



Strategic Environmental Assessment (SEA) Report **Addendum**



For the **Clongriffin - Belmayne** **Local Area Plan 2012 - 2018**

Prepared by
Planning and Economic Development
Dublin City Council

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Addendum to the Environmental Report of the Draft Clongriffin- Belmayne (North Fringe) LAP Strategic Environmental Assessment.

1.0 Introduction

This Strategic Environmental Assessment (SEA) Addendum relates to proposed amendments to the Environmental Report of the Draft Clongriffin- Belmayne (North Fringe) LAP arising from a public display of the draft, submission of observations and subsequent manager's recommendations to make amendments to the policies and objectives of the Draft LAP.

Dublin City Council published the Draft Local Area Plan (LAP) for Clongriffin- Belmayne (the North Fringe) Dublin 13 on the 20th June 2012.

A total of twenty two submissions were received by Dublin City Council over the consultation period. Submissions from government departments and state bodies included the Department of Education and Skills, National Roads Authority, Environmental Protection Agency, OPW, Department of Environment, Community and Local Government and the National Transport Authority.

The submissions received were grouped under the general themes of:

- Adherence to the Core Strategy of the Dublin City Development Plan
- Transportation and Movement
- Strategic Location Context
- Community Facilities
- Green Infrastructure and Open Space
- Interim Land Uses and Addressing Vacancy
- Residential Density and Design
- Height Policy
- Car Parking Standards
- Anti Social Behaviour
- Effective Implementation Mechanisms
- Phasing Strategy
- Regional Waste Water Treatment Plant Option 3
- Water Quality
- Flood Risk Policy
- Designation of District Shopping Centre at Clare Hall
- Integration of the LAP with Donaghmede
- Other Issues

A Managers Report was prepared on the submissions received providing a response and recommendation on each proposed amendment to the Draft LAP including a recommendation to the City Council to place amendments on public display.

The recommendations include one new policy and eight new objectives. A new policy is recommended for Infrastructure and Services and new objectives are recommended under the LAP sections Movement and Transport Strategy, Economic Development Strategy, Community and Social Infrastructure Strategy, Built Heritage Strategy and Infrastructure and Services Strategy.

Four existing objectives were also recommended for rewording and five policies and objectives were recommended for amendments.

This addendum documents the strategic environmental assessment undertaken of the proposed amendments to policies and objectives of the Draft LAP in accordance with the provisions of the SEA Directive (Directive 2001/42/EC) and the SEA Planning and Development Regulations transposing the Directive into Irish Law.

This addendum forms part of the documentation of the Draft Clongriffin- Belmayne (North Fringe) LAP and accompanying Environmental Report. **It is important to note that it must be read in conjunction with the Environmental Report of the Draft Clongriffin-Belmayne (North Fringe) LAP Strategic Environmental Assessment (SEA).**

2.0 Proposed Amendments to the Policies and Objectives of Draft LAP

A summary of the amendments to the policies and objectives is provided in the table below.

Table 1: Summary of Proposed Amendments to the Policies and Objectives of the Draft Clongriffin-Belmayne LAP

| New Policy | |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy ISP5: | To require adherence to Flood Risk Management Policies for all future developments through the development management process in accordance with the guidance set out under Section 14.5.1 LAP Policies for the Local Area Plan for Flood Risk Assessment and Appendix 6 Flood Risk Assessment of the LAP. |
| New Objectives | |
| Objective MTO10: | That the design of all streets fully comply with the design standards and requirements of the Roads and Traffic Department of Dublin City Council to facilitate the orderly taking in charge process for all public roads. Requirements of Dublin City Council for street design including public lighting, traffic and pedestrian control signalling, street signage and traffic calming shall be ascertained at the design stages and completed if requested before taking in charge. |
| Objective MTO11 | Consultation to be undertaken with existing retail, commercial and other service providers at the junction of the R107/R139 (in particular Northern Cross businesses and Clare Hall Shopping Centre) to ensure that customer access to important local services is not unduly severed during construction and access is fully considered in design and traffic movement options |

