemicals and the limitation of their consequences for people and the environment through controls on:

- the location of new establishments,
- modifications to existing establishment, and
- development in the vicinity of an establishment which, by virtue of its type or location, is likely to increase the risk or consequences of a major accident.

The Directive defines major accident hazard sites as those that store or can generate quantities of dangerous substances in excess of specified thresholds. Dangerous Substances are classified as:

- Toxic
- Flammable/explosive
- Dangerous for the environment

The Health and Safety Authority provides advice where appropriate in respect of planning applications within a certain distance of the perimeter of these sites. Seveso Site Consultation Distances are specified in the *Planning and Development Regulations, 2001 (amended)* and vary depending on the nature of activity at the site. Such technical advice will be taken into account in the consideration of applications for planning permission.

Table 14.27 contains the list of SEVESO / COMAH sites within the Fingal County Council area. The sites are shown on the relevant zoning maps. Fingal has a number of 'Upper' and 'Lower' Tier Establishments, including:

Table 14.27: List of Seveso / COMAH Sites

SEVESO / COMAH ESTABLISHMENT	TIER	CONSULTATION DISTANCE
Barclay Chemicals Manufacturing Ltd (t/a Barclay Crop Protection) Damastown Way, Damastown Industrial Park, Mulhuddart, Dublin 15	Upper Tier	1,000 m
Chemco (Ireland) Limited (t/a Chemsource Logistics) Macetown North, Damastown Industrial Estate, Dublin 15	Upper Tier	700 m
Contract & General Warehousing Ltd Westpoint Business Park, Navan Rd. Mulhuddart, Dublin 15	Upper Tier	700 m
Guerbet Ireland ULC Damastown, Mulhuddart, Dublin 15	Upper Tier	1,000 m
Astellas Ireland Co., Ltd Damastown Road, Damastown Industrial Park, Mulhuddart, Dublin 15	Lower Tier	1,000 m
Clarochem Ireland Limited Damastown, Mulhuddart, Dublin 15	Lower Tier	1,000 m
Exolum Aviation Ireland Ltd (formerly CLH) Corballis Road, Dublin Airport, Dublin 2	Lower Tier	500 m
Gensys Power Ltd. Huntstown Power Station, Huntstown Quarry, Dublin 11	Lower Tier	300 m
SK Biotek Watery Lane, Swords, Co. Dublin.	Lower Tier	1,000m

(Source: www.hsa.ie (2021))

Objective DMSO250 – New SEVESO Development
Permit new Seveso development only in low risk locations away from vulnerable residential, retail and commercial development.
Objective DMSO251 – Extensions to SEVESO Sites
Prohibit new extensions to long-established Seveso sites where they are a non-conforming use and where they pose an unacceptable accident risk to the public.
Objective DMSO252 – Adjacent Uses: SEVESO Sites
In areas where Seveso sites exist in appropriate locations with low population densities, ensure that proposed uses in adjacent sites do not compromise the potential for expansion of the existing Seveso use and in particular the exclusion of developments with the potential to attract large numbers of the public.
Objective DMSO253 – Storage of SEVESO Substances
Attach to any grant of permission for new warehouses or similar industrial buildings, a condition to exclude use/storage of SEVESO substances (or require a separate planning permission for it).
Objective DMSO254 – New SEVESO Sites
Have regard to the advice of the Health and Safety Authority when proposals for new Seveso sites are considered and for all planning applications within the consultation distances stated in Table 14.27.
Objective DMSO255 – Consequence and Risk Assessment
Require developers to submit a detailed consequence and risk assessment with all Environmental Impact Statements and/or legislative licence applications for all Seveso sites.

14.21 Climate Action

Chapter 5 sets out the policies and objectives for climate action in the County. Fingal County Council will encourage the use of sustainable development principles to combat climate impacts in line with the *Fingal Climate Change Action Plan 2019–2024* or as amended.

To mitigate against negative climatic impacts, all new developments will be required to demonstrate compliance with the climate action principles set out in Chapter 5 and as detailed below.

14.21.1 Re-use of existing Buildings

Where development proposal comprises of existing buildings on the site, applicants are encouraged to reuse and repurpose the buildings for integration within the scheme, where possible. Where demolition is proposed, the applicant must submit a demolition justification report to set out the rational for the demolition having regard to the embodied carbon of existing structures as well as the additional use of resources and energy arising from new construction relative to the reuse of existing structures.