| | |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objective MTO 12: | To liaise with Dublin Bus and the NTA on the operation of bus services and alignment of bus routes through the area having regard to the location of new housing, community facilities and other services and new street completions (offering the potential for new route options) as they occur in the LAP area. |
| Objective ESO5 | As part of the implementation and review of the LAP, an implementation strategy for addressing the issue of commercial vacancy and progressing initiatives in consultation with key stakeholders, as outlined in the Economic Development Strategy of the LAP, shall be undertaken. |
| Objective CSO12 | To encourage the provision of health care services within the LAP area in accessible locations to cater for the needs of the existing and future population of the growing neighbourhood and to co-ordinate with the HSE, through the implementation and review process of the LAP, on the future planning for such facilities under HSE investment plans. |
| Objective CO13 | Commercial facilities such as local supermarkets, restaurants, cafes and public houses are encouraged in the town centre and main street locations to provide opportunities for local employment, for the community to meet, interact and socialise and to assist community development. |
| Objective BHO6 | Name proposals for new streets and/or public spaces should relate as best possible to the local history and historic townland names of the local area to create special identity, character and heritage awareness within the developing communities. |
| Objective ISO8 | Dublin City Council will engage in consultations with the Greater Dublin Drainage Initiative to ensure that the optional locations emerging for the proposed Regional Wastewater Plant in North Dublin including any EIS and any environmental assessment done do not negatively impact on Dublin City Council neighbourhoods, including the implementation of policies and objectives of the Clongriffin-Belmayne (North Fringe) LAP. |
| Re-Worded Objectives | |
| Objective MTO9 | That DCC in consultation with the NTA, DCC will periodically undertake traffic impact analysis of existing and projected traffic movements to guide the completion of street infrastructure, including advancement of the C Ring |

| | |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <p>N32/R107 junction by pass to accommodate medium longer term development”.</p> <p>Implementation of the Movement and Transport Strategy for the LAP will be considered in the context of the wider Northern Fringe region’s development and transportation infrastructure requirements across both Dublin City Council and Fingal County Council. Consultation between both authorities, the NRA and NTA through the Trans-boundary Transportation Strategy Steering Group, including the identification of trans-boundary transportation priorities, will guide the phasing and implementation of development and phasing and implementation of transport infrastructure over the timescale of the LAP</p> |
| Objective UDO7 | <p>The height strategy for the LAP will seek positive integration of new building height with established character. Locations identified for special height character are the designated Key District Centres (5 storeys minimum) and the Main Street Boulevard axis (four to five storeys). One location for a landmark profiled building (10-14 storey office height equivalent) is designated adjacent to Clongriffin Rail Station</p> <p>The height strategy for the LAP will seek positive integration of new building height with established character. Locations identified for special height character are the designated Key District Centres (in general 5 storeys minimum) and the Main Street Boulevard axis (in general four to five storeys). Heights of 2-6 storeys (including a set back at the top floor of a 5/6 storey building) may be facilitated subject to quality design criteria and set back requirements along the river corridor to complete the urban form of pavilion buildings to complete Marrsfield, One location for a landmark profiled building (10-14 storey office height equivalent) is designated adjacent to Clongriffin Rail Station. In other locations, where 4 storeys residential height is proposed, some flexibility will be allowed on the height equivalent (13m) to achieve design improvements to the façade.</p> |
| Objective CSO11 | <p>To facilitate the development of two co-located primary schools in Belmayne, facilitate ease of access and connectivity to the school location and to reserve specially designated sites, for educational uses to service the future population of the LAP area.</p> <p>To facilitate the development of two co-located primary schools in Belmayne, facilitate ease of access and connectivity to the school location and to reserve specially designated sites, of appropriate size and configuration to fulfil both the school’s space requirements and integrate successfully with adjoining development, for educational uses to service the future population of the LAP area.</p> |

| | |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objective ISO 3 | <p>To seek to improve water quality and meet the objectives of the Eastern River Basin District Management Plan.</p> <p>To seek the achievement of good water quality in line with the Water Framework Directive requirements and the Eastern River Basin District Management Plan for all water courses in the LAP area including the River Mayne.</p> |
| Amended Policies | |
| ESP2 | For the long term economic strategy, it is a policy of the LAP to promote progress in delivering key drivers for sustainable economic growth including successful movement, high quality urban design, high quality visual impact, high quality natural environment, access to high quality life long housing and access to social and community infrastructure. |
| Amended Objectives | |
| Objective MTO3 | To initiate a Local Smarter Travel Plan within years 1-2 of the LAP and pursue its implementation taking into account the Sustainable Movement and Transport principles outlined in the LAP. |
| Objective MTO1 | To develop routes through sites that are likely to remain vacant in the long term, as pedestrian/cyclists routes, eliminate barriers to movement and provide significantly enhanced permeability and through access to adjoining streets that are safe and pleasant to use by all. |
| Objective ESO4 | To co-ordinate with the Economic Development Unit, Dublin City Enterprise Board and State Agencies including the Department of Social Protection which is creating a new employment agency (NEES) in promoting the LAP area for economic investment and occupancy. |
| Objective CSO1 | To promote well designed, accessible and sustainable urban neighbourhoods throughout the LAP area that are well served by local facilities and public transport |

3.0 Strategic Environmental Assessment of the Proposal

The policies and objectives of the Draft LAP were assessed against a set of environmental protection objectives that were devised during the early stages in the SEA and LAP preparation process. Each policy and objective of the Draft LAP was assessed within a matrix for its impact on the environment in line with the requirements of the SEA Directive.

| ENVIRONMENTAL RECEPTOR | ENVIRONMENTAL PROTECTION OBJECTIVE |
|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Population and Human Health | PHH To protect and enhance people's quality of life based on high quality residential, community, working and recreational environments and on sustainable travel patterns. |
| Biodiversity/Flora & Fauna | BFF To protect and enhance the diversity and range of habitats, species and wildlife corridors/green corridors |
| Water | W1 To comply with EU Water Framework Directive to ensure and maintain good ecological status of all receiving water in the LAP area W2 To reduce and manage the risk of flooding W3 To provide adequate wastewater treatment, water distribution networks and drainage networks |
| Air Quality & Noise | AN 1 To protect good air quality status and minimise all forms of air pollution (i.e. Nitrogen oxides & Particulate Matter) AN2 To maintain and, where possible, improve the good acoustical quality for the current and future residents of the plan area |
| Climatic Factors | CF To minimise emissions of greenhouse gases |
| Material Assets | MA1 To reduce traffic levels by encouraging modal change from car to more sustainable modes of transport such as public transport, walking & cycling MA2 To reduce the generation of waste and adopt a sustainable approach to waste management |
| Landscape & Soils | LS1 To conserve and enhance valued natural landscapes and features within them including those of geological value LS2 To protect, improve and maintain the quality of soils and give preference to the re-use of brownfield lands, rather than developing greenfield sites |
| Cultural Heritage | CH To protect and conserve the cultural heritage including the built environment and settings; archaeological (recorded monuments, architectural structures, materials and urban fabric) and manmade landscape features |

| SYMBOL | IMPACT ON ENVIRONMENT |
|--------|-----------------------------------------------------------------------------------------------------------|
| + | Potentially Significant Beneficial Impact on the status of the Environmental Protection Objective |
| - | Potentially Significant Adverse Impact on the status of the Environmental Protection Objective |
| 0 | No Relationship with, or an Insignificant Impact on, the status of the Environmental Protection Objective |

The amended policies and objectives of the Draft LAP have been assessed following this same criteria and set of environmental protection objectives. The Evaluation Matrix is set out in Appendix A.

In summary, the amendments have been found to have a significant beneficial impact on

- Population and human health (PHH) for all amendments.

- Biodiversity, flora and fauna (BFF) for new policy ISP5 and objective ISO3.
- Water (W1) for new policy ISP5 and objective ISO3.
- Water (W2) for new policy ISP5.
- Water (W3) for new objective ISO8
- Material Assets (MA1) for new reworded objective MTO 9 and new objectives MTO10, MTO11 and MTO12.
- Landscape (LS1) for new policy ISP5
- Cultural Heritage (CH) for new objective BHO6

Amendments to the wording of existing and assessed policies and objectives did not alter the impact on the environmental receptor. All other impacts were deemed insignificant. There were no significant adverse impacts found.

Strengthening Mitigation

Policies and objectives with sustainability at their core allow them to act as mitigation measures to offset any potential adverse impacts on the environment as a result of implementing the LAP. Mitigation in the form of policies and objectives serve to formalise the mitigation measures and fully integrates them into the LAP process.

The new, reworded and amended policies and objectives of the Draft LAP reinforce mitigatory measures to offset any potential impacts on the environmental receptors.

New Policy ISP5 ensures flood risk management policies are adhered to protect population and human health and water from adverse impact. This new policy in particular is beneficial to the environmental protection objective W3 “To reduce and manage the risk of flooding”.

New objectives MTO 10, MTO 11 and MTO12 seek to improve the physical condition, safety and completion of the street network to improve local mobility and improve access to public transport. This is beneficial to the environmental protection objective PHH “to protect and enhance people’s quality of life based on high quality residential, community, working and recreational environments and on sustainable travel patterns”.

New objectives CSO12 and CSO13 seek to improve the provision of health and community services which is also beneficial to the environmental protection objective PHH.