Existing building materials should be incorporated and utilised in the new design proposals where feasible and a clear strategy for the reuse and disposal of the materials should be included where demolition is proposed.

Objective DMSO256 – Retrofitting and Re-Use of Existing Buildings

Support the retrofitting and reuse of existing buildings rather than their demolition and reconstruction where possible.

14.21.2 District Heating/Waste Heat

District heating and waste heat recovery are a highly significant source of low carbon energy, and as set out in the RSES. District heating and waste heat recovery systems will be supported, as set out in Chapter 5 Climate Action.

Where appropriate, planning applications should be designed to have regard to the future potential for district heating systems. Applicants are requested to submit a Climate Action and Energy Statement with certain planning applications, as set out below. The details of the heating system proposed and compatibility with a future district heating network should be specified as part of any Climate Action and Energy Statement submitted.

Objective DMSO257 – Waste Heat, District Heating and Decentralised Energy

Actively encourage the development of low carbon and highly efficient district heating and decentralised energy systems across the County utilising low carbon heat sources such as renewable energy and waste heat recovery and to promote the connection of new developments to district heating networks where such systems exist/can be developed in a given area.

Objective DMSO258 – Supporting the Potential of District Heating in Fingal

Support the potential of district heating in Fingal, all Climate Action Energy Statements submitted to the Council (see Policy CAP12) shall include an assessment of the technical, environmental and economic feasibility of district or block heating or cooling, particularly where it is based entirely, or partially on energy from renewable and waste heat sources.

Objective DMSO259 – Capture and Utilisation of Waste Heat

Encourage proposed and existing developments and facilities (such as data centres) to capture and utilise otherwise wasted heat, and use waste heat either on-site, or in an adjoining, and nearby sites, in compliance with all relevant Energy Efficiency Regulations.

14.21.3 Climate Action Energy Statements

In order to comply with the policies set out in Section 5.5.2 Resilient Built Environment and Section 5.5.3 Energy of Chapter 5, proposals for all new developments in excess of 15 or more residential units or 1,000 sq. m. or more of commercial floor space, or as otherwise required by the Planning Authority, will be required to include a Climate Action Energy Statement.

The purpose of this statement is to demonstrate how low carbon energy and heating solutions have been considered as part of the overall design and planning of the proposed development. Having regard to the above, the statement, which shall be prepared by a certified engineer, shall address:

- the technical, environmental and economic feasibility of on-site renewable energy generation including solar PV and small scale wind power;
- the technical, environmental and economic feasibility of at a minimum, the following high-efficiency alternative energy supply and heating systems:
  - decentralised energy supply systems based on energy from renewable and waste heat sources;
  - co-generation (combined heat and power);
  - district or block heating or cooling, particularly where it is based entirely or partially on energy from renewable and waste heat sources;
  - heat pumps.

Objective DMSO260 – Energy Efficiency in Existing Buildings

Support high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing buildings, including retro-fitting of appropriate energy efficiency measures in the existing building stock.

Objective DMSO261 – Climate Action Energy Statements

All new developments involving 15 residential units and/or more than 1,000 sq. m. of commercial floor space, or as otherwise required by the Planning Authority, will be required to submit a Climate Action Energy Statement as part of the overall Design Statement to demonstrate how low carbon energy and heating solutions, have been considered as part of the overall design and planning of the proposed development.

14.21.4 Renewable Energy

Development proposals will be encouraged to utilise renewable energy sources such as wind and solar energy where feasible (as per Policies CAP13 and CAP 14 in Chapter 5 Climate Action). Applicants should assess the feasibility of alternative energy sources as part of the energy statement submitted with the application.

The provision of on-site energy production sources in industrial area and business parks will be assessed on a case by case basis where it can be demonstrated that:

- The amenity obtained by surrounding properties shall not be affected.
- The visual impact of the provision of such facilities should also be assessed in the context of the surrounding environment as to ensure the visual amenity of the area is protected.

Large scale proposals for solar panels or any development in the vicinity of the Airport, the strategic national road and LUAS networks will be required to submit a Glint and Glare Assessment. Domestic applications will be assessed on a case-by-case basis. All large-scale proposals involving solar panels shall be sent to Irish Aviation Authority as part of the statutory consultee process.

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