New Objective ISO8 seeks to ensure that any proposals for a Regional Wastewater Treatment Plant in North Dublin, which are to be subject to Environmental Impact Assessment, do not negatively impact on the LAP area or its policies and objectives.

Conclusion

In conclusion it is apparent from the assessment of amendments to the policies and objectives of the Draft LAP that the amendments provide additional mitigatory measures to

offset any potential impacts on the environmental receptors. No additional mitigation measures were considered necessary in relation to any of the environmental receptors. Policies and objectives with sustainability at their core allow them to act as mitigation measures to offset any potential adverse impacts on the environment as a result of implementing the plan. Mitigation in the form of policies and objectives serve to formalise the mitigation measures and fully integrates them into the LAP process.

Appendix A

Evaluation of the Amended Draft Clongriffin – Belmayne (north fringe) Local Area Plan Policies

| CHAPTER 9 Economic Development Strategy | PHH | BFF | W1 | W2 | W3 | AN1 | AN2 | CF | MA1 | MA2 | LS1 | LS2 | CH |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|----|----|----|-----|-----|----|-----|-----|-----|-----|----|
| ESP2 For the long term economic strategy, it is a policy of the LAP to promote progress in delivering key drivers for sustainable economic growth including successful movement, high quality urban design, high quality visual impact, high quality natural environment, access to high quality life long housing and access to social and community infrastructure. | | | | | | | | | | | | | |
| | + | 0 | 0 | 0 | + | + | 0 | + | + | + | + | 0 | + |

| CHAPTER 14 Infrastructure & Services Strategy | PHH | BFF | W1 | W2 | W3 | AN1 | AN2 | CF | MA1 | MA2 | LS1 | LS2 | CH |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|----|----|----|-----|-----|----|-----|-----|-----|-----|----|
| ISP5 To require adherence to Flood Risk Management Policies for all future developments through the development management process in accordance with the guidance set out under Section 14.5.1 LAP Policies for the Local Area Plan for Flood Risk Assessment and Appendix 6 Flood Risk Assessment of the LAP. | | | | | | | | | | | | | |
| | + | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 |

Evaluation of the Amended Draft Clongriffin – Belmayne (north fringe) Local Area Plan Objectives

| CHAPTER 6 Movement and Transport Strategy | PHH | BFF | W1 | W2 | W3 | AN1 | AN2 | CF | MA1 | MA2 | LS1 | LS2 | CH |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|----|----|----|-----|-----|----|-----|-----|-----|-----|----|
| MTO1 To develop routes through sites that are likely to remain vacant in the long term, as pedestrian/cyclists routes, eliminate barriers to movement and provide significantly enhanced permeability and through access to adjoining streets that are safe and pleasant to use by all. | | | | | | | | | | | | | |
| | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |
| MTO3 To initiate a Local Smarter Travel Plan within years 1-2 of the LAP and pursue its implementation taking into account the Sustainable Movement and Transport principles outlined in the LAP. | | | | | | | | | | | | | |
| | + | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 |

| CHAPTER 6 | | | | | | | | | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------|-----------|-----------|-----------|------------|------------|-----------|------------|------------|------------|------------|-----------|
| Movement and Transport Strategy | PHH | BFF | W1 | W2 | W3 | AN1 | AN2 | CF | MA1 | MA2 | LS1 | LS2 | CH |
| <p>MTO9</p> <p>Implementation of the Movement and Transport Strategy for the LAP will be considered in the context of the wider Northern Fringe region's development and transportation infrastructure requirements across both Dublin City Council and Fingal County Council. Consultation between both authorities, the NRA and NTA through the Trans-boundary Transportation Strategy Steering Group, including the identification of trans-boundary transportation priorities, will guide the phasing and implementation of development and phasing and implementation of transport infrastructure over the timescale of the LAP</p> | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |
| <p>MTO10</p> <p>That the design of all streets fully comply with the design standards and requirements of the Roads and Traffic Department of Dublin City Council to facilitate the orderly taking in charge process for all public roads. Requirements of Dublin City Council for street design including public lighting, traffic and pedestrian control signalling, street signage and traffic calming shall be ascertained at the design stages and completed if requested before taking in charge.</p> | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |
| <p>MTO11</p> <p>Consultation to be undertaken with existing retail, commercial and other service providers at the junction of the R107/R139 (in particular Northern Cross businesses and Clare Hall Shopping Centre) to ensure that customer access to important local services is not unduly severed during construction and access is fully considered in design and traffic movement options</p> | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |
| <p>MTO 12</p> <p>To liaise with Dublin Bus and the NTA on the operation of bus services and alignment of bus routes through the area having regard to the location of new housing, community facilities and other services and new street completions (offering the potential for new route options) as they occur in the LAP area.</p> | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |

| CHAPTER 7 Urban Design | PHH | BFF | W1 | W2 | WF3 | AN1 | AN2 | CF | MA1 | MA2 | LS1 | LS2 | CH |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|----|----|-----|-----|-----|----|-----|-----|-----|-----|----|
| UDO7 The height strategy for the LAP will seek positive integration of new building height with established character. Locations identified for special height character are the designated Key District Centres (in general 5 storeys minimum) and the Main Street Boulevard axis (in general four to five storeys). Heights of 2-6 storeys (including a set back at the top floor of a 5/6 storey building) may be facilitated subject to quality design criteria and set back requirements along the river corridor to complete the urban form of pavilion buildings to complete Marrsfield. One location for a landmark profiled building (10-14 storey office height equivalent) is designated adjacent to Clongriffin Rail Station. In other locations, where 4 storeys residential height is proposed, some flexibility will be allowed on the height equivalent (13m) to achieve design improvements to the façade. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| CHAPTER 9 Economic Development Strategy | PHH | BFF | W1 | W2 | W3 | AN1 | AN2 | CF | MA1 | MA2 | LS1 | LS2 | CH |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|----|----|----|-----|-----|----|-----|-----|-----|-----|----|
| ESO4 To co-ordinate with the Economic Development Unit, Dublin City Enterprise Board and State Agencies including the Department of Social Protection which is creating a new employment agency (NEES) in promoting the LAP area for economic investment and occupancy. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ESO5 As part of the implementation and review of the LAP, an implementation strategy for addressing the issue of commercial vacancy and progressing initiatives in consultation with key stakeholders, as outlined in the Economic Development Strategy of the LAP, shall be undertaken. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| CHAPTER 11 Community & Social Infrastructure Strategy | PHH | BFF | W1 | W2 | W3 | AN1 | AN2 | CF | MA1 | MA2 | LS1 | LS2 | CH |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------|-----------|-----------|-----------|------------|------------|-----------|------------|------------|------------|------------|-----------|
| CSO1 To promote well designed, accessible and sustainable urban neighbourhoods throughout the LAP area that are well served by local facilities and public transport. | + | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 |
| CSO11 To facilitate the development of two co-located primary schools in Belmayne, facilitate ease of access and connectivity to the school location and to reserve specially designated sites, of appropriate size and configuration to fulfil both the school's space requirements and integrate successfully with adjoining development, for educational uses to service the future population of the LAP area. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CSO12 To encourage the provision of health care services within the LAP area in accessible locations to cater for the needs of the existing and future population of the growing neighbourhood and to co-ordinate with the HSE, through the implementation and review process of the LAP, on the future planning for such facilities under HSE investment plans. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CSO13 Commercial facilities such as local supermarkets, restaurants, cafes and public houses are encouraged in the town centre and main street locations to provide opportunities for local employment, for the community to meet, interact and socialise and to assist community development. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| CHAPTER 13 Built Heritage Strategy | PHH | BFF | W1 | W2 | W3 | AN1 | AN2 | CF | MA1 | MA2 | LS1 | LS2 | CH |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------|-----------|-----------|-----------|------------|------------|-----------|------------|------------|------------|------------|-----------|
| BHO6 Name proposals for new streets and/or public spaces should relate as best possible to the local history and historic townland names of the local area to create special identity, character and heritage awareness within the developing communities. | | | | | | | | | | | | | |
| | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + |

| CHAPTER 14 Infrastructure & Services Strategy | PHH | BFF | W1 | W2 | W3 | AN1 | AN2 | CF | MA1 | MA2 | LS1 | LS2 | CH |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------|-----------|-----------|-----------|------------|------------|-----------|------------|------------|------------|------------|-----------|
| ISO3 To seek the achievement of good water quality in line with the Water Framework Directive requirements and the Eastern River Basin District Management Plan for all water courses in the LAP area including the River Mayne. | | | | | | | | | | | | | |
| | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ISO 8 Dublin City Council will engage in consultations with the Greater Dublin Drainage Initiative to ensure that the optional locations emerging for the proposed Regional Wastewater Plant in North Dublin including any EIS and any environmental assessment done do not negatively impact on Dublin City Council neighbourhoods, including the implementation of policies and objectives of the Clongriffin-Belmayne (North Fringe) LAP. | | | | | | | | | | | | | |
| | + | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |