



The LAP identifies the need for more informal play areas within the smaller parks of residential developments and additional play facilities at Belmayne town centre to service residential catchments. The provision of such play spaces can be maintained and kept safe through active surveillance and a sense of ownership by the residents surrounding them.

An objective of the Dublin City Development Plan is to examine the possibility of using suitable undeveloped lands temporarily as informal play spaces. The LAP seeks to implement this objective through future planning applications resulting in an active use on an otherwise vacant space.

### Allotments/Community Garden

As previously discussed in Chapter 9 and 10, the need to establish a use on temporary sites throughout the plan area is a short term objective. The provision of an allotment or community garden has been identified throughout the process as a use that may facilitate the temporary use of a number of vacant sites.

In considering the need for a temporary use the concept of “third places” can be applied in the area. The concept allows for space that a community can interact. These spaces or places can be in the form of an allotment, community garden or creative space and they can provide real benefit for community interaction.

### Medical/Health facilities

In order to meet the immediate health needs of the community as it has developed a medical centre or doctor’s surgery is required. More significant medical requirements can be met by hospitals within the City and in close proximity such as Beaumont Hospital.

The provision of a medical centre would be necessary to meet the needs of the growing community. The HSE were originally intending to operate a primary care unit within the Clongriffin area. However, to date a medical facility has not yet been developed. The LAP seeks to ensure adequate medical provision is accommodated within future developments.

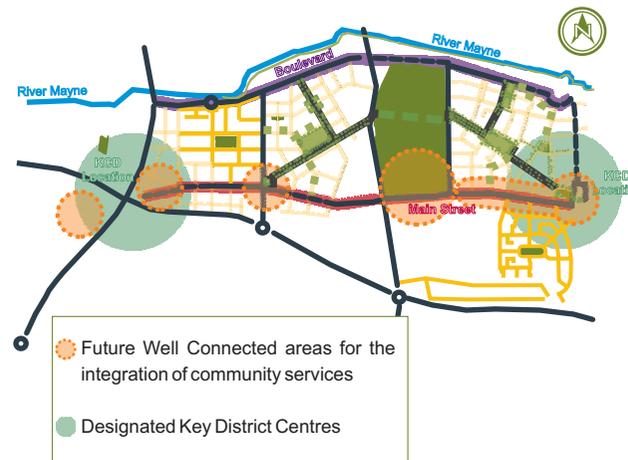
The need for health care in general is needed within the area. Planning permission has been granted but not yet acted upon for an 83 bedroom nursing home that will meet the needs of the community at different stages of life. The LAP seeks to ensure that medical/health facilities are provided for in appropriate locations close to public transport.

### Local Shopping Facilities

The shopping demands of a the growing community require both small and large convenience shopping that can meet both the day to day and

would be considered a centre that meets the needs a wider community and would provide a significant amount of services to meet demand. However, the original strategy and population targets for the North Fringe of 25,000-30,000 that was envisaged planned second large retailer in the Clongriffin area. To date the delivery of this retailer has not occurred in a specifically designed space within the town square located at the rail station. The LAP will seek to promote the area as a key strategic commercial area that can sustain a large retailer taking into consideration its strong synergies with the adjoining population in Fingal County Council and the established community of Donaghmede.

**Fig 11.1 Integration of Community Services**





## Educational Facilities

The LAP identifies the need for two permanent primary schools sites to serve the existing and future community. This is based on the original assessment that two primary schools were required in tandem with new development in the North Fringe, their delivery in temporary accommodation in Belmayne and the subsequent successful enrolment and management of the primary schools (Belmayne Educate Together and Saint Francis of Assisi National Primary Schools). The temporary accommodation provided for these schools has already reached capacity. The schools are considered to be significant assets for the developing area and are a positive community focal point assisting integration and community development.

The permanent site selection for two co-located primary schools was originally identified in the application for the lands adjoining Belamayne north of the proposed 'Community Hub'. It is considered that a location close to these assets is still optimal and remains an ideal site for educational use. The adjoining road network, access to proposed green routes towards Father Collins Park, its central location to a growing community and overall site area will provide a facility that is accessible to all and will allow for any necessary future expansions.

In considering the ideal location for educational facilities the LAP supports the concept of clustering of social infrastructure allowing accessibility and sustainability measures to be met. This concept lends itself to sharing of facilities. The need to provide accessible and open resources for the community can be achieved through shared facilities. A sports hall within a school would be an example of a space that can be shared for the community after hours.

The future delivery of post primary and tertiary educational facilities will be considered in the context of:

- i. Existing educational facilities within immediate and wider proximity to the LAP area (note the Community Audit in Chapter 5)
- ii. Existing capacity of schools in the locality.
- iii. Future expansion plans and capacity to expand and/or consolidate new facilities on existing school sites in the locality.
- iv. Population trends in the established communities and expected future populations (school going age cohorts in particular) generated from developing areas in both the Dublin City Council and Fingal County Council local areas.
- v. The planned provision of new schools by the Department of Education, and reservation of sites for future educational uses, in both the Dublin City Council and Fingal County Council area within close proximity to the LAP area.

The Department of Education and Science were consulted as part of the preparation of the LAP and confirmed that the provision of two co-located primary schools in Belmayne is a priority for the department with a design team currently advancing details to lodge a planning application. The estimated delivery of the schools is 2013-2014 at which time the current temporary building facilities will be discontinued for that use.

The provision of these schools will satisfy future projected population requirements based on population analysis and consultation with existing schools conducted by the Department of Education to inform this LAP.

The Department have also confirmed the requirement for land reservation for future school provision which includes sites in the LAP area adjacent to the rail line and in Clongriffin and also in the Baldoyle-Stapolin LAP area in Fingal. The Department have requested that these sites are retained as land reserves for potential future educational use to service future populations as new residential developments are completed in the medium to longer terms. The sites will remain reserved, managed and maintained by the landowners and may be suitable for interim uses. The LAP shall identify these reserved sites. The suitability of the sites reserved for future education use, in

particular Clongriffin, will be determined by the Department of Education.

The department's national programme for secondary school building involves c 20 new secondary schools throughout the country. The Minister's announcement of the 5 year building programme (2012 to 2015/2016) included 6 new post primary schools and extension/replacement building projects for a further 12 existing post primary schools throughout the county of Dublin.

Figure 11.2 is extracted from the community audit map presented in Chapter 5 and indicates existing educational facilities, the location for new primary schools in Belmayne and lands reserved for potential future educational use in the local area.

Fig 11.2 Schools Location Map





## 11.6 Community & Social Infrastructure Policy & Objectives of the LAP

The Community & social infrastructure strategy for the LAP seeks to develop a cohesive, integrated and well served neighbourhood. In order to achieve this following approach will be pursued during the life-time of the plan.

It is the objective of the Council:

- CSO1** To promote well designed, accessible and sustainable urban neighbourhoods throughout the LAP area that are well served by local facilities and public transport.
- CSO2** To ensure access for all to community and social infrastructure for community integration.
- CSO3** To ensure that buildings intended for community related facilities are designed as adaptable flexible spaces that accommodate a range of uses.
- CSO4** To assess the feasibility of providing a Dublin City Council Library facility to service the future population within the LAP area, include this feasibility within the next five year city library strategy and consider optimal locations that co-locate such a facility with other community uses.
- CSO5** To encourage community integration through such examples as creative recreational space, allotments and markets (the concept of "third spaces" for community interaction).
- CSO6** To seek to create safe and useable open spaces with each residential development for play through overlooking and passive surveillance.
- CSO7** To make provision for the completion of key routes and access points for all to the permanent primary school site within the LAP lands.
- CSO8** To promote and encourage a socially inclusive community that cater for all age groups, that accord with the principles of universal design and that offer quality of opportunity and good services to all.
- CSO9** To assess the feasibility and support the medium-long term provision of public sports facilities in combination with the completion of Fr Collin's Park south of the Main Street on lands zoned Z9 for recreation and amenity and to facilitate interim use of these lands for recreation and community purposes.

**CSO10** To encourage the provision of accessible sports, recreation and community facilities as part of a sustainable mix of uses for future development proposals within the LAP area.

**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.

**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. The Council will support and promote the Clongriffin - Belmayne LAP area as a location suitable for the provision of a Primary Care Centre.

**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.

## Community Audit North Fringe

### Educational Facilities

- 1 Belmayne Educate together & Saint Francis of Assisi National School
- 2 Grange Community College, Baldoyle, D.13
- 3 Scoil Bhride, Baldoyle, D.13
- 4 Holy Trinity S.N.S
- 5 Saint Kevins Junior
- 6 Scoil Naomh Colmcille, Donaghmede, D13
- 7 Saint Francis NS, Clonshaugh, D17
- 8 Our Lady of Immac
- 9 Darndale Junior NS, Darndale, D17
- 10 Saint Josephs NS, Coolock, D17
- 11 Coliaste Dhulaigh College of Further Education, Coolock, D17
- 12 Scoil Fhursa, D.5
- 13 St. Pauls Sen NS
- 14 The Donahies Coummunity School, Donaghmede, D13
- 15 Saint John of God NS
- 16 Saint Fiachras NS, Beaumont, D5
- 17 Saint Davids NS
- 18 Chanel College Secondary School
- 19 SN Cairtriona Naionain
- 20 Mercy College, Coolock, D5
- 21 St Malachy's BNS
- 22 St Eithne's Senior GNS
- 23 Ardscoil La Salle
- 24 St Benedicts & St Marys NS
- 25 St. Marys NS
- 26 St. Peter 7 Pauls, BNS Baldoyle, D.13
- 27 St. Michaels House Special School
- 28 St. Marys Secondary School
- 29 Pobalscoil Neasain

- 1 Future Belmayne School Site
- 2 Reserved School Site
- 3 Reserved School Site

Note : The suitability of sites reserved for future education use, in particular future site 2 will be determined by the Department of Education





## 12.0 Culture & Tourism

Through Dublin City's past and present achievements in arts, literature, architecture and music it has become well recognised within Europe as a leading destination for cultural heritage and tourism. The LAP seeks to build on this legacy and enhance the image of the Clongriffin–Belmayne area as an opportunity to create a hub for vibrant culture and tourism opportunities. The strategic location of the LAP area lends itself at a local level to building a strong cultural life and local tourism industry.

### 12.1 Introduction

The Dublin City Cultural Strategy 2009-2017 identifies that culture is integral to the City's identity and quality of life. As part of the Cultural Strategy the Council set out themes that would achieve the vision for the city. The strategy seeks to lead and support the development of culture for the city, support established and emerging artists, create opportunities for everyone to participate in the city's cultural life, lead the development of excellent cultural infrastructure, recognise that culture is essential to the city's economic vitality, ensure that culture plays a significant role in urban regeneration and reflects the identity of Dublin neighbourhoods.

It is noted that there is a deficiency in cultural facilities across the city in the form of libraries, rehearsal and performance spaces and administrative space and this is an important issue within the LAP area. As such the LAP seeks to address any deficiencies within the plan area. See section 5.4 of the LAP which provides a community audit.

The development of the LAP lands have been guided by the principles set out in the original action plan. As the community has grown and developed the need to provide for culture and the arts in the area has become necessary. Taking into consideration that culture is not just about tourism but rather arts and local culture that support a quality of life for individuals and communities alike the LAP seeks to ensure these needs are addressed.

While it is acknowledged that currently a number of cultural events occur either within the plan area or the surrounding area it is important to note that with major development sites incomplete there is an opportunity in the future to build on the current levels of culture and arts elements. The LAP will seek to ensure that a number of strategic objectives to promote culture and arts are incorporated and considered.

### 12.2 Protecting and enhancing culture and tourism for the Clongriffin – Belmayne area

The area has considerable potential for the development of cultural uses. The strategic location of the LAP area lends itself to opportunities for linking to cultural and tourism assets.

The close proximity to the airport and hotel facilities in the area coupled with the good quality public transport links providing direct access to the city centre help to market the area as ideal for future culture and tourism development.

The living and accommodation requirements of people who are employed within the arts or craft traditions need recognition. The housing typologies required to meet the living and working needs require further detailed exploration in order to encourage artists to live and work within the area. The housing typologies required must meet the standards set out within Chapter 7 of this LAP.

There is an opportunity within the area to make use of underutilised space along the main street or within the urban squares and alternatively within smaller more local units for use by those engaged in following an artistic, creative or craft career within a professional context.

Dublin City Council's approach to culture seeks to build on and develop the city's renowned cultural life and legacy. The approach will support the development and location of cultural facilities across the city and make cultural life accessible to all. At a local level the LAP will seek to encourage the provision of cultural and tourism related facilities in larger developments ensuring they are accessible to all age groups and tenures.

In accordance with the City Development Plan policy FC16 the LAP will protect and support the cultural assets by facilitating the enhancement and/or growth of existing cultural, entertainment and performance spaces.

### 12.3 Key Cultural & Tourism Objectives of the LAP

The LAP seeks to support, establish and develop culture and tourism within the Clongriffin-Belmayne area.

It is the objective of the Council:

- CTO1** To support the development and sustainable location of cultural and tourism related facilities within the area in particular the flagship Father Collin's Park and greenway connections to the coast, that is accessible by all.
- CTO2** To facilitate the provision of fit-for-purpose, sustainable cultural infrastructure incorporated into developments.
- CTO3** To ensure that a cultural impact assessment accompanies all larger planning applications which identifies the contribution(s) the proposed development will make to culture and tourism in the area.
- CTO4** To promote the priorities of the Dublin Cultural Strategy 2009-2017 through the support for established and emerging artists, opportunities to participate in cultural events, support for sustainable cultural infrastructure, recognise its vitality and viability.
- CTO5** To ensure the provision of local cultural spaces, performance and entertainment spaces, while protecting the existing amenities of the area.
- CTO6** To encourage the alternative use of vacant commercial space to allow use for creativity and expression on a temporary basis.







## 13.0 Built Heritage

The built heritage of an area contributes to its identity, diversity and overall character. The need to protect and enhance the existing built heritage is sought through the current City Development Plan and the Council's intention to build on the City Heritage Plan. The protection, enhancement and management of the built heritage must be considered during times of growth. A mechanism to achieve this is to formulate appropriate objectives within the LAP.

### 13.1 Existing built heritage within the area and the wider neighbourhood

The developing nature of the Clongriffin-Belamyne (North Fringe) area was the result of the North Fringe Action Plan in 2000. As a result the street pattern, architectural features and form of buildings and spaces are modern and newly constructed. Therefore the element of built heritage within the LAP area is formed within the established surrounding built heritage at Donaghmede and within the Fingal administrative boundary of Baldoyle that is considered to influence the character, identity and diversity of the area.

The character and built heritage of the area is reflected within the City Development Plan, the Record of Protected Structures and the areas of archaeological interest identified within the plan. There are four sites of archaeological interest and one protected structure identified within the LAP area.

The archaeological heritage within the area is located around four zones of interest. It is within these zones that archaeological features are likely to occur. The zones relate to enclosure sites, church site and a possible castle site.

Archaeological reports prepared previously for the area have highlighted the importance of the River Mayne as a focus of medieval settlement. The alignment of Hole in the Wall Road as a feature on maps dating back as far to Rocque (1760). Lands in the area are shown on maps in arable agricultural from the middle of the 19<sup>th</sup> Century. Balgriffin Park was a large estate house located on the western part of the LAP lands. After becoming derelict it was demolished in the 1960's. Remnants of that estate, mainly sections of wall, remain. The Record of Monuments and Places (RMP) records the following sites in the eastern (Clongriffin) side of the LAP area:

RMP site DU015:063 and DU015:064 are recorded as two possible enclosures. These sites have been investigated under previous planning applications. RMP site DU 015:069 is recorded as the ruins of medieval Grange Abbey, a well known local heritage feature.

On the western (Belmayne) side, two RMP sites are recorded. Site DU 015:012 is a site for a former church. A grave slab fragment found within the area of this site in the 1940's is now housed in the National Museum. RMP Site DU015:062 is a possible Norman castle site associated with the Welsh name Griffin (from which "Balgriffin" is derived). There is no visible trace of this structure. These sites are located close to the River Mayne and have been investigated under previous planning applications.

The need to protect the archaeological heritage of the area and highlight the past historic and cultural landscape is an important objective.

There is a limited amount of built heritage features within the LAP boundary. However it is important to note the significant conservation heritage that bounds the LAP lands to the west and comprises the significant Belcamp College lands. Belcamp College is an historic building that boasts a remarkable history with its connection to the architect James Hoban (the architect of the White House). The most recent use of this building was a secondary school for boys, which ceased operating in 2004, due to falling numbers. Recent fire damage has resulted in the loss of important features of the building that hold significant historic value and character that required protection and conservation. While the Belcamp College lands are outside the boundary of the LAP, the lands adjoin the boundary of the LAP and provide a significant built heritage feature which is important for local identity, heritage preservation and a potential tourism and amenity asset.

The Fingal County Development Plan 2011-2017 has designated the building as a protected structure and requires that any future developments are subject to a local area plan. It is important that any such future development promotes positive integration of Belcamp College with the LAP area and encourages access, in particular walking and cycling routes, to the site for appreciation of this important heritage feature.

St. Doolaghs Church and grounds located a short distance to the north of the LAP lands. The church dates back to around the 12th century and appears to be of the medieval period. The church was named after St Doulagh who was thought to have lived around 600AD and was home to a small monastic settlement. While the historical site is not within the LAP area, similar to Belcamp College, it is an important heritage feature for local identity and provides a tourism and recreation asset for the locality.

Grange Abbey is a ruined abbey dating from the 13th or 14th century. The ruins of the Abbey bound the LAP lands to the south and located along the Grange Road. The LAP seeks to protect and enhance the character and setting of this ruin and ensure future developments are sympathetic to this asset.

## 13.2 City and National policies to encourage protection and enhancement of the built heritage

### DoEHLG "Architectural Heritage Protection Guidelines for Planning Authorities, 2004"

In order to protect and conserve our built heritage all development proposals affecting the built heritage will be assessed in accordance with the DoEHLG guidelines issued. The guidelines seek to ensure that the built heritage is conserved so as to pass it on to our successors.

The purpose of the guidelines is to provide planning authorities with development objectives that preserve and protect the built heritage. It is the responsibility of the planning authority to protect the architectural heritage, in the interest of proper planning and sustainable development, and prevent its deterioration, loss or damage.

### Dublin City Development Plan 2011-2017

Enhancing and protecting the existing built heritage of the City and sustaining its unique significance will ensure its survival for future generations. The policies and objectives contained within the City Development Plan seeks to preserve the built heritage of the city that makes a positive contribution to the historical character and identifying its significant contribution to the richness and diversity of its urban fabric.

### 13.3 Aims to protect and enhance Built Heritage under the LAP

The key aim of the LAP will be to ensure that further development within the plan lands is guided in a manner that protects and enhances the built heritage of the surrounding established areas. The LAP area contains a limited amount of built heritage, however in areas bounded by those with significant heritage value development proposals must take guidance from the LAP to ensure the protection and enhancement of those features.

The archaeological history within the area has been set out within the City Development Plan maps and clearly identifying four key areas the LAP will seek to ensure that further developments within close proximity to the zones of archaeological interest will be required to apply appropriate measures to protect and preserve any features uncovered.

In relation to the setting of Belcamp College which is close to the LAP area it is important that any development of lands in close proximity to the boundary of the college protect the special setting and character of the protected structure.



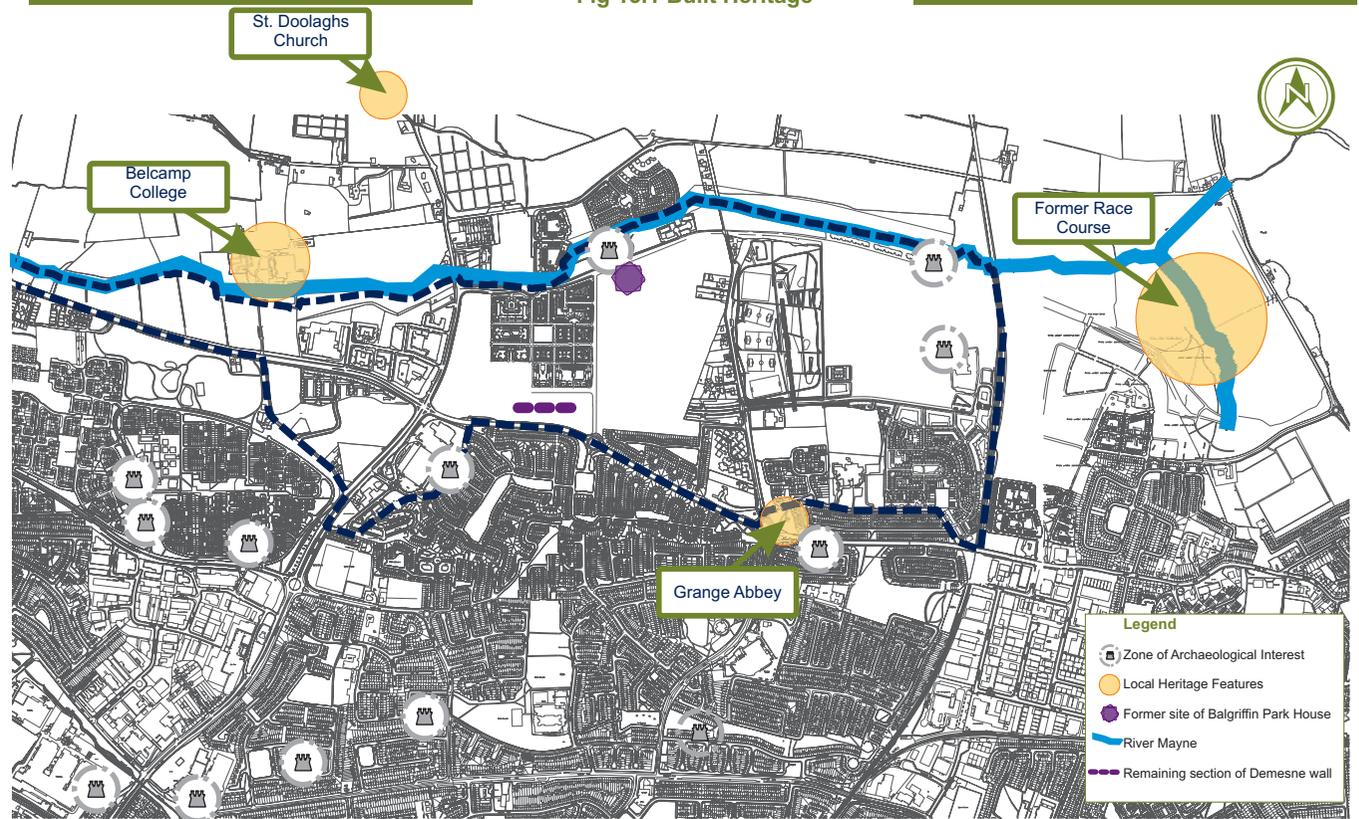
### 13.4 Built Heritage Strategy and Objectives of the LAP

The LAP seeks protect and embrace the built heritage of the plan area and surrounding area and ensuring the continued enhancement of the existing character.

It is the objective of the Council to:

- BHO1** To protect and enhance the character of built heritage within and in close proximity to the LAP lands.
- BHO2** To preserve and enhance the setting and character of Grange Abbey and ensure future development has regard to the historical value of local heritage sites.
- BHO3** To promote the in-situ preservation of archaeology as the preferred option where development would have an impact on zones of archaeological interest.
- BHO4** To assess the feasibility of a local heritage trail in conjunction with Fingal County Council to promote awareness, appreciation and potential tourism benefits from local heritage features in the locality between both Council areas.
- BHO5** To encourage good integration, in particular walking and cycling, between the LAP area and grounds of Belcamp College in Fingal County Council and value the significant architectural heritage of these grounds as an asset for communities in both council areas within future proposals.
- 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.

Fig 13.1 Built Heritage



See Appendix 7 for historical Map of the local area





## 14.0 Infrastructure and Services Strategy

To deliver the necessary infrastructure to ensure adequate capacity to accommodate the quantum of development envisaged by the local area plan, and to ensure that the delivery of this infrastructure enhances the quality of the areas environment and facilitates the sustainable economic growth and co-ordinates development of the North Fringe Area.

### 14.1 Introduction

Adequate services and infrastructure are an essential component of development. Infrastructural services include water supply, wastewater and surface water removal and treatment, electricity supply, broadband, gas, mobile phone coverage and telecom connections.

The purpose of this section is to identify the existing public water supply, drainage and other key infrastructure within the LAP area, and to set out the requirements and investment needed in infrastructure to meet the objectives of the LAP. The implementation of the LAP will take place in a phased approach and it is envisaged that upgrading or expansion of elements of the public infrastructure both within and outside of the LAP will be required as development progresses.

This chapter addresses these issues in two sections (i) water services (including supply, drainage and flooding) and (ii) utilities; with the final section setting out the policies and objectives on infrastructure for the Local area plan.

### 14.2 Water Supply Sources and Network

Water supply for the North Fringe area is part of the Dublin Region Water Supply which is sourced from the Liffey, Dodder and Varty rivers. This is an integrated network covering Dublin City and adjoining counties. Currently across the region supply and demand for high quality drinking water is finely balanced and this will remain the case in the short to medium term pending the delivery of a number of projects to increase production, storage and delivery capacity. Projects being implemented include pipe renewal across the region to reduce leakage as well as demand management measures to encourage water conservation while the provision of a suitable long term new supply source for the Dublin & mid-Leinster area is being investigated.

At a local level the existing water supply network for the North Fringe is served by a 600mm and a 450mm watermain running from west to east across the northern section of the proposed Local Area Plan. The area within the plan boundary is generally fed from various connections from this watermain. Any proposal to develop site(s) not immediately adjacent to existing water supply infrastructure will have to address the issue of providing a suitable water supply for proposed developments.

New development and/or works and landscaping will need to demonstrate that the existing network and associated way leaves are protected from impacts which could put the network at risk of damage.

Alongside ensuring adequate supply this LAP will entail the delivery of a number of measures to sustainably manage water demand. New developments and upgrading of existing development will need to install suitable water conservation measures including the use of rainwater harvesting and grey water recycling for example.

### 14.3 Wastewater Network and Treatment

The North Fringe LAP is part of the North Fringe Sewer catchment which ultimately discharges to the Regional Waste Water Treatment Plant at Ringsend via the North Fringe Sewer. At the time of preparing this LAP Ringsend Waste Water Treatment Plant is operating at its design capacity. Dublin City Council is currently finalising proposals to increase the capacity of the plant from 1.7 million PE (population equivalent) to 2.1 million PE, with a target completion date of 2015.

In 2010, the Environmental Protection Agency granted a Discharge Licence to Dublin City Council under the Waste Water Discharge (Authorisation) Regulations (2007). Dublin City Council must comply with the conditions of this discharge licence. The ultimate objective of this licence is to restrict discharges from the wastewater network into rivers and waters. The 2007 Regulations also require that the Water Service Authority satisfies itself that there is drainage capacity available in the network prior to granting a planning permission for any development. This requirement will apply to all developments within the LAP

A major new trunk sewer (the North Fringe Sewer) was constructed in 2004 to serve most of the North Fringe Lands. It was designed to allow development occur in this area and is the main outlet for foul flows for most of the area under study. There are a number of branch sewers off the main sewer. The most significant branch sewers were on the Malahide Road and Grange Road.

The lands within the proposed LAP area are all part of the original design catchment for the North Fringe Sewer, and hence, at a strategic level, there is adequate capacity to facilitate development within this area. Any hydraulic deficiencies in parts of the older foul network are fairly localised and will be addressed as part of the normal development management process.

A standard drainage requirement is that all development should be drained on the completely separate system, i.e both foul and rainwater flows should be directed to separate pipes. This reduces the possibility of flooding of the foul pipelines during times of extreme rainfall events as the foul network should only contain foul flows and not rainwater. All rainwater run-off must be attenuated where possible, sustainable drainage systems utilised. The philosophy behind this is to reduce the run-off from newly paved areas so that, in times of extreme rainfall

events, peak flows coming from new development do not coincide with peak flows in the receiving waters and thereby the potential for flooding is reduced. The use of sustainable drainage systems produces multiple benefits in terms of enhanced bio-diversity, reduced peak flows, water quality improvements and improved ecology.

In summary separation of stormwater and foul flows will be required along with sustainable management of the stormwater from any new development in this area.

Two main development sites (Clongriffin/Beau Park & Balmaine) which were granted planning permission in 2003 and 2004 respectively for very large scale mixed use development. Due to their size, the drainage infrastructure (both foul and stormwater) for each site was designed as a masterplan to serve the whole of each site whether it was developed by one entity or sold into smaller development sites and subsequently developed by several different developers. However, neither site has been completed with the result that the drainage infrastructure also remaining unfinished. As part of implementing the Local Area Plan it is crucial that an up to date condition survey (as constructed drawings, CCTV surveys etc) is submitted as part of any future development. For all planning permissions, on any site, it will be a pre-requisite for future development that the drainage infrastructure has to be provided before development can proceed.

### Greater Dublin Drainage Initiative

The initiative aims to provide strategic drainage infrastructure that the Greater Dublin Area (GDA) requires to continue to develop, both socially and economically. The initiative involves consultation with the local authorities across the region including Dublin City Council and involves the provision of:

- A new wastewater treatment works;
- A marine outfall, and
- A new drainage network in the northern part of the GDA.

The initiative is important to ensure that future growth in the region can be accommodated with properly planned services and infrastructure capacity. It is an important project in order to facilitate employment, social progress and economic growth in the Dublin Region, hand-in-hand with the improvement and protection of water quality in line with the WFD.

Under this project, three sites are emerging as preferred site options for the proposed Regional Wastewater Plant in North Dublin including a site at Clonshaugh (Option 3) which is adjacent to the boundary with Dublin City Council and within the area of wider context for the Clongriffin-Belmaine(North Fringe) LAP. A public consultation process has been undertaken for these options and a planning process, including EIS and environmental assessments will be required for the eventual site and design.



In keeping with the Greater Dublin Strategic Drainage Study (2005), Sustainable Drainage Systems (SUDS) techniques will be incorporated into the development of the LAP lands. The drainage strategy for the site will also take due cognisance of the objectives of the Flood Resilient City Project, which promotes an integrated approach to flood risk management. This project promotes Awareness, Avoidance, Alleviation and Assistance' when considering pluvial flood management.

The following drainage design SUDS measures shall, where feasible, be incorporated into the development in line with appropriate sustainable drainage practices:

- a) Infiltration systems including infiltration trenches, infiltration basins, permeable paving, landscaping, soak ways and green roofs.
- b) Filtration systems including swales, bio retention systems and filter strips.
- c) Retention systems including retention swales.
- d) Detention systems including underground tanks, underground attenuation, detention basins and filter drawings

Tree planting and tree canopies can also be beneficial in capturing rainwater.

All developments must provide suitable measures to ensure that the quality of runoff from roads, paved areas and roofs is improved by incorporating the following: Retention ponds, green roofs, wetlands, rainwater harvesting, filter drawings, infiltration trenches, permeable paving, detention ponds and swales. Each section and phase of the development within the LAP lands must demonstrate to the satisfaction of Dublin City Council, that water quality improvement measures are adequately provided. Surface water attenuation will be provided generally in locations identified in the SuDS Strategy. Design of surface water attenuation shall be based on the requirements of the Greater Dublin Strategic Drainage Study. Particular reference shall be made to Volume 2 Appendix E which provides guidance on attenuation design and best practice cases.

The surface water discharge from the development shall replicate existing Greenfield runoff rates by limiting flow by means of flow control devices constructed to the requirements of Dublin City Council.

#### 14.4 FEM FRAMS and Flood Risk Management

Accompanying this LAP is a Strategic Flood Risk Assessment, which includes the identification of a number of measures necessary to ensure flood risk is incorporated into the planning of this area.

To the north of the LAP is the River Mayne, which flows into Balydoyle Bay which is a Natura 2000 site. There is a history of flooding both

fluvial and coastal along this river. Although flooding cannot be wholly prevented, its impacts can be avoided and reduced through good planning and management. The Mayne River is the primary river which runs to the north of the LAP lands. As part of the FEM FRAMS flood maps were produced for the Mayne River (drafts currently available) for the 1% (1 in a 100) and 0.1% (1 in a 1000) probability of flooding.

A flood risk Assessment has been undertaken as part of the SEA accompanying this LAP. See appendix 6.

However it should be stressed that there are other sources of flooding that are also a risk to the LAP lands, including pluvial, groundwater and sewers. The main source of historic floods is the OPW National Flood Hazard Mapping website [www.floodmaps.ie](http://www.floodmaps.ie) which provides an abundance of historic flood information throughout Ireland.

Dublin City Council will aim to steer new development to areas with the lowest probability of flooding. The flood Risk Assessment has identified flood risk areas, and identified three different flood zones, namely Flood Zone A, Flood Zone B and Flood Zone C. Development will occur within the LAP lands according to the policies, objectives and development management standards set out in Appendix 6. It is the strategy of Dublin City Council to reduce the potential risks to people, property and the environment caused by flooding, through a hierarchy of avoidance, followed by substitution of lower vulnerability uses and, only if avoidance and substitution are not possible, reduction and management of the risks through a variety of techniques.

The drainage strategy for the site will also take the cognisance of the objectives of the Flood Resilient City Project which provides an integrated approach to sustainable flood risk management. This project promotes Awareness, Avoidance, Alleviation and Assistance when considering pluvial flood management.

#### 14.4.1 Policies for the Local Area Plan for Flood Risk Assessment

The following policies and measures are applicable to all development within the North Fringe LAP.

P1) All planning applications, for proposed development within the LAP area should include a site specific flood risk assessment (FRA)

P1a) Risk to other development

- If the development does not result in increased discharge to foul or surface-water sewers, then it can be confirmed in the FRA that the development does not cause an increased flood risk to other areas. Note that since the publication of the GSDSDS, it has been a requirement that surface-water discharge rates are limited to green-field rates for the development, so compliance with this requirement for all

pluvial event results is required for all flood risk management guidelines relating to surface-water discharge. This requirement is best achieved by properly incorporating SUDS techniques into the development.

- If the development does result in increased discharge rates to sewers, then the developer may be required either to confirm that there is adequate capacity in the local network to cater for the increased flows without surcharge of the system or to propose a flood management solution to cater for the additional flows.

P1b) Risk to the development itself

- The FRA should address risks from all sources, including but no limited to coastal, fluvial and pluvial sources, possible flooding from sewer surcharging and flooding from groundwater.
  - i) Incorporating storage within the development to cater for surface-water falling within the development for up to the 100-year pluvial (with a minimum climate change factor of 10% applied as appropriate).
  - ii) Designing floor levels. A precautionary approach should be taken of 100 year fluvial level plus 10% increase in rainfall intensity plus 300mm freeboard for fluvial and pluvial levels and 200 year tidal level plus 1m for global warming and freeboard.
  - iii) Designing basements and basement access to prevent ingress of water from groundwater sources or pluvial or fluvial flood events. Reference should be made to the DCC policy on basements as set out in the GSDSDS Regional Drainage policy – Volume 6 – Basements. In particular, internal drainage must discharge from a level that is no deeper than 1.5m below ground level. This may require pumping in some cases. Dublin City Council's Basement Policy leaflet should also be consulted.
  - iv) Designing outfall manholes and connections to sewers such that the risk of flooding from backup from sewers is minimised. This may require the installation of non-return valves.

For small-scale development such as change of use, or small scale refurbishments, existing risks from all sources need to be identified and controlled where possible:





- v) Demountable flood barriers might be proposed at ground floor entrances.
- vi) Existing outfall manholes and connections to sewers should be raised such that the risk of flooding from sewer surcharge is minimised. This may require the installation of non-return valves, or reconstruction of existing outfall manholes.

P2) Permission will not be granted for development where it is deemed that an inappropriate level of flood protection has been provided for.

P3) Provision for safe, dry emergency access/egress routes should be made from all development, both new and existing. These routes should enable pedestrians to safely evacuate properties during flood events.

P4) Consideration should be given to the appropriate use of flood warning and flood evacuation procedures for all development sites at risk from flooding and this should be discussed with the Major Emergency Management Section of Dublin City Council.

## 14.5 Water Quality

Recent years have seen the adoption of a number of EU Directives, transposed into Irish Law which seek to protect and improve water quality. These impact on groundwater, rivers, lakes, canals, estuaries and streams. For this LAP the most significant document is the Eastern River Basin District plan which sets out a series of targets for improvements in river water quality to bring it to good status by 2015 across the wider Greater Dublin area which makes up the catchment of the Liffey, Tolka, Dodder, Boyne, Avoca, Vartry Rivers and a number of smaller rivers in this geographical river catchment area. (see Appendix 8)

The North Fringe LAP contains the Mayne River (located in the Santry Mayne Sluice WMU in the ERDB plan). Maintaining and improving water supply to a good status is a key consideration in development of the LAP lands. Some areas require greater protection because they contain rare and vulnerable habitats or wildlife. Other protected areas are sensitive because of their beneficial use for humans, such as drinking water sources or shellfish areas. In the Santry Mayne Sluice WMU the main problems identified were high nutrients, oxygen demand, low ecological rating and inferior habitat. The main causes can be attributed to Wastewater and Industrial Discharges, due to misconnected foul sewers, combined sewer overflows, urban area pollution.

The redevelopment of sites within the LAP provides an opportunity to improve water quality alongside continuing control measures such as Trade Effluent Discharge Licences which require discharges to surface water to not compromise water quality.

Investigative monitoring of the River Mayne to ascertain its water quality status was undertaken by the ERBD and drainage division for this LAP. The results are referenced in the AA and SEA reports accompanying the LAP.

## Regulatory Compliance

There are two overarching statutory requirements that govern drainage works and water quality. These are the River Basin Management Plan (RBMP) 2009 and the Discharge Licence, covering the Greater Dublin Agglomeration, issued by the Environmental Protection Agency (EPA) in July 2009.

As both these programmes are ultimately about improving, or maintaining, water quality in the receiving rivers and in Dublin Bay, all Local Plans must be aligned with these two programmes so as to ensure sustainable development takes place.

Both these programmes contain a mixture of major capital schemes, operational programmes and planning control.

The stated objective of the RBMP is to bring all waters to good status. To achieve this objective there is a region wide programme of measures and underlying actions that are being implemented by the relevant stakeholders such as the local authorities, Office of Public Works, etc. The Discharge Licence, issued and enforced by the EPA, covers all discharges to waters from the wastewater network with a view to ensuring no negative impacts arise. It also requires local authorities to satisfy themselves with respect to drainage capacity in the area before granting any planning permissions.

In the case of proposed new developments, bearing in mind the statutory obligations outlined above, Drainage Division requires the implementation of holistic drainage policies, including stormwater management and Suds, in all new developments.

## Groundwater/Water Conservation

The protection of groundwater has become an issue of growing importance as it is a non-renewable resource. There is a requirement under the Local Government (Water Pollution) Act 1977 to register groundwater abstractions, which is managed by DCC Drainage Division. The European Communities (Drinking Water) (No. 2) Regulations 2007 confers stringent responsibilities on a Water Supplier to ensure that the water supply complied with acceptable qualities and standards. The proposal must comply with the Water Framework Directive and with the River Basin Management Plan of the Eastern River Basin District. Please refer also to the ERBD Final Background Policy, Legislation and Authorities Report as well as the Water Matters report (with particular reference to threats to groundwater quality). Both are published on [www.erbd.ie](http://www.erbd.ie).

The Water Services Act 2007 provides for the conservation of water where leakage occurs due to un-repaired pipes or equipment, or

where poor management results in wastage or excessive consumption of water.

Drinking water comes from various different sources such as lakes, rivers, streams, springs and boreholes. Depending on the quality of its source, water will almost certainly have to be treated to make it safe to drink. All water suppliers for consumption must meet standards laid down by the EU. They must be free from micro-organisms, parasites, and any substances that endanger public health if found in sufficient numbers or concentrations. Water quality may be affected from a number of different sources including flooding, increased runoff from agricultural or residential development, a breakdown in treatment process, power outages, lack of proper filtration or disinfection equipment, and sometimes poor water quality is due to the water being drawn from an unsuitable source.

Dublin City Council is responsible for maintaining the public mains systems and ensuring the quality of the water they distribute. The Environmental Health section in each Local Health Office monitors water supplies on behalf of the local authority to make sure that all water sources meet the required public health standards. The HSE is also responsible for monitoring the fluoride content of public water supplies. The Environmental Protection Agency (EPA) produces a yearly report on the quality of drinking water in Ireland. This report contains information from each local authority about the monitoring of the various water supply schemes in its area. The EPA has enforcement powers in relation to drinking water quality. These powers require public water suppliers (mostly local authorities) to notify the EPA and the HSE where there is a potential risk to human health, and to comply with their directions.

## 14.6 Utilities

The North Fringe LAP is a developing area and is currently serviced by the necessary electrical, gas services and telecommunication infrastructure and can support the expected increase in population and intensification of economic activity. It is expected that upgrading as and when required of each network will take place at a local level to meet growth in demand and that these upgrades will be delivered by individual service providers. The main issues for each network within the LAP area are addressed below.

## Electricity Supply

The North Fringe Lands are traversed by a large number of high voltage overhead supply line, converging on the Grange Road sub station. There are also a number of high voltage underground cables. All main overhead cables are shown on the Infrastructure map Figure 14.1 which show the approximate location of ESB Networks Transmissions (400KV, 220KV, 110KV and 38KV) and Distribution cables(20KV, 10KV, 230V/400V) underground and overground cables.





Low voltage cables (230V/400V) serve housing, services, factories, shops, public lighting, lamp services etc. are not included but their presence should be anticipated.

In relation to any proposed works within an 80m corridor of the overhead wires or in direct vicinity of the underground wires, permission must be sought from ESB Network Controller to agree safe working procedures and necessary clearances between the lines and the development in advance of any works. ESB networks, during the Issues Paper consultation, outlined the need for a new 110Kv substation site to service the developing urban area. This LAP supports the provision of electrical infrastructure and the Z14 Zoned LAP lands are considered appropriate, subject to site specific details to accommodate this. Private landowners should engage with the ESB networks and the provision of infrastructure to service their lands.

#### Telecoms & Broadband

Broadband and telecoms services are available in the area, there are a number of service providers offering broadband and integrated telecoms services.

New development in the LAP shall accommodate the provision of a universal open access ducting network to support telecommunications, broadband and digital. All arrangements for exchange buildings, communications, towers containing antenna, dishes, etc shall be agreed in advance in order that their location, design and access thereto is compatible with the design strategy for schemes and the area.

#### Gas Supply

Where there is a need to upgrade and exchange the existing network identified by Bord Gais the distribution pipe work shall be routed in line with the main infrastructure in the paved footpath areas or roadways dependant on the pressure of the mains. Any distribution pipework shall be routed in line with the main infrastructure in the paved footpath areas or roadways design.

### 14.7 Waste Management

Waste Management is concerned with the generation, collection and disposal of waste. Delivery of the objectives of the DCC Waste Management Plan will be implemented through the development management process and by accommodating recycling facilities for new residential and commercial developments.

### 14.8 Construction Management Plan

Developer(s) shall be required to submit a construction programme setting out a planned programme for the management, recovery, disposal of construction & demolition waste material generated at the site during the excavation and construction phases of development, in accordance with the relevant national waste management legislation,

at planning application stage. It is an objective of this LAP that developers shall ensure that all waste is removed from the plan lands by approved waste disposal contractors to approved waste disposal facilities. In addition, it is an objective of this plan that developers shall take adequate measures to minimise the impacts of traffic, noise and dust during construction phases.

### 14.10 Infrastructure & Services Policies

The infrastructure and services strategy for the LAP seeks to ensure that the developing lands of the LAP area are adequately serviced with drainage and water infrastructure, that such infrastructure is co-ordinated at a master plan level between all separate landholdings, and that such infrastructure is delivered in a manner that protects the environment, in particular water quality and interactions with the River Mayne.

It is important to note that since the publication of the Greater Dublin Strategic Drainage Study, it is a requirement that surface-water discharge rates are limited to green-field rates for the development area. Compliance with this requirement results in compliance with flood risk management guidelines for surface-water discharge for up to the 1% AEP pluvial event. This requirement is best achieved by properly incorporating SUDS techniques into the design of any development.

It should be noted that the requirements in relation to permissible discharge rates from development during extreme storm events is currently under review. The review of the GSDSDS policies during the period of the Local Area Plan will most likely result in more conservative requirements for permissible runoff from developments. This should be considered by developers in the preparation of surface water management plans, as provision for the mid-range future scenario (MRFS) and high-end future scenario (HEFS) may be required for some development.

All planning applications shall be required to submit a surface water drainage plan which will include proposals for the management of surface water within sites, and runoff rates from sites, protecting the water quality of the River Mayne and retrofitting best practice SuDS techniques on existing sites where possible. Since the publication of the GSDSDS, it is a requirement that surface-water discharge rates are limited to green-field rates for the development area. Compliance with this requirement results in compliance with flood risk management guidelines for surface-water discharge for up to the 1% AEP pluvial event. This requirement is best achieved by properly incorporating SUDS techniques into the design of any development.

SuDS retrofit potential shall be applied at each site, subject to the site specific conditions. Roads residential streets and large car parking areas, provide an important opportunity to introduce green infrastructure measures and retrofit SuDS.

All planning application where feasible, shall be required to submit proposals for retrofitting new measures for controlling surface water run-off, this shall be included in the surface water management plan.



The surface water discharge from all sites shall replicate Greenfield runoff rates by limiting flow by means of flow control devices constructed to the requirements of Dublin City Council.

For large existing sites, where development is partially complete, the developer may be required to confirm that the infrastructure required to facilitate existing development and any proposed future development is in place. This may require the submission of condition surveys (as-constructed drawings, CCTV surveys etc.) of constructed sewers and water mains and the completion of any necessary infrastructure prior to commencement of any further development.

Developer(s) shall be required to submit a construction programme setting out a planned programme or the management/recovery & disposal of construction/demolition waste material generated at the site, in accordance with the national waste management legislation, at the planning application stage.

The following policies and objectives are set out

#### Policies

- ISP1** It is the policy of the Council that infrastructure delivery shall facilitate and enhance the redevelopment of the North Fringe LAP area to achieve its potential as a Key Developing Area of the City, as identified in the Dublin City Development Plan.
- ISP2** To actively seek the funding and delivery of key infrastructure including water supply and waste water management to enable development in the North Fringe area.
- ISP3** To ensure that development is permitted in tandem with available water supply and only where network capacity is available. New development must include details on water conservation measures and demand management measures.
- ISP4** To manage development so that new schemes are permitted only where adequate capacity existing in the waste water network and at the treatment works at Ringsend.
- 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.

#### Objectives

- ISO1** To protect existing and future infrastructure through the protection of wayleaves and co-ordination of developments with the requirements of infrastructure service providers.
- ISO2** To 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 LAP area.
- 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.
- ISO4** All planning applications shall be required to submit a surface water drainage plan which will include proposals for the management of surface water within sites, and runoff rates from sites, protecting the water quality of the River Mayne and retrofitting best practice SuDS techniques on existing sites where possible.
- ISO5** To encourage provision of suitable high quality strategic telecommunications including fibre optic, broadband links and utilities (gas and electricity) infrastructure is provided for within LAP area.
- ISO6** To require all proposed developments to carry out a detailed Flood Risk Assessment in accordance with the Departmental Guidelines on Flood Risk Management.
- ISO7** All new developments shall be required to comply with the standards set out in the Greater Dublin Strategic Drainage Study (GSDSDS).
- 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.



Fig 14.1 Utilities Map





## 15.0 Sustainability Strategy

Developing the LAP area in a sustainable way will help to provide opportunities for citizens to live and work close to the city centre, close to the suburban communities they may have grown up in and close to the natural amenities of the coast and north County Dublin. The opportunity is presented by the LAP is to consolidate the city and prevent sprawl and encroachment into further green field areas.

### 15.1 Introduction

A sustainable approach to developing the local area has been an underlying theme throughout each strategy outlined in this LAP.

The developing lands in the LAP area are designated, zoned and serviced to accommodate a range of potential new uses but in particular to provide opportunities for living and working close to public transport facilities and integrate commercial, community and amenity services for new residents and workers in the area.

The ethos for new developments is to use the land resource efficiently, maximising the opportunity to create a threshold of people and activity that helps to create lively neighbourhoods and service centres. Using the land resource efficiently allows opportunity to integrate amenity areas, open space and natural habitats in a way that is accessible and integral to the design and layout of schemes.

A sustainable neighbourhood is defined in the Dublin City Council Development Plan 2011-2017 as a neighbourhood where a broad range of facilities and services are integrated with residential areas. The distances people travel for different activities as part of their life are short and conducive to the use of public transport, walking and cycling. Developing a sustainable neighbourhood in accordance with this principal is an overarching aim of the strategies set out in the LAP

### 15.2 Sustainable Strategy of the North Fringe Action Area Plan 2000.

The overall ethos of developing new homes and places to work in a manner that was integrated with new public transport infrastructure and in a consolidated layout that used the resource of serviced land efficiently is based on best practice sustainable principles in urban design and is encouraged by national, regional and city guidelines and policies.

The NFAAP stated that the plan would adopt an urban model which places public transport, increased density and a mix of uses at its core. This model contrasts with the existing low density, highly car dependant suburban developments which are both wasteful of valuable land and incapable of sustaining a viable mix of uses.

This sustainable vision is considered robust and important for the proper planning and sustainable development of the local area today as it was when set under the NFAAP.

### 15.3 Aims of the LAP Sustainable Strategy

A sustainable vision for the local area is incorporated in the many interrelated strategies and aims for the LAP area. To summarise from the preceding sections of the LAP, these include:

- I. Optimal use of public transport, walking and cycling through the area and reduce the incentives to use private car, consume fossil fuels and generate CO<sup>2</sup> emissions as part of commuting and local generated trips.
- II. The delivery of green routes, linear parks and creation of a local Sustainable Travel Strategy
- III. The priority completion of movement infrastructure with next phases of development.
- IV. Sustainable forms of design including high quality/sustainable density, green design techniques, energy efficient buildings and life long adaptable homes.
- V. A sustainable threshold of people to support services and public transport.
- VI. Opportunities for employment activity close to people's homes and integrated with public transport access.
- VII. Maximise opportunities for open space, greenery , green routes and protection of the natural environment as defining characteristics of the developing area including their priority in phasing proposals.
- VIII. Integrate social and community facilities to provide people with the services they need close to their homes to encourage life time residency and strengthen the community.
- IX. Maximise integration with the established communities (such as Donaghmede and Baldoyle) and promote synergies with the use of facilities in both the developing and established areas.
- X. Use vacant lands and buildings for temporary uses in the interim period to enliven the area, create environmental and aesthetic improvements and produce a valuable return to the community in areas that are otherwise dormant.

These aims of the LAP and the policies and objectives set out for each strategy in the LAP embody sustainable principles. They build upon and help deliver many policies and actions already in place for the city (outlined in the following sections) to create a sustainable city.

The sustainability strategy of this LAP, in augmentation of achieving the above stated aims, will incorporate innovations and best practice in sustainable development as advocated in policies of Dublin City Council and summarised in the following sections.

### 15.4 Framework for Sustainable Dublin

A sustainable approach to delivering the six integrated themes of economic, social, cultural, urban form/spatial, movement and environment in both plan making and the design of urban projects is an integral requirement for the future planning and development of the city (as outlined under the Dublin City Development Plan 2011-2017).

Having regard to these themes will help to create compact, walkable and well connected communities with a high quality environment.

To guide the sustainable development of the city and deliver on these six key themes, the Dublin City Development Plan 2011-2017 sets out the Framework for Sustainable Dublin (FSD) as a tool to guide and plan the progress towards a sustainable society for Dublin.

In addition to assisting the city make a transition from to a low carbon based sustainable society, the framework will also help to promote a healthy and vibrant city that gives a high quality of life standard to its citizens.

The FSD is applied at five levels including:

#### Joined up systems

An understanding of the physical environment around us and how the functions carried out by the Council impact on it. It can be applied to adopting the six themes in all plan making and working co-operatively with other agencies and stakeholders to protect the environment in plan making and projects.

#### Vision Level

Have a shared and agreed vision for a sustainable Dublin in line with international, national and regional visions and goals.

#### Strategic Level

Ensuring the implementation and achievement of a sustainable Dublin through the policies made under the Development Plan. Actions that assist the making of a sustainable city should be prioritised.

#### Actions Level

Implementation of sustainable actions and policies as an integral part of planning, designing and regulating developments and projects.



## Tools Level

It is important to measure trends, progress and improvements in the goal of achieving a sustainable city. Policies can adapt and become responsive to areas of strength and weakness. Monitoring plans and projects and periodically reviewing progress through a set of indicators are important tools to achieve this.

The LAP as a statutory planning document transposes sustainable policies from the international, national, regional and city levels to the local level. The LAP is an opportunity therefore to apply and deliver on the Framework for Sustainable Dublin at a local level.

### 15.5 Sustainability in Design

It is policy of Dublin City Council to provide quality homes in a compact city form and achieve sustainable design throughout buildings, schemes and the overall neighbourhood.

Through guidance, the LAP can seek the achievement of sustainable design and building principles. Sustainable design in buildings will be promoted by requiring:

- I. Design to local environmental conditions
- II. Design for minimum waste and adapt sustainable waste management practice.
- III. Minimise energy in construction and use
- IV. Conserve and enhance biodiversity
- V. Promote opportunities for integration of renewable energy
- VI. Design for flexibility and deconstruction
- VII. Conserve water resources in construction and in use.
- VIII. Require the use of all best practice standards in the design of new buildings to include innovations and technological advances in environmentally sustainable design (use of Green Infrastructure techniques in particular).
- IX. Provide for accessible local recycling facilities and composting (individual and community based).

Policies of the Dublin City Development Plan 2011-2017 (Chapter 11), Guiding Principles (Chapter 16) and Development Standards (Chapter 17) provide effective guidance for sustainable design and will be sought for all future development proposals in the LAP area.

In particular, the Green Infrastructure Guiding Principles as set out under Section 16.2 of the Development Plan must be adhered to for all future developments in the LAP area.

Department of the Environment Heritage and Local Government Guidelines including Quality Housing for Sustainable Communities, Sustainable Residential Development in Urban Areas and Urban Design Manual are all important and valuable guideline documents to assist the sustainable design of developments in the LAP area.

The Green City Guidelines: Advice for the protection and enhancement of biodiversity in medium to high density urban developments is also a valuable design guidance resource for urban projects proposed within the LAP area.



Fig. 15.1 DoEHLG Guidelines for Best Practice Guidelines; Delivering Homes Sustaining Communities

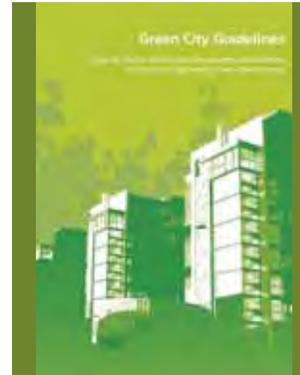


Fig 15.2 Green City Guidelines

### 15.6 Climate Change Strategy for Dublin City 2008-2012

This strategy was prepared to minimise the effects of climate change for the city and promote a response at the local level to adapt behaviour, increase energy efficiency and reduce emissions within our communities.

Areas of land use planning that can help to influence such change include:

- I. Promoting energy efficiency in building design.
- II. Sustainable retrofitting of buildings to become more energy efficient.
- III. Promote renewable energy to service urban developments.
- IV. Consolidation of development with higher density formats integrated with public transport infrastructure.
- V. Promote improvements in public transportation, access to services and mobility management plans in projects with high employment potential.

- VI. Promote a pedestrian and cyclist friendly city.
- VII. Promote efficient waste management and recycling in local areas promote the opportunity for energy recovery within the city.
- VIII. Increase the quality and extent of public open space, tree planting, green corridors and protect natural heritage.

The LAP can influence the achievement of progress under each of these sustainable themes at the local level to address the issue of climate change and environmental improvement.

### 15.7 Dublin City Sustainable Energy Action Plan 2010-2020

The Dublin City Sustainable Energy Action Plan was prepared by Codema with Dublin City Council to promote the principles of best energy policy and to create an energy smart capital city by 2030.

This plan incorporates the priorities as outlined under the earlier Climate Change Strategy for Dublin City 2008-2012.

Dublin city has signed a commitment with other European cities to achieve a 33% reduction in energy consumption by 2020.

The Sustainable Energy Action Plan identifies clear objectives, measurable energy consumption trends and targets and a schedule of actions to achieve this goal.

The overall objectives of the plan are to:

- I. Reduce the economic expenditure on energy for citizens, council and business.
- II. Reduce Dublin's per capita CO2 emissions.
- III. Reduce Dublin's dependence on imported fuel.
- IV. Make Dublin a more competitive and attractive destination for business through modern and efficient energy infrastructure and pricing.
- V. Increase Dublin's share of renewable and sustainable energy systems.
- VI. Encourage an environment that fosters and supports wellbeing for its present and future citizens.

Using baseline 2006 data, the plan demonstrates that the city consumes 22.0 TWh of primary energy per year, equivalent to 1.9 million tonnes of oil, natural gas and renewable energy. In the process, the city emits c 5 million tonnes of greenhouse gas carbon dioxide (CO2) which represents 9.7 tonnes CO2/capita/year.



Residential and commercial buildings account for 55% of the total CO2 emissions and represent the biggest possible opportunity for CO2 abatement in Dublin.

Actions under the plan promote:

- High standards in sustainable energy design including high performance with Building Energy Rating and promote innovation through design (for example carbon neutral housing).
- Greater awareness in the home and workplace on how to reduce energy wastage and make energy savings (Switch Off campaigns and Energy Smart Communities initiatives).
- The expansion and improvements in public transport (especially green electro- mobility), pedestrian routes and cycle corridors.
- Implementation of a Citywide District Heating Network
- Develop small scaled CHP, solar, hydro and urban wind projects which, when combined, have considerable gross renewable energy potential.
- Utilise existing and planned infrastructure for renewable energy, such as CHP from the Ringsend Waste Water Treatment Works.

The long term vision of the plan shows how the introduction of carbon neutral and low energy buildings, improvements in information technology and the development of a low carbon transport system will help to reduce its carbon emissions by 50% in a twenty year period.

The LAP will promote sustainable practices and help the city to achieve its targets under the Dublin City Sustainable Energy Action Plan.

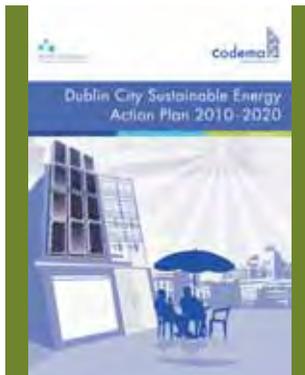


Fig. 15.3 The Dublin City Sustainable Energy Action Plan 2010 - 2020

## 15.8 Sustainability Indicators Framework 2011: Towards a Sustainable Dublin Region

This project and the reports produced by it, funded by the Dublin Regional Authority and delivered by TrinityHaus, is a partner project to the Dublin City Council Sustainability Report 2011.

The aims of the project are to develop the following:

- A shared vision of sustainability for the region.
- A selection of a suite of headline sustainability indicators that measures progress towards this vision.
- To baseline the current position of the Dublin Region
- To allow international comparisons and be open and transparent about our performance.

The shared vision is for a city region where people will seek to live, work and enjoy as a matter of choice. Key themes in this vision include:

**Connectivity, environmental protection and enhancement, coherent integration, livability and livelihood, economic success and innovation, improved quality of life and social cohesion, governance and active citizenship, resilience, and evidence based decision making.**

The suite of indicators set out in this report are grouped into three key concepts (economic, social and environmental). There are ten themes from which appropriate and measurable indicators are derived to measure progress towards achieving the sustainable vision. These are:

**Economy:** Indicators are set up to monitor progress in economic prosperity and livelihood, innovation and education, health and well being, culture, arts and heritage.

**Social:** Indicators are setup to monitor progress in community engagement, spatial and infrastructure planning, transport and movement.

**Environment:** Indicators are set up to monitor progress in resource management and use, climate change and energy, biodiversity and environmental protection.

These themes have a direct relevance for policy making and implementation of actions under the LAP

The implementation of policies under the LAP will create indicators that demonstrate progress towards the development of sustainable local neighbourhoods in the LAP area.

The phasing, implementation and monitoring strategy of the LAP in particular will contribute important information for indicator projects which chart the city's progression towards sustainable development such as the Sustainability Indicators Framework.



Fig 15.4 The Sustainability Indicators Framework Report 2011  
More information on this project can be obtained from the Creative Dublin Alliance website [www.creativedublinalliance.ie](http://www.creativedublinalliance.ie)

## 15.9 Sustainability Strategy

The LAP provides an opportunity to implement best practice in sustainable design and sustainable practices across all strategies as set out in this document.

Sustainability is an overarching theme that connects each strategy in the LAP towards the achievement of high quality sustainable neighbourhoods in the local area.

The ambition for the LAP area should be high with respect to its potential to become an innovative and best practice example of sustainable neighbourhoods in action.

The phasing, implementation and monitoring of actions under the LAP provide the opportunity to guide this progression.

The LAP can contribute meaningfully to the important indicator projects at the city and regional level which measure the city's progress towards sustainable development.



An example of best practice in sustainable design and planning, and one studied by Dublin City Council, is the Hammerby Sjostad district of Stockholm Sweden. This project transformed former brownfield lands into a carbon neutral settlement with attractive higher density residential areas, mixed uses, parks and green public spaces, all designed to maximise the benefits of an attractive waterside setting. Homes were built conforming to high technical standards in sustainable design. Transport is facilitated by fast public transport connections (new rail), walking and cycle paths and car pooling. Planning and environmental priorities for the district were clearly set and adhered to through all stages of the project. It is a positive example of integrating sustainable design principles as the key requirement of planning, design, phasing and development with a resulting unique and high quality district of the city. The development of the LAP area should have equally high quality and sustainable design goals and aspire to such positive examples in urban planning.



The following policies and objectives are set out:

**SSP 1** To support sustainable design and sustainable formats of development in the LAP area which will help Dublin City Council achieve its targets in reducing energy consumption and reducing carbon dioxide emissions in accordance with the Dublin City Energy Action Plan.

**SSP2** To implement the principles of the Framework for Sustainable Dublin as set out under the Dublin City Development Plan 2011-2017 at the local level and incorporate sustainable principles across all strategies for future development (both short term and long term) as identified in the LAP.

**Objectives:**

**SSO1** To seek best practice in sustainable design and incorporation of green technology for all future development proposals in the LAP area across the levels of the individual buildings, the overall scheme and overall neighbourhood.

**SSO2** To encourage the development of exemplary projects within the LAP area that demonstrate best practice in energy efficiency (both residential and commercial) and sustainable design.

**SSO3** To prioritise actions under the LAP through an effective phasing programme that help to complete the development of sustainable walkable neighbourhoods with particular emphasis on, promotion of public transport, promotion of sustainable movement, promotion of consolidating areas of development with sustainable densities and enhancement of the environment and open space.

**SSO4** To facilitate the provision of employment uses in close proximity to residential areas to increase the opportunity for working close to the home (and thereby reducing the extent of work related commuter journeys).

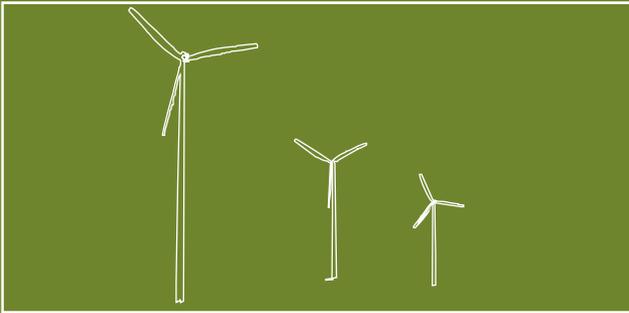
**SSO5** To ensure that the phasing, implementation and monitoring strategy of the LAP will contribute to indicator projects for Dublin City including the Sustainability Indicators Framework that measures progress and assists policy making towards improving the quality of the environment and creating a highly sustainable city.



# Phasing & Implementation

## Section C

### local area plan







# 16.0 PHASING & IMPLEMENTATION STRATEGY

## 16.1 Interim Priorities : Realising the Assets

For Dublin City Council, the long term success of the Clongriffin-Belmayne as part of a vibrant mixed use neighbourhood will be advanced if a set of interim actions are agreed upon, facilitated and put in place.

The consultation process undertaken in preparation of the Local Area Plan, with the community, elected Councillors, North Fringe Forum, Dublin City Council Departments and key stakeholders, has consistently identified the importance of interim actions.

These actions will assist the existing community, help prepare sites for future development and help rebrand the Clongriffin-Belmayne area, thus marketing the location more successfully as a place to live and work in.

These measures will also help to improve the quality of life for existing residents and workers. Developing a sense of pride and confidence in the location will help to encourage long term occupancy, retain and increase the population level and thus give greater viability for future business proposals, services provision and residential uptake.

The actions are complimentary to each other, reflect key elements of the strategies set out in this LAP and collectively, if enacted, they will help to deliver real change and positive progress on the ground for the community, workers, visitors and potential investors to witness.

The interim priority actions can be summarised as:

- 1: Complete distributor road connections.
- 2: Provide a green way route to open permeable access through large vacant sites.
- 3: Re-organise the singular and extensive vacant sites into a well ordered and visually improved series of next phase plots.
- 4: For sites awaiting future development, temporary reinstatement works should be enacted.
- 5: The establishment of viable temporary uses on sites not likely to develop in the short to medium term, such as allotments.
- 6: Promote the development of high profile amenity and tourist projects such as the planned greenway connecting the developing area to Baldoyle Estuary and promoting the use of the flagship Fr. Collins Park.
- 7: Complete important cross boundary street infrastructure that encourages maximum local movement and integration between developing communities in both DCC and Fingal (cross rail links).

Dublin City Council have consulted with the National Assets Management Agency and the key landowners to communicate the importance of achieving the above measures as a priority of this LAP. In addition to improvements from the community's perspective, the benefits of assisting the market to respond positively to investment opportunities, of increasing movement and thus vitality to stimulate the local economy and of achieving positive identity for the lands yet to complete development were communicated and agreed as optimal outcomes from delivering these actions.

The seven interim actions form the basis of an interim strategy which will receive priority focus for implementation under the LAP. Progress on these actions is a requirement on all developers and stakeholders to advance the long term strategy of completing out a successful and sustainable neighbourhood in this area. Effective co-operation and co-ordination between all stakeholders, public and private, is required and will be structured into the Phasing and Implementation Strategy of the LAP.

The following diagrams, explanation notes and maps summarise the Interim Strategy of the LAP.

Fig 16.1 Interim Priorities Aerial



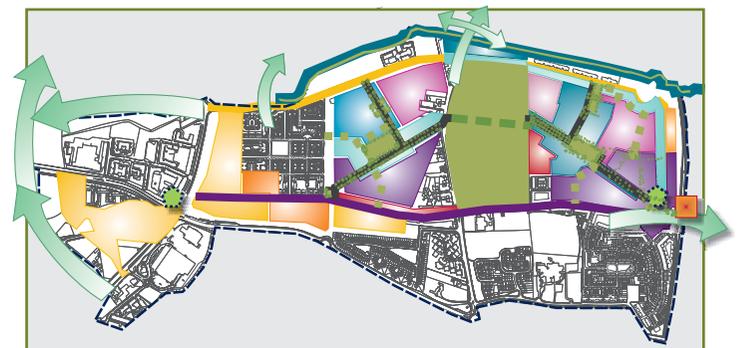
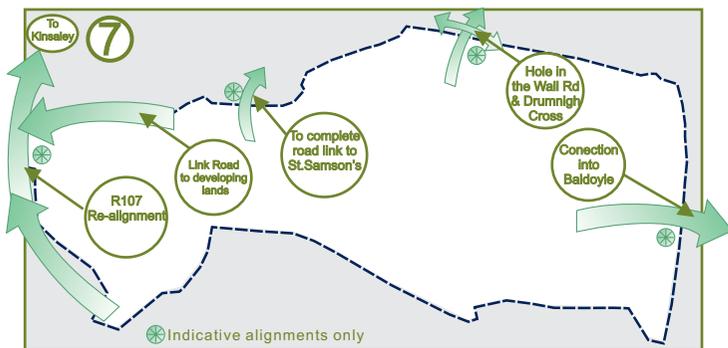
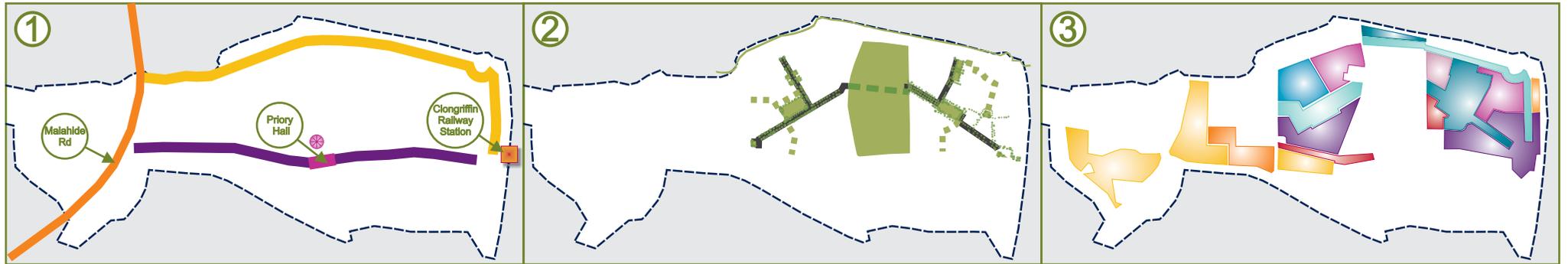
### Legend

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>① Complete distributor road connections.</li> <li>② Provide a green way route to open permeable access through large vacant sites.</li> <li>③ Re-organise the singular and extensive vacant sites into a well ordered and visually improved series of next phase plots.</li> <li>④ For sites awaiting future development, temporary reinstatement works should be enacted.</li> <li>⑤ The establishment of viable temporary uses on sites not likely to develop in the short to medium term, such as allotments.</li> <li>⑥ Bring forward the development of a high profile amenity and tourist project such as greenway connecting the developing area to Baldoyle Estuary .</li> </ol> | <ol style="list-style-type: none"> <li>⑦ Complete important cross boundary street infrastructure that encourages maximum local movement and integration between developing communities in both DCC and Fingal (cross rail links). Also complete the key infrastructure projects of: <ul style="list-style-type: none"> <li>● R107 Re-alignment / R139/R107 Junction by-pass</li> <li>● Hole in the Wall Road / Drumnigh Cross improvement</li> <li>● Cross rail links for pedestrians &amp; cyclists into Baldoyle - Stapolin LAP</li> <li>● Complete connection between St.Samson's &amp; Belmayne</li> </ul> </li> </ol> |
|---|--|





Fig 16.2 Interim Priorities : Realising the Assets





① Completion of internal street network for ease of access into and through the developing lands. Completing the northern street and the main street, which are key distributor roads for both vehicular access and public transport, will facilitate better access and movement and assist integration between the new residential estates on site.

✳ Note that the Priory Hall development, and a key section of the Main Street running through it, present a barrier to completing the main street distributor road.

② To re-organise the extent of very large vacant sites. Which are both visual and physical barriers. A diagonal green route is part of the planning permission for future phases. This route would be attractive for pedestrian and cyclist movement. Providing this route will help make the large vacant sites more accessible & manageable, allow visual improvements and allow permeable access east to west and north to south for residents. This will promote better access between residential areas and facilities such as Fr Collins Park, schools and public transport stations. It will also improve safety & provide the opportunity to install public lighting and connect Marrisfield to the town centre more successfully.

③ Using the green route to identify suitable phasing parcels, a sequenced hierarchy of next phase developments should be identified on site. These phases should be of an appropriate scale to assist the incremental development and consolidation of the developing area and should assist the provision of access infrastructure as identified in 1 and 2 above. Sites for future development should have more aesthetically appropriate boundary treatment (such as fencing) which allows visual transparency to improve passive surveillance.

④ On sites pending future development, temporary reinstatement works including removal of debris, levelling off soil mounds and grass seeding should be carried out to create a well managed and ordered appearance to the developing lands. There are potential positives in this for sustainable drainage, bio diversity and improved visual amenity. There are dividends for creating positive first impressions, improving the quality of life for residents, promoting the location and the availability of well managed serviced land and marketing the location for residential and commercial investment. Such works gain public notice and appreciation, can be pioneering and set positive precedents.

⑤ Viable temporary uses could be explored on lands that are unlikely to develop in the short to medium term including uses that engender community development, create positive marketing of the location and have potential to generate modest financial return. Community gardens and allotment projects would be particularly suitable. There are successful examples within the city of management and operation of allotments. Suitable locations could include sites where planned future public open space is intended.

⑥ Marketing the assets of the location, in particular the access to the amenities of the coast would be beneficial in creating positive perceptions of the developing area. A greenway connecting the river Mayne to Baldoyle Estuary is part of the planning applications permitted and original concepts for this area. It would assist integration between new residential estates on both the DCC and Fingal Council side of the boundary, provide an attractive recreational amenity that helps to develop the sense of community and provide a tourist/recreation feature that could be marketed to bring attention to the lands and the attributes of the location. A positive precedent (albeit on a larger scale) is the Great Western Greenway in County Mayo which has significantly boosted tourism revenues and visits to locations along its route.

⑦ Maximise the potential to integrate the developing area with its hinterland catchment to facilitate ease of access for people moving between new commercial locations, public transport stations, community facilities and recreational amenities. The higher the level of local passing movement, the more life and viability will be injected into the developing area and its designated town centres. Achieving a successful street connection across the rail line to the developing area on the Fingal Council side is important to encourage and achieve such local interaction and activity. Such infrastructure is already in place on the DCC side but needs to be matched, as originally planned, on the Fingal side.

Further key infrastructure projects that are essential for improved access, transport capacity and connections to the area are:

- R07/R139 Malahide Junction by-pass as part of the R107 re-alignment
- Drumnigh Cross/Hole in the wall road improvement scheme.
- Cross rail connections (pedestrians & cyclists) into the Baldoyle - Stapolin LAP, particularly at the town centre in Clongriffin.
- Complete connection between St. Samson's & Belmayne



## 16.2 Long term Strategy : Phasing Priorities

The emphasis on phasing next developments shall be to achieve positive integration of any new proposal with the existing residential developments which are currently separated from each other, in particular the locations of Belmayne, Marrsfield and Clongriffin.

The overriding aim of a phasing sequence promoted under the LAP and the priorities underpinning it is to improve the quality of life for existing and future residents, capitalise on the investments to date in providing physical and amenity infrastructure and market the advantages of this location as a strategically positioned key developing area in the context of the overall city and region.

The phasing strategy for the LAP will be based on the following priorities:

- 1) Achieve the completion of the internal street network to improve movement across the Z14 zoned developing lands and connect communities.
- 2) Prioritise walking and cycling routes that connect new residential estates in a direct way with local facilities that include Fr Collin's Park, the rail station, bus stops, town centre services and school facilities.
- 3) Deliver a sequence of interconnected neighbourhood parks along a green route suitable for walking and cycling and maximise the integration of this route and parkland amenities with development lands adjoining.
- 4) Create a well defined sequence of next phase sites, with appropriate boundary treatments and improved physical and visual condition of vacant sites awaiting future development.
- 5) Deliver incremental progress towards achieving a coherent spatial structure for the overall area with legible distinction between residential character areas, buildings defining important movement routes, buildings defining important park locations and buildings that define the key town centres.
- 6) Require that the next planning applications seeking development /modification to previous permissions include within the application key sections of the internal street network, green route and open space network to incrementally achieve the completion of these services.
- 7) Require that the next planning applications seeking development/modifications to previous permissions include within the planning application a management plan that demonstrates how the remaining vacant lands will be appropriately treated and bounded.

In consultation with the landowners and NAMA, who are key stakeholders to implement positive progress in the area and completion of the developing lands, a phasing strategy is presented which;

- (a) is considered to be responsive to the current and forecast property markets,
- (b) brings forward the optimal locations to help re-integrate separate residential developments into an overall coherent spatial structure
- (c) capitalises, through good integration, on investment in services and infrastructure made to date and
- (d) helps to achieve the priorities 1-7 as outlined above.

### Rules for Flexibility on Phasing Proposals.

In recognition of different land ownerships, co-ordinating the completion of infrastructure and the importance of expediting on site progress, it is important that the next phases of development are facilitated at both the Clongriffin and Belmayne sides at similar time scales as far as possible.

To promote the sustainable integration of mixed land uses and public transportation facilities and complete the robust spatial structure envisioned for this area under the North Fringe Action Area Plan 2000, development and consolidation of the town centres and Main Street boulevard connecting them shall remain key priorities for the Council under the LAP.

Although completion of town centres is more likely in a longer term horizon, proposals that further progress development in these areas will be encouraged as they service the residential districts of the LAP and adjoining communities.

The phasing sequence will therefore be flexible to encourage progress of both the residential districts and main mixed use commercial districts of the LAP where achievement of the phasing priorities (points 1-7) are demonstrated.

No future phase of development will be permitted under the LAP which would lead to an isolated or disjointed character of development. Justification of a proposal against the phasing priorities (points 1-7) will be required for all future applications.

### Implementation and Monitoring of Progress under the LAP

An effective implementation of the strategies proposed under the LAP and delivery of tangible progress in the area will be best achieved where each objective of the LAP is set out with a clear indication of how achievement of the objective can be measured, the responsibility and role of key stakeholders towards achieving it and estimated time frames for delivery.

In doing so, the implementation and monitoring mechanisms of the LAP will identify progress where achieved, obstacles which require actions and indicators which provide valuable information for the community, potential investors and the Council in the extent of progress made towards achieving the proper planning and sustainable development of the local area.

It is the role of Dublin City Council to put in place a structure for the continual monitoring and progress review of the LAP and its objectives. It is also the role of the Council to co-ordinate with the relevant stakeholders who, beyond the remit of Dublin City Council, have key roles in either directly providing or through collaboration providing projects in the LAP area.

Appendix 1 provides the template for the future monitoring of progress under the LAP.



Fig 16.3 Land Ownership Map

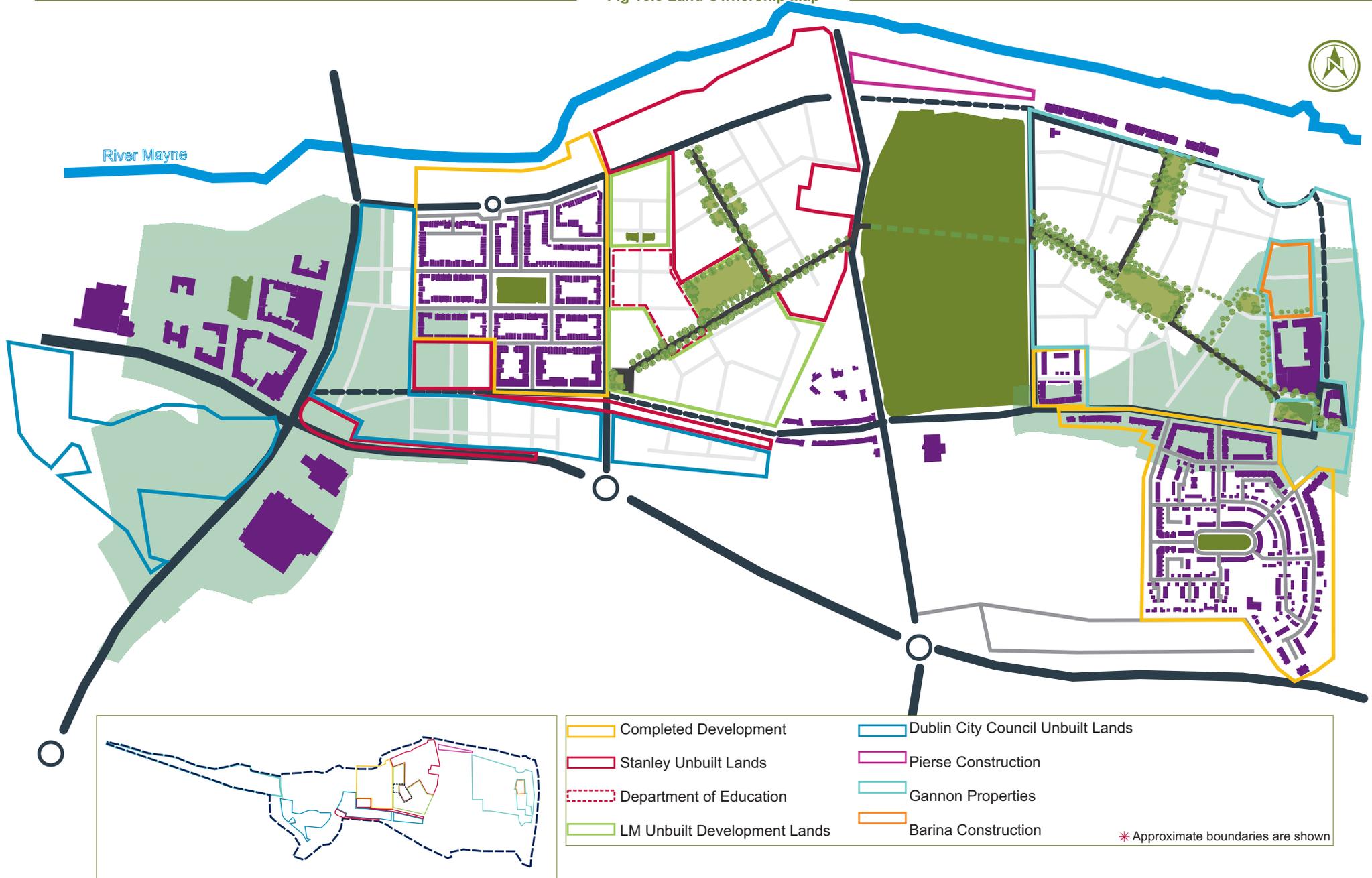




Fig 16.4 Long Term Strategy : Phasing Priorities Map





1

Phase	Character of Development	Infrastructure Requirement
<p><b>Next Phase 1</b> <b>Clongriffin</b></p> <p>Development in this location will integrate Marrsfield with Clongriffin Town Centre. It will assist the opening of permeable street connections between the north distributor road and town centre services.</p> <p>It will assist delivery of walking and cycling routes and a neighbourhood park which are key elements of the integrated Green Route. It will help to consolidate a residential base to support town centre services.</p> <p>A priority for this phase will be the completion and opening of the northern distributor road connecting Belmayne to Clongriffin Rail Station. This will improve east/west and north/south movement between communities and facilitate improved access to the town centre location.</p> <p>An important aspect of this phase will also be to complete sections of the linear park along the river Mayne and progress the extension of this route east to connect with amenity zoned lands in the Baldoyle-Stapolin LAP area and west to integrate with sections of a linear park already completed to the north of Belmayne.</p> <p>Improving cross rail connections at the town centre (pedestrian and cyclists) to integrate the town centre with the existing residential communities in the Baldoyle-Stapolin LAP should also be progressed with Fingal in tandem with next first phase development.</p>	<p><b>Approximate Area:</b> 8.1 ha (excluding distributor road)</p> <p><b>Indicative Land Use:</b> Residential area primarily. Other uses within this phase may include community, institution, health, recreation and amenity uses, all of which would be compatible with residential uses adjoining.</p> <p><b>Indicative Design and Scale:</b> Residential cells within this area shall provide active residential frontages to all streets. A fine grain of development is expected with a regular pattern of front gardens/terraces and front doors addressing the streetscape. Residential units shall provide family suitable, high quality homes in heights between 2-3 storeys. On corner locations and where frontages address public open space, heights of 3-4 storeys are required. Inclusion of high quality apartment units in corner blocks shall be considered. Some vertical height element to mark an institutional or community building may be permitted subject to appropriate design and location context.</p> <p><b>Indicative Residential Density:</b> A net residential density of in general 50 units/ha is envisaged in this phase to promote sustainable development, a walkable neighbourhood, build the population base to support local services and maximise access to public transport. This density is considered a good balance to achieve quality family housing, mixed typologies and still ensure sustainable use of the land resource. It also recognises the 1 km catchment from the rail station at Clongriffin.</p> <p><b>Indicative Number of Residential Units:</b> Assuming residential uses solely, c 400 units could be yielded using the average density target. However, it is recognised that a mix of other uses (including community and institutional) and enhanced open space amenities (delivery of the green route and local parks) will influence the residential yield within that phase. These are still important uses for developing the community and will integrate successfully with residential uses.</p>	<p><b>Roads</b></p> <p>Northern Distributor Road partly completed. Requires full completion and opening to Station Square in tandem with Phase 1.</p> <p>Internal street network laid but requires finishing courses. This includes key sections of the Green Route which will link Fr Collins Park to Station Square.</p> <p>Connections (pedestrian and cyclist) across the rail line into the Baldoyle-Stapolin LAP area, to connect communities and services, shall be advanced during this phase including sections of the linear park along the River Mayne. It is also a priority to seek improved pedestrian/cyclist cross rail connections at Clongriffin Rail Station in tandem with Phase 1 in consultation with Fingal County Council</p> <p><b>Drainage and Water</b></p> <p>Principal water and drainage mains completed.</p> <p>Internal network of foul sewer, surface water sewer and water mains mostly complete</p> <p>Surface water management systems in progress including retention pond (SUDS feature)</p>
<p><b>Belmayne</b></p> <p>A new primary school campus for Educate Together Belmayne and St Francis of Assisi shall be developed in this location providing frontage to Belmayne Avenue. This facility will replace the existing temporary school buildings in Belmayne. It will be a requirement to complete and open permeable street connections with this phase, in particular walking and cycling routes that connect the school with housing areas.</p> <p>In particular, completing and opening walking and cycling routes to the west that connect Fr Collins Park to Belmayne Avenue, an important section of the Green Route, will be required before future phases can proceed.</p> <p>Development in this phase will also provide the opportunity to lay out a neighbourhood park, accessible to the school for synergies and an important part of the Green Route. .</p> <p>Residential frontages should accompany the provision of the park and green route for good active frontages and enlivenment along this route and within the park for users.</p> <p>The residential area within Phase 1 will provide frontages onto Belmayne Avenue and Parkside Boulevard, integrate existing housing in Belmayne with</p>	<p><b>Approximate Area:</b> 1.76 ha for the schools site and green route and c 5.16ha for the residential area.</p> <p><b>Indicative Land Use:</b> Educational and community uses primarily. The development of the school sites will provide an important catalyst to progress development on vacant lands east of Belmayne Avenue, in particular residential uses in next phases.</p> <p><b>Indicative Design and Scale:</b> The educational buildings will have a height range of 1-3 storeys. The design of the educational campus will require due consideration on street frontages and integration of the school site with residential uses under next phases.</p> <p><b>Indicative Residential Density:</b> This phase is envisaged as educational/community use with accompanying residential uses to create a streetscape on approach to the school, address the green route, the local park and generate activity close to the proposed school and green route amenities. The indicative density reflects the location beyond the immediate 1km catchment of the rail station but still recognises the importance of sustainable development patterns, building the population base and promoting good access to public transport services. A residential density of 35-50 units per ha is envisaged as part of this phase. An indicative housing yield using these densities is between 180-258 units.</p>	<p><b>Roads</b></p> <p>The completion of the section of Main Street between Belmayne Avenue and the boundary with Priory Hall requires a successful integration of this route through Priory Hall to improve access and mobility east to west between the communities of Belmayne and Clongriffin. This route is also of strategic importance to substantially complete the Main Street Boulevard and complete essential infrastructure as outlined under original planning application conditions. Consultation between the landowners and Dublin City Council is encouraged to expedite the completion of this route in the medium term (as part of the overall resolution process at Priory Hall, to provide key public transport connectivity and, if feasible, by completion of Phase 2), allow potential pedestrian and cyclist mobility in the interim and assess the feasibility of interim land uses on sites adjoining the route likely to remain vacant until later phases.</p> <p>Linking the Northern Distributor where it crosses Hole in the Wall Road should be completed with this phase to open the distributor road route fully from the R107 to Station Square.</p> <p>Internal Street network not advanced east of Belmayne Avenue and requires</p>





new housing areas and successfully frame new routes and public open space. This area is needed to enhance the viability for developers to fund and complete infrastructure (streets and the green route network) in tandem with the residential and school developments.

construction. Streets that frame the diagonal green route connecting to Hole in the Wall Road require completion.

The priority for completing street infrastructure during this phase will be the strengthening of local connections to public transport services. Incremental developments that assist the completion of these links must be facilitated to improve local movement and consolidate the developing area.

In consultation with the NTA, DCC will provide traffic impact analysis of existing and projected traffic movements to guide the completion of street infrastructure, including advancement of the R107 realignment to accommodate medium- longer term development.

**Drainage and Water**

Principal water and drainage mains completed.

An integrated surface water management masterplan for the Belmayne lands needs completion. This plan requires innovations in SUDS design.

Internal network of foul sewer, surface water sewer and water mains incomplete east of Belmayne Avenue.



2

Phase	Character of Development	Infrastructure Requirement
<p><b>Next Phase 2</b> <b>Clongriffin</b></p> <p>To develop residential frontages framing the access road to the east side of Fr Collins Park and to the south of the north distributor road and framing the green route connecting the proposed Panhandel Park to Fr Collins Park. These developments will help to consolidate residential uses between the Main Street and north distributor road and integrate existing housing areas in both locations with new development.</p> <p>Continued progress in developing the linear park along the river Mayne and extending it eastwards to integrate with amenity designated lands in the Baldoyle -Stapolin LAP and west to integrate with sections of the linear park already completed north of Belmayne.</p> <p>Part of Phase 2 works should also seek completion of the linear residential development north of Fr Collins Park providing frontage to the distributor road to its south and defining the route of the linear park to its north. Progressing the linear park in this area is a priority and should proceed pending development of the residential elements.</p> <p>Temporary use of vacant land adjoining the linear park route may be considered appropriate should the residential elements of the phase not progress at the same pace as developing the park.</p> <p>Completion of linear development east of Marrsfield to frame the distributor road and complete development framing the linear park should also progress.</p>	<p><b>Approximate Area:</b>4.26ha (excluding Pierce Construction site)</p> <p><b>Indicative Land Use:</b> Residential uses primarily with opportunities for community, health and residential institution (a nursing home was previously permitted within this area).</p> <p><b>Indicative Design and Scale:</b> Buildings should successfully address street frontages (3 storeys to be included for buildings to the east of Fr Collins Park for either terraces or corner units) and 3-4 storeys considered for key corners. Attention should be given to the visual balance between residential development on the south side of the north distributor road and how it integrates with the existing heights of Marrsfield. A transition in lowering height southwards (moving from apartment units to houses) should be achieved with 3-4 storeys.</p> <p><b>Indicative Residential Density:</b> A net residential density of in general 50 units/ha is envisaged in this phase to promote sustainable development, a walkable neighbourhood, build the population base to support local services and maximise access to public transport. This density is considered a good balance to achieve quality family housing, mixed typologies and still ensure sustainable use of the land resource. It also recognises the 1 km catchment from the rail station at Clongriffin.</p> <p><b>Indicative Number of Residential Units:</b> The residential yield within these phases will depend on the mix of other uses, including for example health care as previously permitted but not enacted. Such uses will integrate well with residential uses and contribute to the community infrastructure within the LAP. An indicative housing yield using the average general density target of 50 units/ha would be approximately 213 units.</p>	<p><b>Roads</b></p> <p>By Phase 2, it is important to have in place:</p> <ul style="list-style-type: none"> <li>x A completed and open North Distributor Road connecting the R107 to Station Square.</li> <li>x The Green Route connecting Belmayne Avenue to Hole in the Wall Road on the west side of the LAP and connecting Fr Collins Park to Station Square on the east side of the LAP.</li> <li>x Pedestrian and cyclist links along the river Mayne connecting DCC and FCC amenity areas and communities.</li> <li>x Completed and open internal street networks that connect residential developments to services in north to south and east to west routes.</li> <li>x Optimal access to public transport service locations for the residential catchment achieved.</li> <li>x Improved connections (for pedestrians and cyclists ) across the rail line at Clongriffin Rail Station into the Baldoyle-Stapolin LAP area should be advanced with FCC during this phase.</li> <li>x Completion of the re-alignment of Hole in the Wall Road through to Drumming Cross in co-operation with FCC.</li> </ul> <p>The completion of the section of Main Street between Belmayne Avenue and the boundary with Priory Hall requires a successful integration of this route through Priory Hall to improve access and mobility east to west between the communities of Belmayne and Clongriffin. This route is also of strategic importance to substantially complete the Main Street Boulevard and complete essential infrastructure as outlined under original planning application conditions. Consultation between the landowners and Dublin City Council is encouraged to expedite the completion of this route in the medium term (as part of the overall resolution process at Priory Hall, to provide key public transport connectivity, and, if feasible, by completion of Phase 2), allow potential pedestrian and cyclist mobility in the interim and assess the feasibility of interim land uses on sites adjoining the route likely to remain vacant until later phases.</p> <p>Advancing to next phases of development through planning will be assessed on the extent of completion and opening of these routes which are considered key infrastructure requirements.</p> <p>In consultation with the NTA, DCC will provide traffic impact analysis of existing and projected traffic movements to guide the completion of street infrastructure, including advancement of the R107 realignment to accommodate medium- longer term development.</p>



		<p><b>Drainage and Water</b> As noted for earlier phases</p>
<p><b>Belmayne</b></p> <p>To complete residential development east of Phase 1 and integrate residential schemes between Belmayne Avenue and Hole in the Wall Road. This phase will provide residential frontages to the south side of the north distributor and onto Hole in the Wall Road. This will help to positively address key road frontages and the visual presentation of the development from important access roads. This phase will further promote integration between residential areas and the school campus site in Phase 1 and frame important sections of the green route with active frontages.</p> <p>It is important that in tandem with Phase 2 works, progress is continued for the completion and opening of the Main Street route as noted for Phase 1.</p>	<p><b>Approximate Area:</b> 6.25 ha.</p> <p><b>Indicative Land Use:</b> Residential primarily with opportunities for community or recreational uses associated with adjoining residential and educational uses.</p> <p><b>Indicative Scale:</b> Buildings should successfully address street frontages. 2, 3 and 4 storeys should be included for buildings to the south of the north distributor road, 3-4 storeys should address Hole in the Wall Road, 3-4 storeys should be considered for key corners and 2-3 storeys for house types in mid terraced locations within the residential cell.</p> <p><b>Indicative Residential Density:</b> This phase is envisaged as a residential phase primarily with high quality family housing achieved at sustainable densities. The indicative density reflects the location beyond the immediate 1km catchment of the rail station but still recognises the importance of sustainable development patterns, building the population base and promoting good access to public transport services. A residential density of 35-50 units per ha is envisaged as part of this phase.</p> <p><b>Indicative Number of Residential Units:</b> An approximate range between 219 and 312 residential units using the average density targets of 35-50 units/ha.</p>	<p><b>As noted above for Phase 1</b></p>



Phase	Character of Development	Infrastructure Requirement
<p><b>Next Phase 3</b> <b>Clongriffin</b></p> <p>To complete a network of residential streets connecting east to west between Fr Collin's Park and the distributor road and connecting north to south from the distributor road to the town centre in Clongriffin.</p> <p>Development in this phase will consolidate the residential character areas north of the town centre and fully integrate residential developments, the green route, parks and a hierarchy of residential streets back to the town centre. Completion of this phase will also help to generate the threshold of local population to sustain services and commercial uses within the town centre.</p>	<p><b>Approximate Area:</b> 5.3 ha</p> <p><b>Indicative Land Use:</b> Residential primarily with allowance for other uses that are compatible with residential amenity.</p> <p><b>Indicative Scale:</b> Buildings should successfully address street frontages. 2, 3 and 4 storeys should be included for buildings that have frontage to the distributor road which in this phase includes the north and east frontages. Buildings that follow the curve of the street around lakeside park should have a design and form that successfully frames the park location. 3-4 storeys should be considered for key corners and 2-3 storeys for house types in mid terraced locations within the residential cell.</p> <p><b>Indicative Residential Density:</b> A net residential density of in general 50 units/ha is envisaged in this phase to promote sustainable development, a walkable neighbourhood, build the population base to support local services and maximise access to public transport. This density is considered a good balance to achieve quality family housing, mixed typologies and still ensure sustainable use of the land resource. It also recognises the 1 km catchment from the rail station at Clongriffin.</p> <p><b>Indicative Number of Residential Units:</b> Approximately 265 residential units using the general average density target of 50 units/ha depending on the mix of other non residential uses that provide community infrastructure, services and amenities for the residential areas.</p>	<p><b>Roads</b></p> <p>Advancing with Phase 3 proposals will be assessed on the extent of completion of all internal street infrastructure as outlined for Phases 1 &amp; 2</p> <p>Effective links (pedestrian and cyclist) between DCC and FCC should be in place by this phase.</p> <p><b>Drainage and Water</b></p> <p>As noted for earlier phases</p>
<p><b>Belmayne</b></p> <p>To develop residential frontages that address Parkside Boulevard and a linear park along the River Mayne as a replacement of existing temporary school buildings (once the new school site is complete and occupied). Development in this area will need to be sensitive to the open space and appropriate set back requirements from the River Mayne</p>	<p><b>Approximate Area:</b> Not specified for the LAP as development in this area needs to be balanced against the timeframe for the temporary school buildings to be removed, design of public open space and set backs from the River Mayne.</p> <p><b>Indicative Land Use:</b> Residential with public open space as part of a linear park along the River Mayne.</p> <p><b>Indicative Design and Scale:</b> Buildings should successfully address the frontages onto Parkside Boulevard and address the linear park. Design will be sensitive in this location, particularly with regard to addressing public open space and set back requirements along the River Mayne.</p> <p><b>Indicative Residential Density:</b> This phase is envisaged as a residential phase with high quality public open space. A residential density of 35-50 units per ha is envisaged as part of this phase.</p>	<p>As noted above</p>



4

Phase	Character of Development	Infrastructure Requirement
<p><b>Next Phase 4</b> <b>Clongriffin</b></p> <p>Completion and consolidation of the KDC designated area (approximate to the town centre location) in Clongriffin is proposed as Phase 4. As set out in the rules for flexibility on phasing proposals, gradual consolidation and improvements within the town centre, including temporary proposals, will be encouraged throughout all phases. However, it is the completion of residential developments in earlier phases that will help generate the activity and population base to sustain long term services within the town centre.</p> <p>Also, earlier phases seek completion and opening of key routes for improved access and local mobility which will help connect the town centre to its wider catchment, thus increasing activity levels.</p> <p>Integration of the town centre with development in the Baldoyle-Stapolin LAP area across the rail line is important to integrate communities, create connections to public transport, commercial services and improve the viability of the town centre.</p> <p>Completion of the street east of the rail line, to accommodate public transport, pedestrian and cyclists movement, shall be progressed with Fingal County Council.</p>	<p><b>Approximate Area:</b> 7.91 ha</p> <p><b>Indicative Land Use:</b> Mixed use development location that integrates residential (large apartment types and high density housing types) with retail, commercial, business and enterprise, community, recreation and leisure uses.</p> <p><b>Indicative Scale:</b> It is important that the town centre location is identified and distinguished from the adjoining development areas as a nodal point where public transport and mixed use services are accessed. It is also important that key routes (the Main Street), key civic spaces (town centre plaza) and key locations (the rail station) are identified and distinguished through the urban design of buildings that frame them. It is also important that sustainable higher densities are encouraged to provide the critical mass of activity needed to support and make viable town centre services, in particular investment in public transport infrastructure. Heights of 5 storey minimum in KDC locations, 4-5 storeys along the Main Street corridor and the provision of a landmark building adjacent to the rail station (10-14 storey office height equivalent) are facilitated in this phase. Where residential uses are integrated and include a mix of forms other than apartment buildings, heights for house types should be at least 3-4 storeys (other than the Main Street corridor where 4-5 storeys are required) to integrate successfully with a town centre setting and assist the visual graduation from the town centre to adjacent residential character areas.</p> <p><b>Indicative Density:</b> This phase is envisaged as the town centre phase with a mix of uses (ground floor commercial in particular) and other uses such as offices, leisure, retail, community etc. This phase will complete the Main Street frontages and consolidate the town square adjacent to the rail station. A higher density pattern is required including the provision of high quality town centre living (large apartment sizes and other house types in good designs). The density target should be 50 units/ha in general and achieve upwards of this target.</p> <p><b>Indicative Number of Residential Units:</b> Although a broad range of mixed uses are envisaged in Phase 4, the residential yield should provide a high number of quality town centre homes. A density of 60 units/ha is assumed taking into consideration the location giving a potential yield of approximately 475 residential units.</p>	<p><b>Roads</b></p> <p>Main Street complete and operational prior to the commencement of this phase.</p> <p>Extension of Main Street to connect to R107 (final layout where it forms a junction with the R107 will be determined at design stage).</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> <p>In addition the study referred to the above shall identify short and longer term measures necessary provide for the development potential of the KDC lands in this and future phases.</p> <p><b>Drainage and Water</b> As noted for earlier phases</p>
<p><b>Belmayne</b></p> <p>Completion of residential development to the south of the green route and primary school campus, around the location of community square and incorporating mixed uses (non residential uses) at ground floor along the Main Street Route, are components of Phase 4.</p> <p>As this phase includes lands that graduate from residential character area to higher density mixed use forms along the Main Street route, it is considered more realistic to target the higher density and mixed use locations following residential development adjoining. The completion of residential development will help to create the threshold population to sustain mixed use services along the Main Street and at community square which are key elements of Phase 4.</p>	<p><b>Approximate Area:</b> c 6.9ha</p> <p><b>Indicative Land Use:</b> Residential uses primarily. Mixed uses at ground floor may be considered along the Main Street to enliven street frontage, create employment opportunities and accommodate services for residents.</p> <p>Uses that provide community services will be appropriate for buildings and ground floor uses adjacent to the public space envisaged as community square. This location is close to the primary school campus, to a main access into the development from Grange Road and at the junction of Belmayne Avenue and Main Street, a landmark junction within the developing area.</p>	<p><b>Roads:</b> As noted above</p> <p><b>Drainage and Water</b></p> <p>As noted for earlier phases.</p> <p>Completion of internal networks for foul sewer, surface water sewer and water mains required for Phase 4 &amp; Phase 5 land banks.</p> <p>An integrated surface water management plan which integrates Phase 4 and 5 with the overall development including innovation in SUDS is required.</p>



<p>As set out in the rules for flexibility on phasing proposals, works that open access through the vacant lands in Phase 4 (the Main Street route in particular) and works that propose temporary uses on the lands in the interim pending complete development will be encouraged in tandem with earlier phases of development.</p>	<p><b>Indicative Scale:</b> The character of this phase is transitional moving from residential character cells towards the higher density Main Street route. Height should reflect this transition. Residential development framing the green route and neighbourhood park should have heights of 2, 3 and 4 storey. Important corner locations should have heights of 3-4 storey.</p> <p>Residential units that are mid terrace within the cell should have heights 2-3 storey. Along the Main Street, heights of 4-5 storey will be required to distinguish this route and provide the sustainable density to support services (in particular a public transport route) along Main Street.</p> <p>Buildings framing community square at the junction of Main Street and Belmayne Avenue should also have a higher density profile to integrate successfully with Main Street and define this nodal point.</p> <p><b>Indicative Density:</b> This phase is envisaged as the higher density location within the Belmayne area consolidating Main Street development, defining public open space areas and approaching the town centre location at the junction of the R107/N32. A transition in therefore expected moving from residential uses to mixed uses along the Main Street and around community square. Densities should reflect this transition and achieve 50 units /ha in general with higher densities along the Main Street route.</p> <p><b>Indicative Number of Residential Units:</b> This will depend on the extent of non residential uses, amenity areas and house types incorporated into the designs. Using an average target of 50-60 units/ha as a guide, between 345 and 414 units could be achieved.</p>	
<p><b>DCC Lands &amp; Belmayne Parcel</b></p> <p>Lands in the ownership of Dublin City Council complete the south side of Main Street and complete frontage to the Grange Road extension.</p> <p>It is important that development on both sides of the Main Street are integrated and compatible in terms of design and land use. In completing the Main Street as a framed route, and encouraging activities along it, it is important that an unbalanced street (one side development only) is avoided.</p> <p>It is also important that attractive frontages to the development are created onto Grange Road extension.</p> <p>Development of the DCC sites will require a planning process and possibly a sale of land to complete development. The LAP will inform the development brief for these lands.</p> <p>As set out in the rules for flexibility on phasing proposals, works that open access through the vacant lands in Phase 4 (the Main Street route in particular) and works that propose temporary uses on the lands in the interim pending complete development will be encouraged in tandem with earlier phases of development. As the lands on the south side of Main Street are in DCC ownership, an opportunity exists to successfully initiate a pilot project for interim uses such as an allotment scheme.</p>	<p><b>Approximate Area:</b> c 8 ha of lands in both DCC ownership and in private ownership framing the south side of the Main Street route mostly through Belmayne.</p> <p><b>Indicative Land Use:</b> Residential uses primarily. Mixed uses at ground floor may be considered along the Main Street to enliven street frontage, create employment opportunities and accommodate services for residents.</p> <p><b>Indicative Scale:</b> Buildings framing the Main Street route should integrate with buildings on the opposite side, successfully frame the street and provide a sustainable higher density for residential and other mixed uses to sustain public transport provision along the route. Heights of 4-5 storey are proposed.</p> <p>Buildings that address the frontage onto Grange Road extension, also have to address a graduation from the Main Street frontage which is the primary route. Heights of 3-4 storey will be appropriate. Where new residential units are proposed adjoining the boundary with Grattan Lodge, height should be 2 storeys.</p> <p><b>Indicative Density:</b> This phase is envisaged as the higher density location within the Belmayne area consolidating Main Street development and approaching the town centre location at the junction of the R107/N32. A transition in expected where this phase adjoins established housing on the site boundaries .As the lands on the south side of Main Street approach road frontages along the Grange Road Extension and established housing, there is a transition moving south of Main Street. An average density of 50 units/ha is envisaged recognising the role of good design, mixed house typologies and need to consolidate the Main Street route.</p> <p><b>Indicative Number of Residential Units:</b> Approximately 400 units using the average target of 50 units/ha.</p>	<p>As noted above</p>



5

Phase	Character of Development	Infrastructure Requirement
<p><b>Next Phase 5</b>  <b>DCC Lands (and part of Stanley lands at the R107 junction).</b></p> <p>The lands on the north east and south west corners of the N32/R107 junction are in DCC ownership and are located within the designated KDC area.</p> <p>The brief for these sites is for a mixed use commercial and residential development on the north east corner accommodating the start of the Main Street route, opportunity for interchange to bus services and a civic square. This section is referred to as the Belmayne town centre site.</p> <p>The brief for the south west corner (Belcamp Lane) is for a mixed residential, commercial and community development and was subject to previous detailed design studies.</p> <p>The development potential of both lands is improved if traffic calming can be achieved at the N32/R107 junction. A by pass of this junction is required to create such conditions.</p> <p>Considering the mixed use and higher density character of development and required infrastructure works (the by pass), completing developments at this location is a longer term scenario.</p> <p>Proposals to continually improve the physical and visual condition of these lands in the short-medium term timeframe, improve access, progress the delivery of infrastructure and facilitate temporary uses shall be prioritised in tandem with earlier phased developments in the LAP area.</p>	<p><b>Approximate Area:</b> c 8 ha on the junction of the N32/R107 (KDC designated area) and c9ha at Belcamp Lane</p> <p><b>Indicative Land Use:</b></p> <p>The brief for these lands has been set out in Section 8.0 of the LAP.</p> <p>Mix of town centre uses (residential, mixed use commercial, community, civic space etc) at the junction of the N32/R107 and mix of residential, commercial, community and civic space for the Belcamp Lane lands.</p> <p><b>Indicative Scale</b></p> <p>For the DCC town centre site, heights of 6 storey + in landmark locations to define the town centre location and signify the KDC gateway and 4-5 storeys to define civic spaces and key routes. The scale should become lower (2-4 storeys) reflecting the character of Belmayne moving north of the immediate town centre.</p> <p>For the Belcamp Lane lands, heights of 5+ at the junction of the N32/R107 (opposite the Hilton) and 3-5 storeys along the main road frontage (Malahide Road) to successfully address street frontages.</p> <p><b>Indicative Density:</b> Both locations are important for sustainable higher densities to consolidate the urban form, deliver a critical mass of uses and create viable conditions for town centre services. The density should also reflect access to quality public transport including the QBC route and future interchange possibilities at this junction to access the rail station via a completed Main Street route. Densities should be at least 50 units/ha and above where quality design is achieved.</p> <p><b>Indicative Number of Residential Units:</b> Using the average density of approximately 40 units/ ha to 50 units/ha, taking into account that other non residential uses and provision of quality open space will be a requisite also, a yield of c 680 – 850 units could be achieved through high quality designs. Previous design studies indicated high residential densities as part of a vibrant mixed use town centre focused around new public open space. It will be an important requirement that this phase delivers quality public open space with a focus on landscaping and tree planting to give a high quality environment within the town centre development.</p>	<p><b>Roads</b></p> <p>Phase 5 delivers completion of the higher density mixed use town centre at the R107/N32 junction. This Phase cannot commence unless the completion and opening of the Main Street route has been achieved under earlier phases.</p> <p>Development of the KDC at the junction of the R107/N32 is dependant on the completion and opening of infrastructure as outlined in earlier phases and completion of a C Ring N32/R107 junction by pass.</p> <p><b>Drainage and Water</b></p> <p>As noted for earlier phases.</p> <p>Completion of internal networks for foul sewer, surface water sewer and water mains required for Phase 4 &amp; Phase 5 land banks.</p> <p>An integrated surface water management plan which integrates Phase 4 and 5 with the overall development includes innovation in SUDS is required.</p>
<p><b>Next Phase 6</b>  <b>Road Frontages north of the N32</b></p> <p>These lands in the LAP area are to the north of the N32. They provide a narrow strip of road frontage to the national primary road. These lands need to be considered in the context of development in the Fingal area which has lands zoned for enterprise and employment adjoining the DCC strip.</p> <p>The development of the Fingal lands are subject to a future LAP and are a longer term timeframe. Integration of the N32 lands on the DCC side need to be considered at that time.</p>	<p>NA</p>	<p>NA</p>

6





### 16.3 Implementation and Monitoring

The implementation of policies and objectives set out in this LAP and achievement of the interim strategies and long term phasing proposals will require a robust monitoring mechanism whereby targets are clearly identified, stakeholders are clearly identified and indicators are set to measure performance throughout the LAP timeframe. Appendix 1 of the LAP sets out a policies and objectives table to assist the implementation and regular review of progress under the LAP.

Implementation of phased developments and transport infrastructure will be guided by the outcomes of the Trans-boundary Transportation Strategy Steering Group which co-ordinates the National Transport Authority, National Roads Authority, Dublin City Council and Fingal County Council to address the strategic road and public transportation priorities for the wider Northern Fringe context.

Implementation of the Clongriffin-Belmayne LAP will not take place in isolation. It is fully recognised by Dublin City Council that close co-ordination is necessary with Fingal County Council to achieve the completion of successful sustainable mixed use, residential, employment and amenity areas across the wider northern fringe neighbourhood inclusive of this LAP in Dublin City Council and the LAPs of Baldoyle/Stapolin, Portmarnock South and future masterplans and LAP's for lands zoned in Belcamp/Clonshaugh (north of the R139) in Fingal County Council.

The NRA and NTA transboundary transportation strategy initiative provides the platform to provide co-ordination on the phased delivery of transportation infrastructure across both local authority areas.

The North Fringe Forum will continue to play an important role in bringing together both local authorities, elected officials, the community and stakeholders to ensure the successful implementation of this plan and the effective co-ordination with LAP's in the Fingal area. Dublin City Council will continue to be proactive in engaging with the North Fringe Forum and will consult, through the guidance of the North Fringe Forum, with Fingal County Council and the DoECLG on the effective mechanisms to co-ordinate this LAP with future LAPs in the Fingal area including any future mechanism the DoECLG recommend.

Appendix 1 sets out a robust implementation mechanism to deliver the policies and objectives of the LAP, including the identification of key stakeholders and indicators to measure progress. Where feasible, engagement between stakeholders and the city council to strengthen the economic viability of funding elements of the plan will be part of the implementation and review process of the LAP. It will be important in

particular to ascertain any funding impediments to completing phased infrastructure. The council will endeavour to work in collaboration with all stakeholders, including developers and state agencies, to assist and expedite the completion of infrastructure in a well sequenced manner to service the local community. Dublin City Council will as the lead authority for the LAP, work with other agencies and stakeholders to ensure that the LAP is implemented to the highest standard.

### 16.4 The Role of the Planning and Building Control Authority.

The implementation and monitoring mechanisms of the LAP will also be enhanced with a strengthening of Building Control Regulations.

The City Council as a Planning and Building Control Authority has been concerned for some time with the current system of self-certification in relation to compliance with Building Regulations. Representations have been made to the previous and current Minister in relation to the unsatisfactory nature of the certification process.

Dublin City Council welcomes the publication of amendments to the Building Control Regulations which were published for public consultation on the 13<sup>th</sup> April, 2012.

The amendments provide for the strengthening of the Regulations by requiring;

- A) The Introduction of mandatory certificates of compliance confirming that the statutory requirements of the Building Regulations have been met and
- B) The lodgement of drawings at both commencement and completion of development demonstrating how the building has been built to comply with all parts of the Building Regulations.

It is intended that these amendments will come into force by the end of 2012.

These changes together with the recently enacted Multi-Unit Development Act which strengthens the role of properly constituted management companies will provide greater protection to homeowners and residents of apartment developments.

The challenge for the City Council will be to utilise all the resources available to it as a Planning, Building Control and Housing Authority by creating an inspectorate which will compliment these new regulations and ensure that those most at risk i.e. owners and occupiers of multi-unit apartment developments can be confident that the regulations are enforced.

### 16.5 Special Priority Area : Priory Hall

Priory Hall has exposed weaknesses in the planning and development process. The impact of the weakness has been severely negative for the residents and Dublin City Council is committed to using all of its powers and resources to ensure that a resolution can be found.

Priory Hall is the subject of High Court proceedings in relation to breaches of Building Control and fire legislation. These breaches resulted in the development being evacuated by all of its residents. Separate to the Court proceedings which concern the sub-standard condition of the buildings, a mediation process has been initiated which may alleviate some of the financial implications for owners arising from the evaluation.

The multi-disciplinary task force established within the City Council to address unfinished housing developments identified by the Department of the Environment Survey will also give priority to finalising a "site resolution plan" for Priory Hall.

It is an priority of the Local Area Plan to have this site resolution plan completed as a priority. There are a number of key immediate actions including the completion of the main street through this scheme which is considered essential to ensure that local movement and the quality of life for existing residents in the LAP area is enhanced. This has been identified within the phasing strategy for the LAP.



# Appendices

## Section D

### local area plan



**Appendix 1:**  
Implementation of Policy and Objectives

**Appendix 2:**  
Progress in Implementation of Design Principles under the North Fringe Action Area Plan 2000

**Appendix 3:**  
Housing Quality Assessment and Design Statement for Tall Buildings

**Appendix 4:**  
Framework for Action, Economic Indicators and Examples of Economic Initiatives in Dublin City

**Appendix 5:**  
Taking in Charge Standards, Open Space Design Guidance and SUDS Guidance

**Appendix 6:**  
Flood Risk Assessment

**Appendix 7:**  
Historical Map

**Appendix 8:**  
Flood Risk Assessment The Eastern River Basin District Project



# APPENDIX 1 :

Policy Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
<b>Movement and Transport Strategy</b> <b>MTP1</b>	To facilitate the completion of the existing road infrastructure network as identified in the movement and transport strategy.	<p>Phase 1: Completion of North Distributor to Clongriffin Town Centre, completion of key sections of the Green Route, completion of internal streets to service new development.</p> <p>Phase 2: Complete further sections of the Green Route and internal streets. Continue progress towards completing the integrated Main Street Boulevard.</p> <p>Phase 3: Complete further sections of the Green Route and internal streets. Continue progress towards completing the integrated Main Street Boulevard.</p> <p>Phase 4: Complete and open a fully integrated Main Street Boulevard.</p>	<p>The internal street network and walking and cycling routes (Green Route) to be completed by landowners/developers as a required part of any future phased development.</p> <p>NAMA to agree funding with developers to complete important infrastructure to service existing developments and enhance the development potential of vacant lands.</p> <p>Dublin City Council Roads and Traffic Division to take in charge the street network, manage and maintain into the future the street network.</p>	<p>Extent of new streets, footpaths and cycle ways (in metres and kilometre distance) successfully completed to required standards and open to the public for improved access and mobility.</p> <p>Extent of the road, footpath and cycle way networks taken in charge by divisions of Dublin City Council.</p>	<p>Completing the internal street network for improved access for new communities is a priority for this LAP.</p> <p>Next First Phase developments will be required to complete key sections of the internal street network for improved North-South and East-West movement.</p> <p>Delivering pedestrian and cycle routes as part of the Green Route are also priorities for the next phases.</p> <p>Proceeding to development on subsequent phases will only be permitted where improvements in completing streets, footpath and cycle ways has been achieved in previous phases.</p> <p>Early implementation (1-2 years) of improvements and continual progress in completing an integrated street and green route network is required over the six year LAP timeframe.</p>
<b>MTP2</b>	To promote co-ordination with Fingal County Council in the implementation of the trans-boundary road projects including completion of the Main Street into the Baldoyle-Stapolin LAP for public transport, walking and cycling priority, works to the junction of the R107/R139 and Drumnigh Cross re-alignment.	<p>Three trans boundary road projects are identified in this LAP.</p> <p>Completing the Main Street over the rail line to connect into the Baldoyle –Stapolin LAP lands is a key element in the movement and transport strategy. Completing this street however requires development commencing on the Fingal side and significant capital investment. It is recognised as a later phase completion. However, in the short to medium term, pedestrian and cyclist facilities should be accommodated across the rail line in tandem with next Phases 1 and 2 of the LAP.</p> <p>Completion of the R107/R139 junction by pass as part of a re-alignment of the R107 in the Fingal area to improve access to development lands in the Fingal area requires significant capital investment and is a longer term implementation project.</p> <p>Interim proposals for improving capacity at this junction to accommodate developments in the LAP area will be examined and where feasible implemented within the DCC area within the six years of the LAP timeframe and will be required to realise the development potential of DCC lands designated as a KDC (Phase 5) at the R107/R139 junction.</p> <p>Improvements to Drumnigh Cross are required within the Fingal area and will be promoted by DCC to be integrated successfully with Hole in the Wall Road and completed in the medium term horizon of the LAP (within years 3-6) to improve local access, mobility and safe movement through the LAP area.</p>	<p>Landowners /developers will be required to complete important street infrastructure (over rail street connection for example) as key elements of future phased development.</p> <p>The Roads and Traffic Divisions of both Dublin City Council and Fingal County Council will need to co-ordinate on progress and delivery of these projects. Funding provision will be a significant issue for completing these works.</p> <p>The NTA will be a stakeholder to promote and assist implementation of important transport projects (in particular road projects that promote improved access to public transport and improve accessibility of commercial, community and public transport services to their catchment populations.</p> <p>The NRA area a stakeholder for consultation in relation to strategic road projects such as the N32/R107 Re-alignment.</p> <p>Providers of public transport are stakeholders (Irish Rail for matters relating to street, pedestrian or cyclist access across the rail line and Dublin Bus for providing bus services along completed streets</p>	<p>Commencement of project work</p> <p>Completion and opening of new roads</p>	<p>These projects require significant capital investment (both public and private) and are not realistic for delivery in the short term.</p> <p>It will be important to promote and prepare for the implementation of these works in the short to medium term of the LAP timeframe .</p> <p>Implementation and completion of these works are envisaged as longer term having regard to limitations on public and private finance at the time of publishing the LAP.</p>



Policy Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
MTP3	To promote increased cycling and pedestrian activity by the development of cycle and pedestrian network of routes that connect with local parks, community facilities, employment areas, retail areas and public transport facilities.	<p>Phase 1-2: Continued improvement in local access and mobility as part of any next phase development is required. In particular, the completion and opening of routes for cyclists and pedestrian movement is key to enhancing local accessibility. Sections of the internal street network, sections of the Green Route, cross rail linkages into the Baldoyle-Stapoin LAP area and opening of a linear park along the River Mayne are important priorities with next phase developments.</p> <p>Phases 3-5: As next phase developments are incrementally developed, each phase must deliver extended opportunities to integrate pedestrian and cyclist movement within each phase and connect routes with the wider, integrated pedestrian and cycleway network throughout the LAP area.</p>	<p>Landowners /developers will be required to complete street infrastructure that integrates pedestrian and cyclist routes with next phase developments. Sections of the Green Route, which incorporates parks and connecting routes for cyclists and pedestrians, shall also be required in tandem with next phase developments.</p> <p>The Roads and Traffic Divisions of Dublin City Council to take in charge pedestrian and cyclist routes that are part of the street network where design and construction meet required standards.</p> <p>The Parks Division of Dublin City Council to take in charge pedestrian and cyclist routes through public parks where design and construction meet required standards.</p> <p>The relevant divisions of both DCC and Fingal County Council Councils to co-ordinate where routes integrate across the administrative boundary.</p> <p>The NTA will be a stakeholder to promote and assist implementation of important cyclist and pedestrian routes that connect communities to local services, public transport and promote walkable neighbourhoods.</p> <p>NAMA to agree funding with developers to develop pedestrian and cyclist infrastructure which improves accessibility, connections to services, encourages passing movement and promotes recreation and amenity facilities for existing and future developments.</p>	<p>Extent of new footpaths and cycle ways (in metres and kilometre distance) successfully completed to required standards and open to the public for improved access and mobility.</p> <p>Extent of footpaths and cycle lanes taken in charge by divisions of Dublin City Council</p>	<p>Improving local access and mobility through walking and cycling routes is a priority for early implementation with next phase developments (1-3 years of the LAP timeframe). In particular, developing the open space network, Green Route, linear park along the Mayne and achieving cross rail connections are important priorities.</p> <p>In the medium to long terms, an overall integrated and connected walking and cycling route network through the LAP lands will be required. Each incremental phase of development requires augmentation and opening of sections of this network.</p>
ESP1	For the interim economic strategy, it is a policy of this LAP to promote catalysts for economic activity that include short term uses.	In tandem with next phase development, Dublin City Council will actively encourage economic focus on existing developed areas where vacancy occurs and vacant sites to stimulate activity in the LAP area.	<p>Dublin City Council, through its divisions, will encourage and assist where possible interim economic uses. Through the Economic Development Unit and Dublin City Enterprise Boards, DCC will actively promote the location and assist business start up and occupancy of vacant units.</p> <p>Landowners and estate agents to market the location, promote its opportunities and infrastructure investment made to date and create incentives to encourage the market to invest in the LAP area.</p> <p>State agencies with a remit in enterprise and business generation shall be engaged and consulted by DCC to promote the location for business investment.</p> <p>NAMA to agree funding with developers that facilitate interim economic activities and uptake of vacant units and land which could potentially benefit the longer term commercial environment of the LAP area.</p> <p>The Government at a national level to provide the fiscal incentives and stimulus needed to encourage market investment and uptake in vacant units and land.</p>	<p>The extent of new business start ups and occupancy of vacant units.</p> <p>The number and character of new businesses starting up within the LAP area.</p> <p>The extent of vacant land put to productive use for economic value.</p> <p>The amount of employment generated within the LAP area from new business activities.</p>	Within the short term, it is important that an economic uptake is achieved within vacant units and that productive use of vacant lands, where sites are suitably accessible and located, is achieved. This is promoted in tandem with next phase developments (1-3 years of the LAP time frame).



Policy Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
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.	<p>The promotion of commercial and business uptake in the area, opening accessible catchments and encouraging passing movement for custom is integrated with the development of a high quality, well serviced and well connected neighbourhood. As commercial uses are proposed in future developments, integrating these locations with the uses and infrastructure as identified in the policy is required.</p> <p>The long term economic vibrancy of the LAP area is strengthened if in the short to medium term, the pursuit of Policy ESP1 is achieved.</p>	As outlined above for Policy ESP1	<p>As outlined above for Policy ESP1.</p> <p>Further indicators for this policy will include:</p> <p>The extent of new commercial floor space/units built under next phase developments.</p> <p>The extent of new commercial floor space/units successfully occupied.</p> <p>The extent of the internal street network completed and open to improve access to commercial locations.</p> <p>The achievement of over rail connections to the Baldoyle-Stapilin LAP to connect commercial locations with a wider neighbourhood catchment.</p> <p>The extent of residential development completed and occupied to provide a local threshold of population to make local businesses viable.</p>	<p>Over the medium to longer term, the creative ideas and investments made to encourage interim economic stimulus, should become embedded and lead to long term successful operation of business and occupancy of units in the LAP area.</p> <p>The completion of infrastructure (street network in particular) to improve accessibility in tandem with short-medium term phased development is important to promote the long term viability of commercial locations.</p>
ESP3	To assist the implementation of regional and city economic strategies so that the local area is well positioned to perform and contribute to modern economic growth of the city and the region.	On going through all phases of development.	Dublin City Council to co-ordinate with the Regional Planning Authority and state agencies in the promotion of the LAP area as a strategic opportunity for economic investment	<p>The extent of new businesses that establish within the LAP area.</p> <p>Extent of new employment generated within the LAP area.</p>	Interim economic measures and the completion of access infrastructure are key to promoting the longer term economic performance of the LAP area.
ESP4	To promote the location as a strategically located resource for future sustainable economic growth in the city and region.	On going through all phases of development.	As outlined for Policy ESP3	As outlined for Policy ESP3	As outlined for Policy ESP3
<b>Environment and Open Space Amenity Strategy</b>					
EOSP1	To realise the potential of a high quality environment as a key driver in economic development, community development, bio diversity enhancement, improved sustainable movement and enhanced quality of life for the local area.	<p>Each phase of development should contribute improvements to the landscape, open space and amenity provisions of the area in recognition that a high quality environment will assist in attracting long term residents and investors.</p> <p>In order to provide incentives for the market to uptake existing vacant units or land, improvements in the visual character of the LAP area, in particular vacant sites and vacant units, needs to be improved as a short term priority.</p>	<p>Landowners/ developers to provide high quality landscaping and complete high quality areas of public open space as part of the next phase developments.</p> <p>Dublin City Council to require, as part of the Development Management Process, landscaping schemes and management plans for the visual improvement and maintenance of vacant lands as part of next phase development applications.</p> <p>NAMA to agree funding with developers in recognition of the dividends that a high quality environment will contribute to the successful uptake of residential and commercial units in the LAP area.</p>	<p>Extent of brownfield character vacant sites reinstated with greenery and visual improvement.</p> <p>The area of new parkland and landscaped open space created and made accessible for amenity purposes in tandem with next phase developments.</p> <p>The extent of new public parks successfully completed and taken in charge, subject to meeting required design and construction standards, by the Parks Division of DCC.</p>	<p>Improving the environmental quality and visual presentation of the LAP area is a priority. Actions to achieve this in the short term will be sought.</p> <p>Improvements in the environmental quality of the LAP area and provision of open space amenity, in particular such elements as the Green Route, to be provided incrementally with each phase of development.</p> <p>In the long term, a completed network of high quality open space and amenity areas, connected through walking and cycling, shall be a positive and defining feature of the LAP area.</p>



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EOSP 2	To protect and maximise the assets of natural heritage and coastal amenity within and adjoining the LAP area and promote the development of green corridors between amenity areas in both Dublin City Council and Fingal County Council areas.	The next phase of developments shall include continued progress in developing sections of the Green Route, and the linear park along the river Mayne in particular, to make coastal amenities accessible to existing and future communities. This is a priority for the short-medium term to promote the assets of the LAP location.	<p>The landowners /developers to agree with the local authority the design and provision of key elements of the Green Route and River Mayne linear park.</p> <p>The relevant divisions of both Dublin City Council and Fingal County Council to guide provision, take in charge and successfully maintain and manage linear parks and public open space areas that connect to coastal amenities.</p> <p>The Bio Diversity officers of both councils to guide the design of amenity areas that contributes to the enhancement and protection of riparian corridors and protected natural heritage areas.</p> <p>The development management process in both councils to ensure that new developments in the LAP area have due regard to the environmental protection of designated natural habitats (through SEA and AA processes where required).</p> <p>Waterways Ireland, the OPW and state agencies in the role of heritage protection, tourism and recreational amenity promotion to co-ordinate with Dublin City Council in the successful completion, opening and marketing of green routes that promote access and enjoyment of coastal amenities.</p>	<p>The extent of new amenity areas, cycle ways and footpaths, as part of green routes, completed and accessible to the public.</p> <p>The measures and plans put in place to ensure protection of riparian corridors and designated amenity areas.</p>	<p>Short term priority to achieve further progress in completing and opening the linear park (or at a minimum key sections along it) connecting into Fingal to create access to coastal amenities and public parks in the wider neighbourhood.</p> <p>In the medium to longer term, each incremental phase of development provides the opportunity to integrate extended and new green route connections into an overall neighbourhood network.</p>
EOSP3	To protect the natural habitats and protected status of Baldoyle Estuary by ensuring protection of water quality and habitats along the riparian corridor of the River Mayne and ensure appropriate set back of developments, surface water management and park design along its course.	Throughout all future phases.	<p>Dublin City Council, through its divisions and development management, to ensure that no future development impacts on protected nature conservation sites and to ensure this protection is integrated at the planning, design and construction stages of projects.</p> <p>Co-ordination between DCC, FCC and relevant environmental authorities in control of development, creation of amenity areas and preparation of plans, policies and objectives that promote the protection of designated nature conservation sites.</p> <p>The development management process in both councils to ensure that new developments in the LAP area have due regard to the environmental protection of designated natural habitats (through SEA and AA processes where required).</p>	<p>Water quality status of the River Mayne</p> <p>Measures put in place to ensure protection of designated nature conservation sites.</p>	Throughout the LAP timeframe.
<b>Infrastructure and Services Strategy</b>					
ISP1	It is the policy of the Council that infrastructure delivery shall facilitate and enhance the development of the North Fringe LAP area to achieve its potential as a Key Developing Area of the City, as identified in the Dublin City Development Plan.	Throughout all phases of the LAP with emphasis on having infrastructure completed and in place in earlier phasing to assist the implementation of future phases	Co-ordination between the divisions of Dublin City Council, the landowners/developers, and utility companies.	Extent on infrastructure completed and operational.	Throughout the timeframe of the LAP with an emphasis on completing essential infrastructure in the shorter term timeframe.
ISP2	To actively seek the funding and delivery of key infrastructure including water supply and waste water management to enable development in the North Fringe area.	As outlined for Policy ISP2 above.	As outlined for Policy ISP2 above.	As outlined for Policy ISP2 above.	As outlined for Policy ISP2 above.



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ISP3	To ensure that development is permitted in tandem with available water supply and only where network capacity is available. New development must include details on water conservation measures and demand management measures.	Throughout all phases of development.	Dublin City Council, through development management, co-ordination of its divisions and co-ordination with developers in the installation and successful completion of services.	Extent of water conservation measures achieved and implemented. Extent of water services infrastructure successfully completed.	Throughout the LAP timeframe.
ISP4	To manage development so that new schemes are permitted only where adequate capacity existing in the waste water network and at the treatment works at Ringsend.	Throughout all phases of development.	Dublin City Council, through the co-ordination of its divisions at a city and inter council divisions at a regional level, and development management.	Extent of new development permitted and completed and its loadings on the waste water drainage network. Improvements to waste water infrastructure.	Throughout the LAP timeframe
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.	Throughout all phases of development.	Dublin City Council, through development management, co-ordination of its divisions and co-ordination with developers in the successful design of schemes and infrastructure.	Extent of measures and design techniques used in developments to comply with flood prevention.	Throughout the LAP timeframe
<b>Sustainability Strategy</b>					
SSP 1	To support sustainable design and sustainable formats of development in the LAP area which will help Dublin City Council achieve its targets in reducing energy consumption and reducing carbon dioxide emissions in accordance with the Dublin City Energy Action Plan.	Throughout each phase of development in the LAP area.	Dublin City Council, through development management, to require development proposals to meet high performance criteria in sustainable design.  The developers and designers to achieve highest standards in sustainable design throughout the levels of overall neighbourhood design, scheme design and individual building design.  The developers and estate agents to market the achievement of high quality standards in sustainable design in promoting developments in the LAP area.  State agencies with a remit and ability to provide fiscal assistance in the development of sustainable design (both for future developments and retrospectively for existing development).	Examples of how we can measure progress under the LAP under sustainability policies include:  The BER standards achieved for residential and commercial development.  Measure of the extent of sustainable design features incorporated into neighbourhood, scheme and building design.  Awards given to scheme /building designs that have achieved high quality standards.  Measure of the energy provision (source) and energy consumption of schemes.  Measure of recycling of waste and composting achieved.  Measure of alternative energy sources incorporated into the sustainable design of neighbourhoods, schemes and buildings.  Measure of the extent of trips made by public transport, walking and cycling as opposed to private motor vehicle within the neighbourhood.  Measure of the extent of new green spaces, trees and amenity areas planted and created in the local area.  Measure of air quality and water quality within the LAP area.	Throughout each phase of the LAP. These sustainability policies are relevant to existing development, short term actions and long term development.



SSP2	To implement the principles of the Framework for Sustainable Dublin as set out under the Dublin City Development Plan 2011-2017 at the local level and incorporate sustainable principles across all strategies for future development (both short term and long term) as identified in the LAP.	Throughout each phase of development in the LAP area.	As outlined for Policy SSP1	As outlined for Policy SSP1	Throughout each phase of the LAP. These sustainability policies are relevant to existing development, short term actions and long term development.
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Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
<b>Movement and Transport Strategy</b>					
<b>MTO1</b>	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.	Required to accompany next phase development applications as improvements to the management and maintenance of adjoining longer term (and later phased) vacant land banks. It is important that existing developments and the next first phase developments are well connected to communities and the location of services in the LAP area. Such routes should form part of other visual and physical improvement plans on vacant sites.	Landowners/developers to propose improvements to vacant sites as part of next phase development applications and realise the benefits to promoting the area as a location for living and business if local accessibility is improved.  NAMA to agree funding with landowners / developers and realise the benefit in turn to promoting activity in the area if barriers caused by long term vacant lands are removed and local accessibility improved.  DCC to co-ordinate and proactively engage across its divisions with developers on improving accessibility and addressing the issues caused by large vacant land banks.	Extent of new footpaths and/or cycle ways (in metres or kilometres distance) opened through larger land banks that are likely to remain vacant in the longer term.	Improving accessibility through larger vacant sites that connect communities to services and each other more successfully is an immediate priority for short term implementation (within 1-3 years of the LAP timeframe). Such proposals should accompany next phase development applications.
<b>MTO2</b>	To provide new patterns of pedestrian and cycle movement in both the east-west and north-south directions throughout the area that is coherent, direct, safe and convenient.	Improving local access and mobility, particularly walking and cycling routes, is an important priority to accompany next first phase development and to be included in all future phases for an overall integrated network of walking and cycling routes.	Dublin City Council, to seek provision and completion of these routes as part of the development management process and in sequence with good phasing.  The divisions of Dublin City Council, to co-ordinate well with developers in the design, planning and construction of these routes and for their successful completion to take into charge where they are in public areas.  Co-ordination with Fingal County Council where such routes integrate with developments in the adjoining local authority.  NTA, to support the provision of pedestrian and cycle networks that improves sustainable methods of local travel.  NAMA to agree funding with developers on the importance and benefits of good connections to marketing and encouraging successful occupancy of developments.  Landowners/developers to incorporate such infrastructure within planning applications and realise the benefits of this infrastructure to service the proposed development.	Extent of new footpaths and/or cycle ways (in metres or kilometres distance) completed, opened and successfully taken in charge.	A priority to implement within the short term timeframe to improve better access between existing development and future development locations. Improvements in such connections should be achieved in tandem with next first phase developments (1-3 years of the LAP timeframe) and continue to be improved on throughout later phases of development.
<b>MTO3</b>	To initiate a Local Smarter Travel Plan within years 1-2 and pursue its implementation taking into account the Sustainable Movement and Transport principles outlined in the LAP.	Such a plan will promote inter modal travel between walking, cycling and public transport, identify the barriers to such movement and propose actions to remove such barriers. It will assist the implementation of sustainable movement objectives in the LAP and should be in place to guide next first phase developments.	Dublin City Council, through its divisions, to prepare a plan and agree a co-ordinated strategy for routes and methods of sustainable local travel.  The NTA to support and advise on the preparation of such a plan and assist its implementation.  The providers of public transport services, in particular Irish Rail and Dublin Bus, to co-ordinate services, routes and public transport stations that integrate well with local sustainable movement.	Preparation of a Local Smarter Travel Plan  Completion of measures as identified within the plan.  Extent of new routes (walking and cycling) implemented and improvements achieved in public transport access.	It is important that this plan is in place to guide next phase developments and should be prepared and commence implementation in a short timeframe (1-2 years of the LAP). The plan should assist future phases over the timeframe of the LAP.





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MT04	To facilitate enhanced patronage and efficient utilisation of public transport and promote walking and cycling through a range of measures including a reduced provision of car parking for commercial development.	Creating a walkable neighbourhood is an important objective for the LAP. Car parking needs to be balanced between adequate levels to accommodate uses without providing a disincentive to use sustainable alternative modes such as walking, cycling and public transport access. Car parking standards sought for next first phase developments and future phases will need to address this balancing, particularly as improvements are made to local accessibility through actions of the LAP.	Dublin City Council, through the development management process, to agree with developers adequate standards of parking that cater for land use needs and still provide incentive to create walkable neighbourhoods.  Landowners/developers, to balance the requirements of car parking with the advantages of promoting access and a good environment for walking, cycling and public transport access when designing schemes.	Amount of car parking spaces permitted with new developments.  Measure of traffic volumes originating from new developments in the LAP area.  Measure of changing traffic patterns compared with pedestrian, cyclist and public transport use patterns.	It is important that parking standards at an appropriate level are taken into consideration for next first phase developments and that appropriate parking levels and management are incorporated into all future phases throughout the LAP timeframe.
MT05	To liaise with Irish Rail and promote greater frequency and enhanced services at Clongriffin Rail Station for commuters as the area continues to grow.	As developments in the LAP area consolidate and expand the level of population and employment in the area, the frequency of public transport services will need to adapt to meet demand. Traffic Mobility Management Plans for next phase applications should assess the role of public transport in moving people successfully and, through consultation with the providers of public transport, assess the feasibility of increased services to support new developments.	Dublin City Council, to co-ordinate with Irish Rail in the provision of rail services to service existing and future developments in the LAP area.  NTA to support the co-ordination between phased growth in the LAP area and improvements in the provision of public transport services.  Irish Rail, to co-ordinate with the Council and the NTA in its service provision and future proposals.  Landowners/developers, to co-ordinate with the providers of public transport in assessing the feasibility of improved service in tandem with phased growth in the LAP area.	Increased frequency in rail services.	As the threshold of development (and demand) increases with future phases, the requirement for public transport services to adapt to service the growing population/local workforce needs to be addressed. Co-ordination between the local authorities, NTA and developers with the public transport operators is required throughout all future phases of development.
MT06	To undertake an area wide traffic management plan including a review of the traffic operations of the R129/R107 Junction and Grange Road/Kilbarrack Road/Raheny Road Junctions	As developments in the LAP area proceed and the area continues to grow, it is important to assess the interaction of new traffic with the established road network. This junction in particular has been identified through consultations as requiring assessment. This should be undertaken in conjunction with next first phase developments (in the short term) to ensure that any proposals to improve the flow of traffic at the junction are enacted in tandem with local traffic growth.	Dublin City Council Roads and Traffic Division  Landowners/developers, to take into consideration the impact of future phased development on the adjoining road network, particularly on junctions already experiencing congestion.	Traffic study completed for local road network.  Measures implemented as a result of traffic study analysis and recommendations.	In the short term timeframe (1-2 years), the identification of any improvements needed to the capacity of existing junctions in the local road network should be made to inform traffic analysis of next first phase development and future phases.
MT07	To develop a pedestrian route along the River Mayne and access the potential to connect with amenity lands in Baldoyle Estuary and further amenities along the coastal routes.	This is an important priority to implement at the earliest opportunity in tandem with next phase developments. Pending completion of the street network over the rail line in Clongriffin, successfully opening alternative pedestrian routes, including those that serve an important amenity function, also improve mobility and access between communities.	Dublin City Council and Fingal County Council to co-ordinate on the provision and taking in charge of this route.  Developers/landowners to agree with the Council's the provision and opening of this route, to ensure successful design and completion to standards for taking in charge and to realise the benefits for next phase schemes in having successful access for movement between communities.  NTA to support the provision of such inter council routes that promote sustainable transport and connection between communities.	Extent of new footpaths completed and opened that connect the LAP areas in both DCC and Fingal County Council  Use patterns of such routes when opened.	An important priority for short term progress and implementation (1-2 years of the LAP timeframe) to improve access and mobility between developing communities in both Council areas.
MT08	To seek well integrated design solutions for adequate car parking within the design and layout of schemes with particular attention to visitor parking and car storage.	Throughout all phases of development	Dublin city council, through co-ordination of its divisions and the development management process, to seek residential car parking proposals that addresses the reality of car storage, visitor parking and maintaining attractive well ordered streetscapes.  Landowners/ developers to ensure that the design and layout of schemes takes into consideration requirements for car storage and visitor parking in a well designed manner. Management Companies, to provide details at the planning stages of future car parking management as part of development proposals that includes provision of adequate car storage and visitor parking, for areas not to be taken in charge or to await future taking in charge.	Extent of car parking spaces provided #  Extent of car parking allocated to visitor spaces and available for such use.  Extent of streets and parking areas successfully taken in charge by the local authority.	Throughout the LAP timeframe



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MTO9	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.	Throughout all phases of future development with particular emphasis on improving connections to public transport with early phases and matching the infrastructure requirement for medium and long term incremental growth in the LAP area.	<p>Dublin City Council, through the co-ordination of its divisions and development management process.</p> <p>Co-ordination between DCC, the NTA, NRA and public transport providers in the periodic assessment of traffic management in the LAP and wider area and for the provision of required infrastructure at appropriate stages.</p> <p>Co-ordination between DCC and FCC, informed by the recommendations of the NTA, on the provision of road and public transport infrastructure in the wider area context.</p> <p>Consultation between both authorities, the NRA and NTA through the Trans-boundary Transportation Strategy Steering Group.</p> <p>Landowners/developers to comply with orderly phasing and delivery of critical movement infrastructure in line with phasing requirements.</p> <p>Support from NAMA on the provision of such infrastructure to improve access and connections in the LAP area.</p>	<p>Traffic Impact Analysis completed and updated throughout the LAP timeframe</p> <p>Measures progressed to deliver street infrastructure in the LAP area.</p> <p>The extent of streets completed, opened and taken in charge.</p> <p>Compliance with phasing requirements in the provision of infrastructure.</p>	Throughout the LAP timeframe with emphasis in the short to medium term for improving connections to public transport services.
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.	Throughout all phases of future development with particular emphasis on improving connections to public transport with early phases and matching the infrastructure requirement for medium and long term incremental growth in the LAP area.	<p>Dublin City Council, through the co-ordination of its divisions, development management process, compliance with design standards and taking in charge process.</p> <p>Landowners/developers to comply with design standards, consult with the relevant divisions of City Council and expedite the completion of street infrastructure to the requirements of the Council for an orderly taking in charge process.</p>	The extent of streets completed, opened and taken in charge.	Throughout the LAP timeframe with emphasis in the short to medium term for improving connections to public transport services.
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.	For future phases of development that progress the implementation of a by pass of the R107/R139 junction and progress the development of the KDC town centre at this junction.	<p>Dublin City Council, through the co-ordination of its divisions, to ensure that future street design and traffic management take into account existing commercial service providers and their access arrangements.</p> <p>Co-ordination between DCC, FCC, NTA and NRA in the delivery of strategic transport projects, in particular the R107/R139 junction improvements, and consultation through the Trans-boundary Transportation Strategy Steering Group.</p>	The design and progress towards implementation of the R107/R139 junction by pass.	Important for consideration in any design process for the R107/R139 junction by pass and in particular for later phases of development (longer term horizon) when progress
MTO12	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.	Throughout all phases of development with an emphasis on expanding bus routes where feasible as the street network advances in completion with each phase.	<p>Dublin City Council in consultation with Dublin Bus and the NTA.</p> <p>Landowners/developers to comply with design standards, consult with the relevant divisions of City Council and expedite the completion of street infrastructure to the requirements of the Council for an orderly taking in charge process.</p>	<p>The extent of streets completed and taken in charge.</p> <p>The extent of streets designated for bus routes and evolving these routes as new streets become completed.</p>	Throughout the LAP timeframe with emphasis in the short to medium term for improving connections to public transport services.





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Urban Form Strategy UDO1	To achieve high quality and sustainable densities to consolidate the area, maximise access for residents and employees to public transport and successfully define important locations and routes including the Main Street access and town centres (KDC designated zones).	Throughout all future phases of development with particular emphasis on phases of development that frame the Main Street route and within the KDC locations.	Dublin City Council to ensure that high quality design standards are achieved and assessed through the development management process.  The landowner/developer to ensure that experienced design teams are involved in the design, planning and construction stages of future development.  NAMA to agree funding with developers that enables high quality urban design principles to be planned and constructed within future developments in the LAP area.	The number of schemes and buildings granted permission that complies with this objective.  The number of schemes and buildings completed on site that comply with this objective.	Medium to longer term (3-6 years of the LAP timeframe) taking into consideration the location of next first phase development outside the Main Street and KDC zones initially.
UDO2	To promote the development of family orientated, high quality, adaptable, life long homes within the LAP area through creative design that still delivers a sustainable density to support the provision of services.	Throughout all future phases of development with particular emphasis on phases of development that include residential units. These sustainable objectives for high quality life long homes is applicable for all typology types (large apartments in addition to houses).	Dublin City Council to ensure that high quality design and sustainable density standards are achieved through the development management process.  The landowner/developer to ensure that experienced design teams are involved in the design, planning and construction stages of future development.  NAMA to agree funding with developers that enables high quality sustainable residential designs and densities to be planned and constructed within future developments in the LAP area.	The number of new residential units granted under the LAP that provide high quality design and sustainable density standards (including the extent of new permissions to replace previously permitted but not enacted developments)  The net residential density achieved for residential developments.  The number of new homes completed, constructed and occupied under the LAP.	It is important that the next first phase applications continue to develop a population base within the LAP area to increase activity and support the development of communities and services. All new planning applications for development, including replacement of previously granted but not enacted development, must meet the required high standards. Developments throughout the short-medium and long term timeframes of the LAP will have to conform with this objective. [1]
UDO3	To promote public spaces that provide both passive and active recreation and a connection to those forms of activities in the surrounding area.	Throughout all future phases of development	Dublin City Council, through the development management process, to seek functional high quality public open space as part of developments.  Divisions of Dublin City Council, in particular the Parks Department, to guide designs and co-ordinate with developers and their design teams so that public open spaces can be successfully taken in charge for future management and maintenance.	The extent of new public open space areas permitted, constructed and opened to the public.  The extent of recreational, amenity and community related uses accommodated in new public open spaces.	Throughout all future phases of development including the provision of open spaces (parts of the Green Route in particular) with next first phase development (short to medium term delivery) and for all subsequent phases
UD04	To ensure high quality streetscapes are achieved through distinctive high quality street furniture, lighting, paving and public artwork that creates a distinctive character associated with the North Fringe.	Throughout all future phases of development	Dublin City Council, through the development management process, to seek high quality streetscape designs as part of future developments.  Divisions of Dublin City Council to co-ordinate and agree with developers and designers suitable materials that provide both distinctive quality design and which can be taken in charge in public areas by the council for future management and maintenance.  The landowner/developer to incorporate detailed streetscape design within the design, planning and construction stages of development.	The extent of new public realm successfully completed by developers.  The extent of new public realm successfully taken in charge by the divisions of Dublin City Council.  The extent of new public realm features, for example items of street furniture, tree planting and public art, installed and incorporated into streetscapes.	Throughout all future phases of development including the provision of high quality streetscapes with next first phase development (short to medium term delivery) and for all future phases of development



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescales
UDO5	To design park spaces and all open spaces linkages to be part of the larger green network in particular from Father Collins Park to the surrounding area and along the River Mayne incorporating a dedicated network of cycle paths and pedestrian routes.	The integration of parks, pathways and cycleways as part of a green route throughout the LAP area should proceed as a key feature of next first phase developments (delivered in the short term period). This will help to market developments in the area, provide high levels of amenity, promote good access, connect communities and enhance biodiversity. Each successive phase of development should expand the network.	Dublin City Council, through development management, to seek provision of green route infrastructure as a key element of next phase developments.  The divisions of Dublin City Council to co-ordinate and guide the successful design, planning and completion of green route infrastructure.  DCC to co-ordinate with Fingal County Council for the successful integration of the park route under the rail line and into the Baldoyle-Stapolin LAP lands.  The landowners/developers to include green route infrastructure with next phase developments and realise the benefits to the development by way of increase connections, access, amenities and marketing.  NAMA to agree funding with developers that delivers important green route infrastructure.  NTA to support developments that provide green route infrastructure, in particular walking and cycling routes that integrate communities and connect communities to public transport and service locations.	Extent of green route infrastructure designed, completed and opened.  The use patterns of green infrastructure once opened for access.	The provision of key elements of the green route, including the River Mayne, will be required in the short term timeframe of the LAP and to accompany the next first phase development applications.
UDO6	To achieve creative and unique character through public realm enhancements in all key development sites through development contribution levies and partnership with the divisions of Dublin City Council.	Throughout all future phases of development.	As outlined for Objective UDO4	As outlined for Objective UDO4	As outlined for Objective UDO4
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 Marnsfield. 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.	Relevant for those future phases of development that complete the Main Street axis and KDC locations.	Dublin City Council, through the development management process, to require sustainable densities and suitable heights and form for urban design criteria.  Landowners/developers to comply with the objective and engage with experienced design teams in the successful design, planning and construction of schemes and buildings along the Main Street route and KDC locations.  NAMA to agree funding with developers and realise the importance of sustainable density, creation of a viable threshold of population and mixed uses, consolidation of the urban form and creation of quality architectural landmarks in prime locations in the LAP area.	Extent of new development permitted and constructed in the LAP area along the Main Street and KDC locations that meet this design objective.  A measure of the occupancy rates of buildings that define important routes and locations in the LAP area.	Considering the locations relevant to this objective, a medium to longer term (3-6 years within the LAP timeframe) horizon is expected.
UDO8	To seek full compliance within all permitted developments on planning conditions, completion of infrastructure, adherence to phasing policy, taking in charge standards building control and fire regulations and seek more effective mechanisms for Dublin City Council to seek confirmation of full compliance on all planning, design and build stages for future developments in the LAP area.	Throughout all future phases of development	Dublin City Council, through co-ordination of its divisions, the establishment of a building control inspectorate and the development management process.  It is noted that such issues are national and relate to legislation. DCC will endeavour to achieve more robust compliance mechanisms through its work and consultation with relevant state agencies for the future control of development through design, planning and construction stages.  Landowners/developers and their design teams to co-operate with the Council and relevant agencies in providing complete compliance with all planning and building control legislative requirements and ensure that such compliance is documented, certified and accessible to the public prior to the occupation of any building or scheme.	Compliance achieved and certified for all planning and building control requirements	Throughout the LAP timeframe with urgent priority on resolving planning compliance and building control issues on non compliant developments.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
UDO9	To seek and assess the satisfactory arrangements for the future management of multiple unit developments as a integral part of a scheme planning proposal to ensure that residential amenities are protected in the management of completed developments in accordance with city policy of encouraging lifetime homes.	Throughout all future phases of development	Dublin City Council, through the development management process, to seek details on the future management and maintenance of schemes.  Developers, to incorporate consideration of management and maintenance proposals as part of design and include such details for consideration as part of the planning process.	Number of dwellings under the control of management companies.	Throughout all phases of development.
UDO10	To minimise the adverse impacts of noise and promote good health and a good quality of life through the effective management of noise within the Clongriffin-Belmayne Local Plan Area.	Throughout all future phases of development.	Dublin City Council, through environmental control, to ensure that noise levels do not exceed appropriate levels to disrupt local amenities.  Developers and their design teams to ensure that the design of developments incorporate good noise insulation, in particular residential design, and avoid placing new uses within schemes that would generate a noise disturbance.	Noise level monitoring in the LAP area.  Measures integrated with design to reduce noise levels at sensitive receptors (in particular new homes).	Throughout all phases of development.
UDO11	To preserve and maintain good air quality in the plan area in accordance with national and EU policy directives on air quality and where appropriate promote compliance with established targets.	Throughout all future phases of development.	Dublin City Council, through environmental control, to ensure that high quality air standards are met in the LAP area.  Developers and their design teams to ensure that high quality standards are met in the efficient use of energy of buildings, that CO emissions are reduced and high quality environmental performance is achieved by new buildings and uses to protect air quality.  Dublin City Council, through implementation of its policies and development control, to promote sustainable forms of development that lessen the extent of carbon emissions, and impacts on air quality.	Air quality measurements in the LAP area.	Throughout all phases of development.
<b>Economic Development Strategy</b>					
ESO1	To improve the physical and visual environment of the LAP area, in particular where vacant sites exist, to provide positive first impressions that market the area for business investment.	Required currently and in tandem with the next first phase developments	Dublin City Council to provide guidance, co-ordination across its own divisions and co-operation with landowners to achieve the implementation of improvements to the physical and visual condition of vacant sites.  DCC, through the development management process, to require such improvements as important and related actions on lands adjoining next first phase applications.  Landowners/developers to effectively manage and maintain their lands that are likely to remain vacant in the medium-longer term of the LAP timeframe and to realise the benefits of such improvements to market interest in existing and next developments.  NAMA to agree funding with developers and realise the benefit and dividends of such improvement works to the market interest in existing and future developments in the LAP area.	Extent of vacant sites physically and visually improved within the LAP timeframe.  The uptake in occupancy and on site activity for future phases following the implementation of improvement works on vacant sites.	The physical and visual improvement on sites is an immediate priority, should commence action in the short term and continue to be renewed and implemented as development lands alter character throughout the LAP timeframe.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
ES02	To seek delivery of important sections of the street network, including interim pedestrian and cyclist routes, to improve local movement between the developing areas in both Dublin City Council and Fingal.	A priority for next Phase 1 developments to improve local access and mobility and to achieve improved accessibility through the LAP area with all future phases of development.	<p>Dublin City Council, through the development management process, to seek the completion and opening of connections as an integral part of next phase developments.</p> <p>DCC, through its divisions, to co-ordinate with developers and ensure the successful design, planning and construction of street, pedestrian and cyclists routes that can be taken in charge.</p> <p>DCC and Fingal County Council to co-ordinate on the completion of routes that connect communities in both administrative areas.</p> <p>The developer/landowner to co-ordinate with the local authority and complete such routes as key elements of next phase developments.</p> <p>The NTA to support the completion of such routes and assist the local authorities through funding where possible for projects that improves accessibility and opens the catchment between communities and services.</p> <p>NAMA to agree funding with developers and realise the added benefit to the market in investing in development that is well connected and integrated with the wider neighbourhood and service locations.</p>	<p>The extent (in metres and kilometres) of new streets, footpaths and cycle ways that are completed and opened for public access in the LAP area.</p> <p>A measure of passing traffic (vehicular, public transport pedestrian and cyclist) through commercial locations in the LAP area before and after the completion of new street infrastructure.</p> <p>The extent of buildings that change status from vacant to occupied as a consequence of increased passing movement through commercial locations.</p>	A priority action to improve local access and mobility in the short term and to seek continued improvement in access and mobility with all future phase developments.
ES03	To encourage co-operation between stakeholders to help prepare vacant sites for future development in a well ordered phasing sequence and facilitate the creative temporary uses.	It is a priority to achieve improvements and uses on vacant sites that are likely to remain vacant in the medium to long terms as part of proposals accompanying the next Phase 1 developments.	<p>Dublin City Council, to co-ordinate with landowners, co-ordinate with its own divisions and agree successful management plans for the treatment of vacant sites in the LAP area and promote successful pilot projects on its own lands.</p> <p>Landowners to take action on the physical and visual condition of vacant sites and realise the dividends to marketing the area successfully if improvements are made to the condition and use of vacant lands. Landowners should engage with the local authority on such proposals.</p> <p>NAMA to agree funding with landowners and realise the benefits to marketing the area, promoting innovation, increasing activity levels and getting an efficient use out of lands likely to remain vacant in the medium to long terms.</p>	<p>Extent of vacant lands that are improved with physical and visual improvements.</p> <p>The extent of improved boundary treatments and landscaping instated.</p> <p>The extent of vacant land converted to a productive use as interim measure.</p> <p>The extent of vacant buildings converted to active uses.</p> <p>The number of different temporary uses created on vacant sites and buildings as part of proposals for more efficient use of the resource.</p> <p>The number of people/groups benefiting from activities on vacant sites and buildings.</p> <p>The extent of activity generated in other areas of the LAP as a result of activity and interest generated by use of vacant sites and buildings.</p>	A priority for the short term to achieve improved physical, visual and efficient use of vacant lands not likely to develop in the medium to long terms. Successful management proposals for vacant sites will be required and linked to phasing proposals for next developments.
ES04	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.	For all phases of development where commercial use buildings and commercial locations are proposed with particular emphasis on encouraging commercial activity in existing completed development to reduce the extent of vacancy.	<p>Dublin City Council, through its Economic Development Unit and role on the Dublin City Enterprise Board and Dublin City Development Board, to assist business development in the LAP area.</p> <p>Landowners/developers and their agents to engage with DCC and enterprise agencies in promoting developments in the LAP area for business /commercial uptake.</p> <p>Relevant state agencies to foster the creation of new business and enterprise and provide incentives for business start ups.</p>	<p>The number of new businesses that open within the LAP area.</p> <p>The number of people employed by new businesses.</p> <p>The extent of commercial floor space that changes from vacant to occupied status.</p>	An effective marketing and support for business/enterprise activity in the LAP area is required currently for existing completed development and shall be promoted for all future phases, in particular for marketing next phase developments (actions in the short term to improve commercial and business viability of the LAP area over the medium and longer term).



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
ES05	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.	As above for ES04	As above for ES04	As above for ES04	As above for ES04
ES06	To co-ordinate with stakeholders, through the economic agencies that work within the city and region, to promote the LAP area for strategic economic investment, particularly in growth sectors.	Throughout all phases of development.	<p>Dublin City Council, in co-ordination with its divisions and role on the Dublin City Enterprise Board, to be pro-active, engage with state agencies that have a remit in enterprise and development and market the LAP area and infrastructure implemented as a strategic opportunity for business and enterprise.</p> <p>State agencies with a remit in business and enterprise development to be aware of the LAP location, its assets, infrastructure and future plans and to co-ordinate with OCC in developing economic growth sectors in the LAP area.</p> <p>Landowners/developers and their agents, to proactively market the LAP location, infrastructure investment made to date and the future opportunities within the area that are positive to attract business investment. A successful management and maintenance of vacant sites is important for this marketing.</p>	<p>The extent of new business start ups created within the LAP area, particularly companies in the growth sectors of the economy.</p> <p>The extent of supporting business that become established.</p> <p>The extent of employment created by new businesses.</p> <p>The commuting patterns of employees (coming from the local area or wider catchment and using public transport or private transport)</p>	Supporting the growth of enterprise and business in the LAP area should be on going. It should be current to attract occupiers to existing vacant units and accompany all future phases over the time frame of the LAP.
ES07	To co-ordinate with stakeholders, in particular the adjoining local authority of Fingal, to promote synergies between the LAP area, existing and future economic zones in close proximity to the LAP area.	Promoting existing development and infrastructure in the LAP area for economic activity and investment shall be on going for all phases of development. The future development of enterprise lands close to the LAP area provides opportunities for synergies with later phases of development in the LAP area.	<p>Both Dublin City Council and Fingal County Council for co-ordination between LAP's, enterprise broads and state agencies to promote the wider area and its assets for strategic economic investment.</p> <p>Landowners/developers and their agents to capitalise on the developments and infrastructure put in place to date, market the area as a viable enterprise location and co-ordinate future developments with continued improvement of infrastructure to attract enterprise development into the LAP area.</p> <p>Co-ordination between state bodies and agencies with a remit in developing the city and regional economy to realise the assets of the LAP location, infrastructure put in place to date, future proposals and opportunities for economic investment.</p>	<p>The amount of new businesses and enterprise activities that get established in the LAP area.</p> <p>The extent of vacant units that get occupied with business activity.</p> <p>The amount of employment created by new businesses establishing in the LAP area.</p> <p>The extent of supporting businesses that establish (cafes, shops etc) as a result of increased activity generated by new businesses.</p>	Promoting existing developments for economic investment, in particular occupancy of vacant units is an immediate priority and short term timeframe target. As each successive phase of development proceeds throughout the LAP timeframe, co-ordination with agencies and companies for potential occupiers of commercial floorspace will be encouraged.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
ES08	To co-ordinate with stakeholders to help to achieve delivery of key transportation infrastructure improvements, in particular public transport, serving the LAP area.	Improving access and local mobility is key to increasing activity levels in the LAP area and creating viable conditions for business to operate (connecting employees, business partners, business transactions, passing custom etc). The next first phase developments will seek to improve local access and in particular seek completion of key sections of the street network. As the area consolidates and develops over successive phases, access infrastructure should also keep improving.	<p>Dublin City Council, through its divisions, to co-ordinate with developers and seek completion of access infrastructure as part of the development management process and in accordance with appropriate phasing. The divisions of the Council need to co-ordinate with developers throughout the design, planning and construction stages so that key street infrastructure can be successfully taken in charge.</p> <p>Dublin City Council and Fingal County Council to co-ordinate on completing street infrastructure that connects developing lands in both Council areas.</p> <p>Landowners/developers to complete important access infrastructure in tandem with developments and ensure completion, to the satisfactory design standards required by the Council, of wider street infrastructure that successfully integrates the development with other locations.</p> <p>NAMA to agree funding with developers that enables key street infrastructure to be completed to benefit next phase and future phase developments.</p> <p>NTA to support a phasing strategy that delivers key sections of movement infrastructure including the completion of the street network, improved pedestrian and cyclist access and improvement in public transport provision.</p> <p>Public transport operators (Irish Rail and Dublin Bus) to co-ordinate with the local authorities on the routes of public transport (as new streets are completed) and increasing public transport services as the area consolidates and grows.</p>	<p>Extent of new streets completed and opened.</p> <p>Extent of new pedestrian routes and cycleways completed and opened.</p> <p>Extent of new bus routes facilitated through the LAP area as street infrastructure is completed.</p> <p>Increases in the frequency and provision of public transport as the population of the area grows.</p> <p>Use patterns of people locally using public transport and new routes.</p>	This is a priority for each phase of development with particular emphasis on completing key street infrastructure in the short term timeframe (1-3 years of the LAP timeframe) and to seek such completion in tandem with next first phase developments.
ES09	To co-ordinate with stakeholders for the completion of a high quality broadband infrastructure to service commercial and enterprise locations within the LAP area.	Each phase of development should include broadband infrastructure that services both commercial and residential floorspace in the LAP area	<p>Dublin City Council, to seek provision of this infrastructure through the development management process.</p> <p>Landowners/developers to include such infrastructure as an integral part of the design, planning and construction stages of development and to market the provision of such infrastructure for residential and commercial use.</p> <p>The providers of broadband infrastructure to co-ordinate with developers in the provision of this infrastructure and market its availability within developments.</p>	<p>The extent of broadband infrastructure installed.</p> <p>Use patterns</p> <p>The extent of business activity attracted to occupy commercial floor space on account of this available infrastructure.</p>	Throughout all phases of development.
ES010	To complete the urban design and spatial vision for the developing area (originally set out in the Action Area Plan in 2000) including the long term completion of two gateway town centre locations which will be attractive for enterprise and business opportunities.	The consolidation and development of KDC locations is a medium to longer term target owing to the current economy. However, next first phase developments and each successive phase of development should continue progress in delivering infrastructure for these locations. Where mixed use developments have been completed to date, encouraging occupancy of vacant units, interim uses on vacant lands and other developments that improve and consolidate completed development should be prioritised.	<p>Dublin City Council, through the development management process, to ensure continued improvement in infrastructure that connects the KDC locations to communities adjoining, encourage initiatives to decrease vacancy and control future developments to ensure suitable density, high quality design and incremental progress in developing the KDC locations.</p> <p>Landowners/developers, to include proposals within phasing that continue to progress the long term completion of KDC locations, improve infrastructure for access and progress interim proposals that improve visual presentation, active uses and marketing of KDC locations.</p>	<p>Extent of development completed within KDC locations.</p> <p>Extent of floor space occupied within KDC locations.</p> <p>Extent of interim measures (visual improvements, temporary uses) accommodated in KDC locations.</p> <p>Progress in delivering infrastructure within KDC locations</p>	Throughout each phase of development with particular emphasis on the short term delivery of improvements in access, occupancy of vacant units, temporary land uses and other measures that improves vitality in the KDC locations.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
Environment and Open Space Amenity Strategy EOSO1	To achieve best practice and innovations in SuDS design as part of development schemes including the successful co-ordination of surface water management with ecology and amenity functions of open space and landscaped areas.	Within the next first phase developments and for all future phases in the LAP area.	Dublin City Council, across its divisions and in particular Planning, Drainage, Parks and Roads divisions, to guide and co-ordinate with developers and their design teams through the design, planning, construction and maintenance stages for successful implementation of best practice SuDS design.  The relevant divisions of Dublin City Council to co-ordinate and agree design standards and successful future management and maintenance strategies with developers so that SuDS features can be successfully taken in charge.  The landowner/developer to realise the multiple benefits to schemes in the implementation of SuDS (from innovation and qualities in design to positive energy and sustainability performance and ease of future management and maintenance) and to hire such expertise in design teams in the design, planning and construction stages of developments.	The extent of SuDS features included in designs that are granted planning and constructed.  A measure of water recycled and reduced rates of surface water discharge to sewers due to SuDS techniques.  The area of new habitats and /or amenity areas created that incorporate SuDS features.  The area of hard surfaces that are designed to include permeable paving and other techniques that improve the control of surface water drainage.  The extent of green roofs, garden spaces and other soakaway opportunities incorporated into the design of buildings and schemes.	Throughout all future phases of development commencing with next first phase developments in the short-medium time frames and continuing as a feature of all future phase developments.
EOSO2	To prioritise and seek the early completion of the original network of open spaces throughout the developing area in the LAP.	A priority for next phase developments on site, in particular next Phases 1-2 which can deliver key sections of the green route to improve local access and mobility in addition to providing and connecting public open space amenity.  All future phases of development shall continue to integrate new locations for parks and open spaces within an overall integrated network.	Landowners /developers should co-ordinate with Dublin City Council and include parks and open spaces that integrate into an overall green route network as part of next phase developments on site. Landowners shall also consider the management of vacant sites over the medium to longer term and the ability to bring forward accessible elements of the green route network in advance of development on the remainder of the vacant site(s).  Dublin City Council, through co-ordination of its divisions, to co-ordinate with landowners /developers at the design, planning and construction stages of public open space for the successful design, opening and taking in charge of these spaces.  DCC to co-ordinate with the NTA and NAMA in promoting the completion of an integrated network of parks for the additional benefits of enhanced local access and mobility when integrated as part of a green route network.	Extent of new parks successfully completed to required standards and open to the public.  Extent of footpaths and cycle lanes opened to connect new parks.  Extent of new public open space areas successfully taken in charge.  Measure of activities and usage patterns of public open space areas.	Completing and opening new parks as part of the green route network is a priority for early implementation with next phase developments (1-3 years of the LAP timeframe).  Each incremental phase of development requires augmentation and opening of sections of this network.
EOSO3	To co-ordinate with Fingal County Council and other stakeholders on the completion of a phased plan and delivery of a linear park along the course of the River Mayne and enhancement of the biodiversity value of the riparian corridor.	Sections of the linear park are already completed. It is a priority that the next phases of development continue the completion of this route.	The landowners /developers to agree with the local authority the design, completion and opening of the linear park.  The relevant divisions of both Dublin City Council and Fingal County Council to guide completion, open to the public take in successfully take in charge the linear park.  The Bio Diversity officers of both councils to guide the design of amenity areas that contributes to the enhancement and protection of riparian corridors and protected natural heritage areas.  Waterways Ireland, the OPW and state agencies in the role of heritage protection, tourism and recreational amenity promotion to co-ordinate with Dublin City Council in the successful completion, opening and marketing of green routes that promote access and enjoyment of coastal amenities.	The extent of new sections of the linear park that are completed and opened to public access.	Short term priority to achieve further progress in completing and opening sections of the linear park.  Throughout each phase of development, progress towards completing an integrated route and connecting recreation and amenity areas in both Councils shall be prioritised for delivery (medium to long term horizon for completing this route).



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
EOSO4	To promote connections between existing amenity areas, proposed amenity areas and greenways including potential connections to an extended S2S route.	This objective seeks to widen the potential network of recreational routes and connections between amenities and communities. It is dependant on successfully completing and opening linkages within the LAP area, such as the river Mayne linear park, connecting the route into the Baldoyle-Stapolin LAP area and completing sections of the green route for a successful integrated network. It is therefore a medium to longer term objective following actions under Phases 1-2.	Dublin City Council and Fingal County Council, through their relevant divisions, to co-ordinate on wider area linkages between communities and amenity areas in both local authority areas  State agencies with a remit in tourism, recreation, health and amenity promotion to co-ordinate and support both Councils in creating and marketing recreational routes.	The extent (in metres and kilometres) of recreational routes (footpaths, cycle ways and linear parks) created that connect coastal amenities to the residential communities in both DCC and Fingal areas.  The use patterns of recreational routes.	Connecting coastal amenities to the LAP areas requires action on completing and opening linear parks, pathways, cycle ways and sections of the green route. Considering that many of these actions are promoted early in the phasing sequence (within 1-3 years of the LAP timeframe), an overall integration of routes with coastal amenities such as the S2S route is in the medium to longer term (3-6 years of the LAP timeframe).
EOSO5	To prepare a specific local biodiversity action plan and landscape character assessment study within the life time of the LAP.	To guide the development of open space, the linear park and green route, a local bio-diversity plan would assist the incorporation and protection of habitats. This objective is therefore a short to medium term objective (within 1-3 years of the LAP timeframe) to guide Phase 1 and 2 actions.  The preparation of a landscape character assessment study will help identify and protect features of the wider landscape such as views towards Howth and visual connection with the rural areas in Fingal.	Dublin City Council, in particular parks division, to assist the making of a local Biodiversity Action Plan and landscape character assessment study  Consultations during preparation of this plan will be important with relevant divisions of Fingal County Council and state bodies such as OPW, Waterways Ireland and the NPWS.	Completion of a local Biodiversity Action Plan and landscape character assessment.  Completion of actions identified within the plan.  Measures that protect and enhance habitats, features of the landscape and improve local bio diversity measures, particularly measures incorporated within landscaping and park design.	The plan should be prepared early in the LAP timeframe (1-3 years) to guide the protection and development of habitats, protect and enhance key landscape features and enhance bio diversity value in tandem with developing phases of development.
EOSO6	To assess the feasibility of establishing a pilot project sites for allotments and/or other growing initiatives on vacant sites within the LAP area as a priority action.	This action should be achieved early in the LAP timeframe as a positive pilot will give positive guidance and examples for the management and use of vacant sites elsewhere in the LAP area. Within 1-2 years and in tandem with Phase 1 developments, this objective should be achieved.	Dublin City Council, through its divisions and the North Central Area office, to co-ordinate and establish an allotment and other potential growing projects on Council lands.  Landowners/developers to consider the potential benefits to their vacant sites on facilitating similar projects should the pilot prove successful.	The area of vacant land converted to productive use such as allotments or other growing projects.  The uptake in membership, subscription and community activity generated through an allotment or similar project.	Within the short term (1-2 years of the LAP timeframe), it is important that a proactive example and lead is taken by DCC in using vacant lands for creative and productive uses. This should happen in tandem with Phase 1 developments. It is an important action to encourage improvements in the condition of vacant sites, encourage community interaction and market the area successfully with a unique project.
EOSO7	To promote improvements of vacant sites for the interim period pending their development within the LAP area and promote progress towards the completion of final stages of Fr Collins Park.	This action should be achieved early in the LAP timeframe to address vacant sites. Actions should be taken over the LAP timeframe to advance the final stage completion of Fr Collins Park.	Dublin City Council, through its divisions, to promote active uses on sites likely to be vacant, particularly for recreation where appropriate, and advance actions that achieve the final completion of Fr Collin's Park south of main street.	Extent of vacant lands put to temporary uses, in particular for recreation purposes.  Measures taken towards completing the final stages of Fr Collins Park.	Throughout the LAP timeframe.
<b>Community and Social Infrastructure Strategy</b>					
CSO1	To promote well designed, accessible and sustainable urban neighbourhoods throughout the LAP area that are well served by local facilities and public transport.	Throughout all future phases with emphasis on facilitating improvements to existing developed areas in conjunction with the next first phase developments.	Dublin City Council, through the development management process and co-ordination with its divisions at the implementation stages.  Landowners/developers to design schemes that create sustainable, well connected neighbourhoods and include appropriate infrastructure.	Mix of uses permitted and completed in developments.  Ratio of unit types permitted and completed.  A measure of the distance/accessibility of developments to public transport.	Throughout the LAP timeframe with an emphasis on improving connectivity between residential areas, public transport and service locations in the short to medium term timeframe (implement improved street connections 1-3 years of LAP timeframe)
CSO2	To ensure access for all to community and social infrastructure for community integration	For all future phases of development	As outlined above for Objective CSO1	Community facilities audits.  Extent of community infrastructure (temporary and permanent) opened in the LAP area.  Use patterns of community infrastructure.	Throughout the LAP timeframe
CSO3	To ensure that buildings intended for community related facilities are designed as adaptable flexible spaces that accommodate a range of uses.	For all future phases of development	As outlined above for Objective CSO1 and CSO2	Extent of different uses facilitated within both community accessible buildings (existing and future), on amenity lands and as interim uses on vacant lands.	Throughout the LAP timeframe.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
CSO4	To assess the feasibility of providing a Dublin City Council Library facility to service the future population within the LAP area, include this feasibility within the next five year city library strategy and consider optimal locations that co-locate such a facility with other community uses.	This is a medium to longer term priority taking into account the need for the area to consolidate a population base to make a new library service viable and for public finances to be available to operate a new library facility. In the interim, promoting improved access to existing libraries in the wider neighbourhood and delivering services such as the mobile library service will be important measures.	Dublin City Council, through its divisions including the Library Services, to continue to assess the developing population levels of the LAP area, the city's library strategy and public financing towards provision of a future library in the LAP area.	Identification of a future library service for this area within the city's library strategy.  The extent of service provided by the mobile library service.  Extent of improved connections within the LAP area that promotes better access to neighbourhood wide community services including existing libraries.	The provision of a new permanent library service is a medium to long term implementation owing to public funding. However, evolving existing services such as the mobile library will continue in the short to medium timeframe of the LAP.
CSO5	To encourage community integration through such examples as creative recreational space, allotments and markets (the concept of "third spaces" for community interaction).	This is important to facilitate in the short term and therefore in conjunction with the next first phase developments, in particular as opportunities for temporary uses.	Dublin City Council, through the development management process and co-ordination of its divisions, to encourage the provision of third places.  The divisions of Dublin City Council, in particular community section, to co-ordinate with landowners on opportunities that may exist on centrally located vacant land banks to accommodate interim uses for community benefit.  Landowners/ developers, to realise the benefits of interim land uses that engage with communities in the interests of increasing activity levels - marketing the location and promoting community integration.	Extent of interim uses facilitated on vacant sites in central locations that engage with the community.	Such uses will be encouraged as short term timeframe opportunities (within 1-2 years) with continued emphasis throughout all future phases on the need to incorporate uses that promote community interaction.
CSO6	To seek to create safe and useable open spaces with each residential development for play through overlooking and passive surveillance	For all future phases of development and optimise the opportunities to improve existing completed developments.	Dublin City Council, through the development management process and co-ordination with its divisions at the implementation stages.  Landowners/developers, to integrate quality open space designs within scheme proposals.	The area of new open space amenity completed and accessible for residential benefit.	Throughout the LAP timeframe.
CSO7	To make provision for the completion of key routes and access points for all to the permanent primary school site within the LAP lands.	This is a priority for Phase 1 developments, in particular focusing on provision of the green route that would connect the school site to Fr Collin's Park via direct walking/cycling.	Dublin City Council, through the development management process, to seek the priority phasing and completion of key streets (the green route in particular) and to ensure co-ordination between divisions for the successful opening and taking in charge of such routes.  DES to integrate the design of the school campus in an integrated manner with access infrastructure and to co-ordinate with the local authority and landowners in connecting the school successfully with green areas, cycle routes and pedestrian paths in particular.  NTA to support the local authority in the completion of routes that connect the school to its communities and support sustainable ways of travel to the school.  Landowners/developers to co-ordinate next phases of development that provides active frontages to routes that connect with the school location.  NAMA to support next phase developments that deliver access infrastructure and amenities close to the school in recognition of the positive catalyst the development of the schools will deliver to increasing activity and completing street design in the centre of the LAP area.	Extent of new streets and sections of the green route completed and opened that connect with the school site.	This is a priority for implementation in the short term timeframe (1-2 years of the LAP) to successfully connect the school site with residential communities and local amenities.  Throughout all future phases in the timeframe of the LAP, continued improvement and completion of the street network will improve access to the schools.
CSO8	To promote and encourage a socially inclusive community that cater for all age groups, that accord with the principles of universal design and that offer quality of opportunity and good services to all.	For all future phases of development.	Dublin City Council through the development management process.	The extent of new community facilities.  The measures undertaken to improve accessibility to community infrastructure in the wider neighbourhood.  Use patterns of community infrastructure.	On going throughout the LAP timeframe.





Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
CSO9	To assess the feasibility and support the medium-long term provision of public sports facilities in combination with the completion of Fr Collin's Park south of the Main Street on lands zoned Z9 for recreation and amenity and to facilitate interim use of these lands for recreation and community purposes.	The interim use of lands zoned Z9 for public open space but not actively in use is an opportunity. In tandem with the next first phase developments, maximising the opportunities of that open space areas should be explored. The final phase of developing Fr Collin's Park and providing a sports facility will require public funding and is a medium-to longer term timeframe (in tandem with later phases).	Dublin City Council, through its divisions, to support active and temporary uses on Z9 zoned public open space lands, seek the completion of Fr Collin's Park and support the longer term provision of a sports centre when public finances improve and the population base increases.	Different activities facilitated on Z9 zoned open space in the LAP area.  A programme for provision of future permanent sports facilities.  Progress in implementing proposed sports facilities during the LAP timeframe.	The feasibility of interim uses on lands zoned Z9 (south of Fr Collins Park) should be undertaken and implemented where feasible in the short term time frame of the LAP (within years 1-3). Providing permanent new sports infrastructure is more likely in the longer term (years 3-6) owing to funding.
CSO10	To encourage the provision of accessible sports, recreation and community facilities as part of a sustainable mix of uses for future development proposals within the LAP area.	Throughout all future phases of development.	Dublin City Council, through co-ordination with its divisions in the planning and management of future sports and community infrastructure.  Dublin City Council, through co-ordination with developers by development management, to achieve improvements to local community infrastructure with development proposals.	Extent of community, sports and leisure uses permitted and completed in tandem with developments.  The use pattern of new facilities.  The extent of improved access to existing community and sports facilities in the wider neighbourhood.	On going throughout all future phases with a priority on improving access to existing facilities in the wider neighbourhood and encouraging uses on vacant sites that have community benefit in the interim period (actions within 1-3 years of the LAP timeframe)
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.	The provision of permanent primary school campus for the two existing primary schools is a Phase 1 priority for the Belmayne area including the completion, in tandem, of routes that connect the school site successfully with communities and facilities adjoining.	The Department of Education to co-ordinate between the landowners and Dublin City Council in the design of a successful and well connected primary school campus.  The Department of Education to progress the design, planning and construction stages of the primary school campus as a priority action in the LAP area.  Dublin City Council, through its divisions, to co-ordinate with the Department of Education and assist in the completion and opening of a school campus well connected within its neighbourhood.  Landowner/developers, to ensure that infrastructure is included in next phase developments that assist connections to the school campus and that the benefits to progressing other phases is realised if a successful and integrated school campus is delivered in the short term horizon of the LAP.  NTA to support successful integration and the opening of linkages between the school campus, its catchment neighbourhood and the location of services.  NAMA to agree funding with developers that phases and brings forward infrastructure to connect the school sites successfully within the neighbourhood and realise the benefits of the school development for increasing activity and marketing the location.	Completion status of the school design, planning and construction stages.  The opening dates of the school buildings, enrolment and catchment area.  Extent of street infrastructure, pedestrian and cyclist connections completed and brought forward in adjacent phases of development to successfully connect the school site within its neighbourhood.	This is a priority project to advance at the next first phase of development and ensure completion and opening of the school and access routes to it over the short-medium term (1-3 years of the LAP timeframe).
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. The Council will support and promote the Clongriffin-Belmayne LAP area as a location suitable for the provision of a primary care centre.	The provision of community services, including health care services, early in the phasing sequence of development was an important objective of the original plans permitted in this area. It is important to engage with stakeholders to advance the delivery of services within completed developments for the growing community throughout all phases of development.	State agencies, including the HSE, to co-ordinate with Dublin City Council on its proposals to expand and invest in new services in areas of population growth and ensure that opportunities for new, serviced and accessible locations are taken to locate such services.  Dublin City Council, through its divisions and development management process, to achieve improvements in the physical infrastructure and development of the area which will increase accessibility and increase the population base to support the viability of new community services, including health services, in the developing area.	The extent of new community facilities, in particular health services (HSE supported centres, private practice services, pharmacies, GP services etc) that become established in the developing area.	Such services should be provided in tandem with population growth in the new area and advanced, where feasible and in agreement with the responsible stakeholders, in the short to medium time horizon and throughout all future phases of development.
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	Throughout all phases of development with a particular emphasis on achieving occupancy in early phases (phase 1 in particular) of completed units for cafes, shops, restaurants etc.	Dublin City Council, through its divisions (such as the EDU and development department) and the development management process, to support uses that provide commercial services and opportunities for the growing community to socialise and interact (such as cafes, restaurants, public houses, local supermarket etc)	The extent of new shops, cafes, restaurants etc that open in the developing area.	Throughout the LAP timeframe with an emphasis on promoting occupancy of existing vacant units with such services in the short to medium term.



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
	and to assist community development.		The landowner /developer and their financiers and estate agents to engage with the business community and potential operators of such services to encourage uptake in completed commercial units.		
<b>CTO1</b>	To support the development and sustainable location of cultural and tourism related facilities within the area, in particular the flagship Fr Colin's Park and greenway connections to the coast, that is accessible by all.	Throughout all phases of the LAP	Dublin City Council, through its divisions, to co-ordinate on guiding the implementation of tourist and cultural infrastructure within the LAP area and provide guidance through forward planning and development management.  Tourism and culture agencies to co-ordinate with Dublin City Council on the opportunities that exist to improve tourist and cultural infrastructure within the local area and in particular to co-ordinate on ways to help market the assets that exist in the local area (proximity to coastal amenities for example).  Developers to integrate proposals that enhance the tourism and cultural offer within the local area and consider the benefits of these facilities to breathe vitality and interest within new developments.	The extent of tourism and cultural infrastructure planned and completed in the area.	Throughout the LAP timeframe with an emphasis on promoting access to coastal amenities as a tourism opportunity in the short term timeframe.
<b>CTO2</b>	To facilitate the provision of fit-for-purpose, sustainable cultural infrastructure incorporated into developments.	Throughout all phases of the LAP	Dublin City Council, through the development management process and co-ordination with its culture and amenity divisions.  Landowners/developers to research and identify potential occupiers of cultural space that can be incorporated into development projects.	New cultural spaces permitted and completed within the LAP area.  Used patterns of cultural facilities.	Throughout the LAP timeframe.
<b>CTO3</b>	To ensure that a cultural impact assessment accompanies all larger planning applications which identifies the contribution(s) the proposed development will make to culture and tourism in the area.	Throughout all phases of the LAP	Dublin City Council, through the development management process and co-ordination with its culture and amenity divisions.  Landowners/developers to provide cultural impact assessments with larger planning applications and consider the benefits to both the scheme and communities adjoining of integrating culture and tourism opportunities.	The extent of facilities permitted and completed within the LAP area.  Use patterns of such facilities.	Throughout the LAP timeframe.
<b>CTO4</b>	To promote the priorities of the Dublin Cultural Strategy 2009-2017 through the support for established and emerging artists, opportunities to participate in cultural events, support for sustainable cultural infrastructure, recognise its vitality and viability	Throughout all phases of the LAP	Dublin City Council, through co-ordination with its divisions and with external agencies in the assistance and promotion of arts and culture in the LAP area.	A measure of the extent of cultural spaces, number of events and uptake in cultural opportunities within the LAP area. u	Throughout the LAP timeframe
<b>CTO5</b>	To ensure the provision of local cultural spaces, performance and entertainment spaces, while protecting the existing amenities of the area.	Throughout all phases of the LAP	Dublin City Council, through co-ordination of its divisions, advising on development proposals and facilitation of cultural events in the LAP area.	The design and provision of spaces where cultural events and performances can be facilitated.  The extent of cultural events held within the LAP area.	Throughout the LAP timeframe.
<b>CTO6</b>	To encourage the alternative use of vacant commercial space to allow use for creativity and cultural use on a temporary basis	Particular emphasis on Phase 1 development and the interim use of lands not likely to be completed with developments until later phases.	Dublin City Council, through co-ordination with its divisions and with external agencies in the assistance and promotion of arts and culture in the LAP area.  Landowners/developers to consider the opportunities that exist for enlivening a development by assisting and	Extent of vacant space converted to active cultural uses.	Important for implementation in the short to medium term timeframe of the LAP (1-3 years) and throughout the LAP timeframe



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure Implementation	Indicative Timescale
			encouraging cultural use of vacant lands and floorspace, particularly in prominent locations such as Main Street, for interim periods.		
<b>Built Heritage Strategy</b>					
<b>BHO1</b>	To protect and enhance the character of built heritage within and in close proximity to the LAP lands.	Throughout all phases of the LAP.	Dublin City Council, through its divisions, implementation of heritage strategies and development management.  Co-ordination between Dublin City Council and agencies with a remit in the promotion and protection of heritage.	Extent of measures taken to protect heritage and promote awareness.  Funding spent on heritage projects in the LAP area.	Throughout the LAP timeframe.
<b>BHO2</b>	To preserve and enhance the setting and character of Grange Abbey and ensure future development has regard to the historical value of heritage sites.	Relevant for future works in particular that may improve Z9 zoned public open space in close proximity to this historic site.	As outlined for BHO1	As outlined for BHO1	As outlined for BHO1
<b>BHO3</b>	To promote the in-situ preservation of archaeology as the preferred option where development would have an impact on zones of archaeological interest.	Throughout all phases of development where sites of archaeological interest are recorded.	Dublin City Council, through its divisions and in particular heritage and archaeology and through development management.  Co-ordination between Dublin City Council and agencies with a remit in the promotion and protection of archaeology.	Measures taken to protect and record local archaeological heritage.	Throughout the LAP timeframe.
<b>BHO4</b>	To assess the feasibility of a local heritage trail in conjunction with Fingal County Council to promote awareness, appreciation and potential tourism benefits from local heritage features in the locality between both Council areas.	To promote such a trail, and its potential synergy with amenity routes, throughout each phase of development.	Co-ordination between the divisions of Dublin City Council and Fingal County Council, in particular heritage.	Extent of heritage trails created.	The feasibility of such a trail to promote the assets of the wider locality should be progressed within the short term timeframe of the LAP with a medium-longer term potential implementation of an integrated heritage trail between both Councils.
<b>BHO5</b>	To encourage good integration, in particular walking and cycling, between the LAP area and grounds of Belcamp College in Fingal County Council and value the significant architectural heritage of these grounds as an asset for communities in both council areas within future proposals.	The lands of Belcamp College are within Fingal and the future development of those lands is to be subject of a LAP. This objective is therefore related to later phases with respect to integrating walking and cycling routes from the DCC area within the LAP area in Fingal.	Co-ordination between the divisions of Dublin City Council and Fingal County Council, in particular heritage.	Extent of walking routes/cycle routes that integrate amenity and heritage features in the LAP lands of DCC and FCC.	As the Belcamp College grounds are outside the LAP area and subject to their own forward planning, this is a longer term horizon implementation. The feasibility and merits of such links will however be promoted over the short term of the LAP to progress such local heritage links.
<b>BHO6</b>	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.	Throughout all phases of development where naming proposals are made for new developments and public spaces.	Co-ordination between the divisions of Dublin City Council and its Councilors.  The landowner/developer and designers to be cognisant of local heritage in design proposals and naming proposals for schemes and future public spaces.	The extent of new schemes, streets and public spaces completed and named that reference local history and cultural heritage.	Throughout the LAP timeframe.
<b>Infrastructure and Services Strategy</b>					
<b>ISO1</b>	To protect existing and future infrastructure through the protection of wayleaves and co-ordination of developments with the requirements of infrastructure service providers.	Throughout all future phases of development	Dublin City Council, through the development management process, to protect designated way-leaves.  The providers of utilities and infrastructure services to co-ordinate with Dublin City Council in up to date mapping of installed services.  Developers to consider way-leaves as part of development design and co-ordinate with relevant bodies when developing in close proximity to infrastructure services.	Achieved set backs from designated service way-leaves.	Throughout the timeframe of the LAP



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
ISO2	To seek the rehabilitation of the Mayne River to good water status, it's restoration as a natural amenity and protection of the riparian corridor through the LAP area.	Throughout all future phases with particular emphasis on improving the quality of the River Mayne and its amenity potential from Phase 1 onwards.	Dublin City Council, its divisions and co-ordination with other agencies including the ERBD , OPW, Waterways Ireland and the adjoining authority of Fingal	Measure of water quality periodically within the River Mayne.  Extent of improvements undertaken in surface water management and amenity corridors along the Mayne.  Survey of the bio diversity character of the River Mayne and its riparian corridor	Throughout the LAP timeframe with a priority to improve the quality of the River Mayne by implementing measures within the short term timeframe and in tandem with next first phase developments.
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.	As outlined for ISO2	As outlined for ISO2	As outlined for ISO2	As outlined for ISO2
ISO4	All planning applications shall be required to submit a surface water drainage plan which will include proposals for the management of surface water within sites, and runoff rates from sites, protecting the water quality of the River Mayne and retrofitting best practice SuDS techniques on existing sites where possible	Throughout all future phases of development	Dublin City Council, through the co-ordination of its divisions and consultation with agencies such as the ERBD, to approve with developers and their design teams the integration of acceptable surface water drainage systems within developments in the LAP area and to assist through effective design criteria the implementation of best practice.  Developers to ensure that engineering design teams are co-ordinated with the divisions of Dublin City Council on the installation of optimal and best practice surface water drainage systems.	As outlined for ISO2	As outlined for ISO2
ISO5	To encourage provision of suitable high quality strategic telecommunications including fibre optic broadband links and utilities (gas and electricity) infrastructure is provided for within the LAP area.	Throughout all future phases of the LAP	Dublin City Council, through forward planning and development management processes, to ensure that new developments are serviced by modern infrastructure.  The providers of infrastructure services to co-ordinate with Dublin City Council on the provision of infrastructure and future network improvement/extension plans.  Developers to co-ordinate with the providers of infrastructure services and integrate modern infrastructure in new developments	Extent of infrastructure networks in the LAP area.  Extensions /improvements to infrastructure networks.  Measure of residential and commercial units connect and being supplied with infrastructure services in the LAP area.	Throughout the LAP timeframe
ISO6	To require all proposed developments to carry out a detailed Flood Risk Assessment in accordance with the Departmental Guidelines on Flood Risk Management.	Throughout all phases of the LAP	Dublin City Council, through the development management process, co-ordination of its divisions and co-ordination with agencies to seek FRA with development applications.  Developers to engage with their design teams in the carrying out of Flood Risk Assessment	Flood Risk Assessments completed for developments.  Measures implemented following FRA analysis.	Throughout the LAP timeframe
ISO7	All new developments shall be required to comply with the standards set out in the Greater Dublin Strategic Drainage Study (GSDS).	Throughout all future phases of development	As outlined for ISO4	As outlined for ISO4	Throughout the LAP timeframe
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	Throughout all future phases of development	Dublin City Council, in consultation with Fingal County Council and in consultation with the Greater Dublin Drainage Initiative.  The consultation, planning and environmental impact processes (and stakeholders central to these processes) on any option chosen for a regional waste water treatment plant in the local area.	The option chosen for the regional WWT plant when made and its planning/environmental assessment outcomes.  Any mitigation measures identified through the planning and environmental process on the design and site location of the chosen option	Throughout the LAP timeframe



Objective Number	Statement	Implementation Requirement within Phasing	Responsible Stakeholders	Sample Indicator(s) to measure implementation	Indicative Timescale
<b>Sustainability Strategy</b>					
<b>SSO1</b>	To seek best practice in sustainable design and incorporation of green technology for all future development proposals in the LAP area across the levels of the individual buildings, the overall scheme and overall neighbourhood.	Throughout all future phases of development in the LAP area.	Dublin City Council to seek innovative sustainable designs through development management.  The relevant state agencies to ensure that compliance with BER and other sustainable design provisions are achieved and incentives provided where possible.  The landowner/developer to hire the expertise of designers and design teams in the design, planning and construction stages of a development.	The number of new buildings permitted and/or constructed through the LAP that achieve: High BER standards High performance ratings in energy efficiency and sustainable design. Awards/standards for sustainable design.  An audit of sustainable design features incorporated into the layout and design of neighbourhoods, schemes and individual buildings.	For all future phases of development over the short-medium and long terms of the LAP timeframe.
<b>SSO2</b>	To encourage the development of exemplary projects within the LAP area that demonstrate best practice in energy efficiency (both residential and commercial) and sustainable design.	Throughout all phases of future development	Dublin City Council, through development management, to seek best practice in sustainable design.  Landowners/developers, to ensure that best practice in sustainable design is included with future development applications.	Building Energy Rating performance  Sustainable design techniques achieved within schemes.  Awards given for innovation in design.	Throughout the LAP timeframe
<b>SSO3</b>	To prioritise actions under the LAP through an effective phasing programme that help to complete the development of sustainable walkable neighbourhoods with particular emphasis on, promotion of public transport, promotion of sustainable movement, promotion of consolidating areas of development with sustainable densities and enhancement of the environment and open space	Throughout all future phases of development.	Dublin City Council, through the development management process and co-ordination between its divisions in providing infrastructure that supports sustainable neighbourhoods.  Landowners/developers to ensure that proposed developments are designed to the principles of sustainable neighbourhoods and realise the benefits to marketing and attracting long term investment in such quality schemes.  NTA to support developments that achieve sustainable densities and achieve integration of sustainable travel modes.  NAMA to support developments that deliver sustainable neighbourhoods and recognise the value to a scheme in having high quality infrastructure and services to attract investment.	Measure of densities achieved in residential development.  Extent of improved connections to public transport achieved.  Ratio of different land uses permitted and completed in the LAP area.	Throughout all future phases and the timeframe of the LAP with particular emphasis on implementing actions that help to make existing neighbourhoods more sustainable
<b>SSO4</b>	To facilitate the provision of employment uses in close proximity to residential areas to increase the opportunity for working close to the home (and thereby reducing the extent of work related commuter journeys).	Throughout future phases of development, in particular those phases that consolidate the KDC designated zones with mixed use residential and commercial developments at later phases (Phase 4)	Dublin City Council through development management to co-ordinate the integration of employment locations with access quality residential homes and public transport.  Developers to incorporate good access to public transport in the design of mixed use development and prepare traffic mobility management plans that promote the use of public transport in the movement of employees.  Operators of public transport services to co-ordinate with DCC on the provision and improved service of public transport.	The ratio of residential to commercial development permitted and completed in the LAP area.  The amount of employment created by new commercial uses in the LAP area.  The travel patterns of local residents to places of work.	Integration of employment generating uses with residential uses and public transport is a key requirement for completing town centre development (in the medium to longer term timeframe of the LAP)
<b>SSO5</b>	To ensure that the phasing, implementation and monitoring strategy of the LAP will contribute to indicator projects for Dublin City including the Sustainability Indicators Framework that measures progress and assists policy making towards improving the quality of the environment and creating a highly sustainable city	Throughout all phases of the LAP	Dublin City Council and co-ordination through its divisions, with external agencies and developers in the measurement and analysis of progress in the LAP area.	Examples of indicators that could be explored and uses as a means of measuring progress under the LAP is outlined in the sections above.	Throughout the LAP timeframe with particular emphasis on using indicators for regular reviews (annual review of the LAP performance for example)

# APPENDIX 2 :

## Appendix 2: Progress in Implementation of Design Principles under the North Fringe Action Area Plan 2000

### Key Structuring Principles of the North Fringe Action Area Plan

The table below summarises the Key Structuring Principles with comments on progress to date.

Key Structuring Principles	Progress to date
<b>Maximise access to public transport</b>	<p>Mostly achieved through development of the rail station and the frequent bus service from the city centre to Clongriffin.</p> <p>The principle is impacted by the slow down in progress to develop residential and mixed services in close proximity to public transport hubs.</p> <p>Blockages in permeable connection across the North Fringe lands and from adjoining areas (both vehicular and pedestrian/cyclist) impacts on convenient access to new transport facilities.</p> <p>The incomplete nature of the new street network means that the bus service for example does not run through Belmayne and some residential locations such as Marrsfield are disconnected from direct access to public transport services (such as a direct walking route to the train station)</p>
<b>Maximise potential linkages</b>	<p>This is not achieved to its full potential. The incompleteness of the main street through Belmayne and Clongriffin via Priory Hall disconnects both ends of the development. Similarly the incompleteness of the Parkside Boulevard and Northern Parkway disconnects people from the northern end of the development. The lack of a successful connection towards Baldoyle across the rail line (a pedestrian only solution is in place) restricts free movement between the Fingal and DCC sides of development and severs retail/commercial uses at Clongriffin from a wider catchment. Pedestrian and cyclist connections are impacted by failure to deliver through routes and large vacant</p>

	<p>parcels. The slow progress in delivering the Malahide Road junction re-alignment and Hole in the Wall Road re-alignment at Drumnigh Cross impacts on congestion and has not removed issues of through traffic.</p>
<b>Optimise densities to support efficient public transport system and viable and vibrant mixed use.</b>	<p>This had commenced with development of Station Square and partial frontage to the main street at Clongriffin. A high density mixed use model and high quality public realm accompanied Station Square. The economic downturn has halted progress in completing frontages to the main street and has led to vacancy and low levels of activity adjacent to key public transport. Belmayne Town Centre has not materialised. This centre would incorporate a bus interchange at the western end of the main street.</p>
<b>Optimise opportunities for place making</b>	<p>The main components to create a distinctive sense of place have commenced with the particular positive development of Fr. Collins Park which has a city wide profile as an innovative and unique park. The quality of the public realm at Station Square, the distinctive design and successful integration of a Park and Ride and cycle parking facility and landscaped stepped entrance to the station platform have contributed to a quality sense of place. Residential squares enclosing residential parks in Belmayne and Beupark create attractive and distinctive local landmarks. Vacancy and inactivity on sites that are bounded with extensive hoarding are however eroding the quality and visual impressions of the area. Slow progress at Belmayne Town Centre has failed to create a landmark /special profile at a prominent location at the west end of the plan area.</p>

### Principal Elements of the Spatial Strategy in the North Fringe Action Area Plan

The following table provides a summary of the Principle Elements of the Spatial Strategy with comments on progress to date. These principles accompany the diagram from Section 3.4 of the original Action Area Plan.

Principal Elements of the Spatial Structure	Progress to date
<b>1: An activity spine in the form of a boulevard axis extending from the Malahide Road to the proposed railway station, as the primary community focus.</b>	<p>The main street is the proposed boulevard axis. Its implementation has commenced but it is not completed as a through route connecting the Malahide Road to the rail station as set out in the original plan. Sections of this road have been laid but they remain closed, adjoined by vacant sites and screened by hoarding. Where parts of the main street have been completed, commercial units at street level are vacant.</p>
<b>2: A series of green links running north to south terminating in recreational or other community facilities with high space requirements</b>	<p>A series of green links has not occurred owing to large vacant and inaccessible sites that segregate developments. Successful local parks have been incorporated into developments at Belmayne and Beupark. However free movement between recreational areas throughout the plan area is restricted by blocked access routes, hoarded sites and slow down in on site development. Many of these green areas are incorporated into planning permissions which have not yet been developed.</p>
<b>3: A redesigned and significantly enhanced central park (Fr Collins Park) with improved sports and recreational facilities.</b>	<p>This has been achieved and it is a major landmark and focal point for the local area. The park includes passive and active recreation facilities including sports pitches, changing rooms, children's play grounds, a running/cycling path and skate board park. The public realm landscape features including lakes and a waterfall and the wind turbines provide a high quality and special identity for the park. A sports centre is planned close to Fr Collins Park. Its delivery has not occurred.</p>
<b>4: Strong links back to existing developments at Clarehall Estate and Donaghmede Shopping Centre</b>	<p>The links exist through the existing road network. The strength of these links needs improvement however and they are weakened by vacant sites and inactive frontages (an example is the approach into Belymane from the new roundabout entrance at Clarehall). The pedestrian and cyclist environment, landscaping, lighting and development of active frontages within the plan area are important elements to encourage these links.</p>



<p><b>5: A new perimeter road defining the northern development limit.</b></p>	<p>This route (the Parkside Boulevard and Northern Parkway) is implemented in part but through connections are blocked, in particular at the Hole in the Wall Road and adjoining the Marsfield Development. The integration of this route with a branch road connection to the re-aligned R107 is planned and is integral to alleviating congestion at the Malahide Road/N32 junction and improving access into the plan area. The temporary primary schools are located at the north boundary of the plan area. The incompletion of connecting roads is impacting on the ease of access to the school location.</p>
<p><b>6: The landscape features of the Mayne River and its associated tree belt protected as an ecological habitat and linear amenity area</b></p>	<p>The only developments that have occurred on the DCC boundary side of the River Mayne are the temporary schools and the Marsfield residential development. The creation of a linear park as an amenity feature and ecological habitat is only partially implemented on the east side of the plan area (to the rear of the Marsfield development).</p>
<p><b>7: A series of residential squares linked by a network of pedestrian/cycle routes</b></p>	<p>This is partially implemented within the layout of developments that have been completed, in particular Belymayne. The halt in progress on adjoining sites blocks the development of an integrated network of routes and residential squares throughout the plan area.</p>
<p><b>8: Malahide Road re-alignment option</b></p>	<p>This is an important engineering project which would improve vehicular access into the North Fringe and alleviate congestion at the Malahide /N32 junction. It is also important to successfully deliver a traffic calmed town centre site at Belymayne. Plans are in place but there is no progress to date with these works.</p>



Diagram from Section 3.4 of the North Fringe Action Area Plan (2000)

### Urban Design Proposals under the North Fringe Action Area Plan

The following table provides a summary of the thirteen Urban Design Proposals under the original Action Area Plan with a comment on progress to date. These principles accompany the diagram from Section 3.5 of the original Action Area Plan.

Urban Design Proposals	Progress to date.
<b>1: Boulevard Axis</b>	Partial completion only.
<b>2: Malahide Road Junction</b>	Not commenced.
<b>3: Community focus</b>	Not completed ( vacant units on the west side and vacant sites on the east side of the intended square)
<b>4: New square around existing sports centre</b>	Not implemented in this form. The location and design of Priory Hall, location of the Trinity Sports Centre and layout of Fr. Collins Park at this junction do not create a square.
<b>5: Station Square</b>	This is implemented. The form of the square is different to that of the diagram in the original Action Area Plan. A high quality public realm has been delivered. Activity onto the square has not occurred however owing to vacant units on the north side (proposed location of a supermarket) and vacant sites on the west side and north side of the main street. The opening of the rail station is a significant gain.
<b>6: Public concourse across railway</b>	This has not occurred. A pedestrian stairwell and lift access to development lands on the

	Baldoyle/Fingal side is in place to facilitate access to the rail station.
<b>7: Landscaped link routes</b>	Progress in creating these linked routes is halted by lack of development and vacant sites adjoining completed developments to date.
<b>8: Residential squares</b>	Partially implemented where developments have been completed. A network of linked residential squares is halted due to vacant sites and non implementation of permissions granted.
<b>9: Gateway buildings</b>	Gateway buildings into the North Fringe plan area from the Malahide Road have not occurred owing to the halt in developments.
<b>10: Suggested locations for schools and other institutional uses</b>	Temporary school buildings exist. The site for permanent school buildings is set aside but progress on delivery is slow. Demand for permanent school facilities and increased accommodation is high owing to the successful enrolment of pupils in the primary schools to date.
<b>11: Pedestrian/cycle network linking schools and residential development</b>	This is not achieved owing to the lack of through connection moving east to west across the plan area, in particular the absence of a completed Parkside Boulevard and Northern Parkway route.
<b>12: Development linked back to improvements of existing public realm eg. Donaghmede Shopping Centre.</b>	This is not achieved in a strong way owing to lack of progress and thus activity that would connect the pedestrian /cyclist between character areas within the plan area and adjoining community.
<b>13: Malahide Road realignment option</b>	This is not yet achieved.



Diagram from Section 3.5 of the North Fringe Action Area Plan (2000)



# APPENDIX 3 :

## Appendix 3: Housing Quality Assessment and Design Statement for Tall Buildings

### SECTION 1

#### HOUSING QUALITY ASSESSMENT (HQA)

Housing Quality Assessment of standards is required by planning applications for residential development in the city as stated in the City Development Plan. It is therefore considered that if an individual intends to lodge a planning application for a development comprising 10 or more residential units in the LAP area, the submission of a HQA report would be required as part of the application.

#### HOW TO PREPARE A HOUSING QUALITY ASSESSMENT

To prepare a HQA, all persons must have regard to the provisions of the Dublin City Development Plan 2011-2017. The HQA should be well structured and concise. The report shall provide both quantitative & qualitative standards. The wider local area should also be taken into consideration including urban qualities such as the existing urban setting, physical & social amenities, community facilities and infrastructure. The Planning Authority recommends that the following three inter-related issues be taking into consideration when preparing the HQA:

- The unit (Apartment & House)
- The scheme (All residential developments)
- The environment outside the apartment block, the neighbourhood and the social & other infrastructure.

#### WHAT'S IN THE CHECKLIST

The checklist for HQA contains a summary of criteria identified in the Dublin City Development Plan. The checklist is categorised under three inter-related sections; the unit, the scheme & the neighbourhood. The checklist should be used in initial design stages of a scheme, in pre-planning consultations and in the documentation submitted with an application. The checklist is not intended to be an onerous additional requirement but merely a statement regarding the 'quality control' process that should be inherent in the design process. It is the objective of the checklist to prompt, inform and guide individuals in providing a Housing Quality Assessment Report, which would provide successful residential developments that not only respond to people's needs but also provides a framework within which communities can grow.

#### The Unit:

##### Quantitative Standards/ Schedule of Areas:

The number of units	
The percentage mix of units	
The number of bedspaces	
Overall floor area of units	
Floor to ceiling heights of units	
The number of kitchens/bathrooms with windows	
Quantum of public open space	
Quantum of semi-private open space	
Quantum of private open space	

##### Qualitative Standards/ unit type reviews:

General description of unit type:	Give a brief description of how the unit accommodates a family (e.g. 2 adults and 1 or 2 children)
Orientation	State whether the unit is dual or single aspect and the orientation of any single aspect unit.
Private open space	Give an indication of the size of balconies/ open space, the orientation and an indication of which rooms they are accessed off.
Semi-private open space:	Indicate how direct access to semi-private open space is attained from the units.
Quantum and location of storage provision	Provide a breakdown of storage provision within a unit and/or the block.
Provision for drying clothes	Give an indication if provision for drying clothes is made within the dwelling unit having regard to good design and energy efficiency solutions.
Details of the design and layout in terms of noise reduction	Give an indication of how the design and layout has been adopted to minimise noise transfer from dwelling to dwelling. Noise transfer from common spaces/corridors should also be examined.
Mixed use schemes	Give an indication of how the design and layout has been adopted to minimise noise transfer from the commercial units to the residential units and how provision has been made for: <ul style="list-style-type: none"> <li>• Ventilation</li> <li>• Storage and collection of refuse</li> <li>• Servicing</li> </ul>

Crèche	In schemes which are required to provide a crèche give an indication of how the crèche interacts with the residential element in terms of: <ul style="list-style-type: none"> <li>• Details of open space</li> <li>• Boundary treatments</li> <li>• Access arrangements</li> </ul>
Entrance Lobbies	Give an indication of: <ul style="list-style-type: none"> <li>• The number of lobbies</li> <li>• The location</li> <li>• The extent of the lobbies/halls</li> <li>• The proposed materials</li> </ul>
Access Arrangements	State whether the dwelling units are accessed from: <ul style="list-style-type: none"> <li>• Own-door.</li> <li>• Central core (if accessed from central core indicate the number of units accessed from each core)</li> <li>• Deck access. (If deck access is proposed give an indication of how privacy shall be maintained.)</li> </ul>
Common Areas	Give an indication of how the design and layout would provide for <ul style="list-style-type: none"> <li>• Attractive &amp; sustainable common areas</li> <li>• Encourage social interaction</li> <li>• Exhibit a sense of space</li> <li>• Easy access</li> <li>• Legibility</li> </ul>

#### The Scheme:

Provision of semi-private/public open space	State the: <ul style="list-style-type: none"> <li>• Area</li> <li>• Orientation of the open space</li> <li>• Submit landscape plan</li> </ul>
Children's play area	Give an indication of the size, the orientation and the type of equipment provided.
Secure parking for bicycles	Give an indication of the location of bicycle parking, the quantum of spaces and how secure it is.
Car parking	Give an indication of the following: <ul style="list-style-type: none"> <li>• The number of spaces provided</li> <li>• Whether these spaces are at surface level or in underground car park.</li> <li>• If a basement car park is being provided, details of the design of the entrance gates/screening and any other proposals to minimise impact on the streetscape.</li> <li>• Access/entrance arrangements to underground car parks, both vehicular and pedestrian.</li> </ul>



	<p>including details of automatic gates and whether they are to be controlled by card, proximity reader etc.</p> <ul style="list-style-type: none"> <li>• Access arrangements to car parks for people with disabilities.</li> <li>• Design solutions for underground car parks to provide security.</li> <li>• If providing surface car parking, details of permeable surfaces and soft landscaping and details of visual surveillance for residents' vehicles.</li> <li>• If providing shared surface, privacy strips should be provided for to the front of the units</li> </ul>
Energy efficiency of building and sustainable solutions	<p>Give an indication of the energy efficiency of the building block and outline any sustainable solutions that are proposed to be incorporated in the development such as:</p> <ul style="list-style-type: none"> <li>• Insulation</li> <li>• Green roofs should be standard in apartment schemes and could be used for amenity once there was no overlooking or impact on the residential amenity of adjoining residential properties.</li> <li>• Soft landscaping</li> <li>• Permeable surfaces</li> <li>• Solar panels</li> <li>• Rain water harvesting</li> </ul>
Provision of refuse storage, recycling and composting areas	<p>State the area, location and how direct access is attained from the residential units to the refuse store.</p> <p>The developer shall give indications of how the design of the scheme would provide for a successful waste management service that:</p> <ul style="list-style-type: none"> <li>• Is secure and provides controlled access</li> <li>• Provides recycling facilities</li> <li>• Provides for management of smell and rodent control</li> <li>• Provides for a wash-down facility</li> </ul>
Architectural quality and finishes	<p>Design concepts of schemes should exhibit a visual quality that presents an aesthetically pleasing building form.</p> <p>For developments more than 100 units, an Urban Design Statement should be submitted as stated in section 17.9.1 of the City Development Plan 2011-2017</p> <p>If a tall building is proposed another design statement demonstrating the following should be provided (see section 2):</p> <ul style="list-style-type: none"> <li>• Structure study</li> <li>• Architectural design statement</li> <li>• Movement statement</li> </ul>

	<ul style="list-style-type: none"> <li>• Impact assessment</li> <li>• Building services strategy</li> </ul>
Soft Landscaping	<p>Give an indication of existing trees and vegetation by providing a full survey.</p> <p>Provide protection measures for the trees where possible.</p> <p>The top soil excavated should be reused within the site.</p> <p>Developers should contact and liaise with the parks section of Dublin City Council</p>
Management & maintenance of the Scheme	<p>Provide detailed information of how all of the common parts and services within the scheme, not belonging to or the responsibility of a single person is to be managed</p> <p>Give an indication of how all the common parts would be maintained and repaired on a permanent basis.</p> <p>Give an indication of how the scheme would ensure adequate access to provide for services, enforce standards and monitor physical conditions.</p> <p>In larger schemes the possibility of employing an onsite caretaker, concierge or janitor for the building complex should be investigated,</p>
Services	<p>Fire Safety</p> <ul style="list-style-type: none"> <li>• The developer should give detailed information of how fire safety measures would be achieved within the scheme and in compliance with the Fire Authority</li> <li>• The developer should demonstrate how the fire safety systems within the development would be maintained.</li> <li>• Give a clear indication of how to avoid noise pollution in the case of faulty alarm systems.</li> <li>• The possibility of providing a fire register in which all matters relating to fire safety would be recorded and can be easily be inspected by interested parties including the fire authority within a week of formal application to do so should be investigated.</li> </ul> <p>Security</p> <ul style="list-style-type: none"> <li>• Give an indication of how security within the scheme would be provided and maintained</li> <li>• Providing proper enforceable security on all external doors including those to car parks (e.g. keypads on all external doors)</li> </ul>

	<ul style="list-style-type: none"> <li>• Alarms, access to electricity meters, gas meters, water etc should be secure and not generally accessible.</li> <li>• Lighting should be designed to cover all external doors, rear gardens, car parks, and courtyards. All lighting should be controlled by photoelectric cell. The use of low consumption lamps is recommended with units positioned to reduce glare and light pollution.</li> </ul> <p>Drainage</p> <ul style="list-style-type: none"> <li>• Give an indication of how the scheme incorporates Sustainable Drainage Systems.</li> <li>• Provision of Stormwater Management Plan.</li> <li>• A detailed drainage design should be provided to ensure a satisfactory development.</li> <li>• Give an assessment of the site in relation to flood risk (i.e. submit a Flood Risk Assessment Report).</li> </ul> <p>Waste Management</p> <ul style="list-style-type: none"> <li>• Give an indication of material source and materials/proportion of reuse/recycled materials to be used by submitting a Waste Management Plan.</li> </ul> <p>Waterworks</p> <ul style="list-style-type: none"> <li>• Give an indication of how the scheme would provide a satisfactory supply of water.</li> <li>• Pipes to be laid in accordance with the Dublin City Council's Specification for the Laying of Distribution Watermains.</li> </ul> <p>Broadband/Satellite TV</p> <ul style="list-style-type: none"> <li>• Consideration should be given at the design stage of the scheme for the integration of telecommunication apparatus relating to broadband and satellite TV.</li> </ul>
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## The Neighbourhood (For larger schemes)

New developments should promote or reinforce local distinctiveness without stifling innovation. The best schemes are usually those that recognise the individuality of a place, and either tailor standard solutions or create particular and original architecture for that site. When submitting proposals for large-scale residential, (i.e. 200 units and above) and/or mixed use schemes (i.e. 20,000m<sup>2</sup> and above) the overall look and feel of the development should be considered in relation to neighbouring buildings and the local area more generally.

Applicants will be required to submit as part of their planning application the following supplementary written information.

- Community infrastructure audit
- School capacity audit
- Transport assessment
- Phasing and implementation program

Developments should provide a framework within which communities can grow. Appropriate community facilities and services, such as open spaces, crèches, day-care and health services, local pubs and other places for residents, are important in this framework. Large developments or schemes in urban areas should include facilities that help meet the needs of the area while smaller schemes should try and integrate positively with the existing community setting. In providing the above statements, the applicants should demonstrate the following:

- Proximity to community facilities such as school, parks, children play areas, shops, pub or cafes.
- Mobility management, travel planning and general access to public transport
- Existing quality and character of the public domain and how the proposed development can contribute to its enhancement.
- How the proposed residential scheme enhances or contributes to the surrounding area.
- The developer shall have regards to the Urban Design Manual: A best practice guide published by the Department of Environment, Heritage and Local Government.

## SECTION 2: DESIGN STATEMENT FOR TALL BUILDINGS

To justify a tall building Dublin City Council would require that sufficient evidence in relation to the impact on Clongriffin-Belmayne's (North Fringe's) image, the benefits to the public, contribution to regeneration, sustainability, transport and service infrastructure is submitted. The following requirements have been derived from the understanding and localising of section 17.6.1 of the City Development Plan relating to urban design statement for high buildings.

- a. A **structure study** that shows the benefits and impact on the local and wider urban context for a local landmark on the proposed site, including justifications, the impact on character, the benefits to the public, its contribution to regeneration, sustainability and transport.
- b. An **architectural design statement** that addresses design principles, design concept, scale and massing, density, finish materials, details, lighting (day and night time), treatment of roof top, ground floor treatment, public realm strategy.
- c. An **impact assessment study** to illustrate the impact on the context, especially on conservation areas and significant views. This can be produced through accurate visual modelling of proposals – photomontages or three-dimensional computer models (buildings fully rendered) – from relevant assessment points defined by the council. Proposals should be shown in daylight and night-time conditions. The micro-climate impact of the development on the surrounding environment (streets, public spaces and existing development) should be tested in regards to wind funnelling, overshadowing and sun-reflection. Impacts on privacy and overlooking of existing properties should be tested.
- d. A **movement statement** (traffic impact assessment including car parking, pedestrian movement and public transport needs).
- e. A **building services strategy** including building systems and enclosure, energy consumption and efficiency, lighting (day and night time), and telecommunications.



## Appendix 4: Framework for Action, Economic Indicators and Examples of Economic Initiatives in Dublin City

### Section 1: Framework for Action under the Economic Development Action Plan for the Dublin Region



<sup>1</sup>Dublin City Indicators: A commentary on Dublin's Performance. Jamie Cudden & Helen O'Leary. Q2 2010. Office of International Relations and Research.

### Section 2: Dublin City Indicators

The Dublin City Indicators project is a mechanism to monitor the performance and assist the implementation of the Economic Development Action Plan for the Dublin City Region. It will help identify areas of strength and weakness and help to inform policy making.

The Dublin City Indicators will also enable the performance of Dublin to be compared internationally. In this way, policies can be amended taking into account observed trends so that Dublin can position itself as a sustainable and viable City Region, a leader in the fields of technology and innovation and providing a high quality of life for its residents, workers and visitors.<sup>1</sup>

#### National Economy

- The latest National Quarterly Accounts for Q1 2010 show that Ireland is technically out of recession. GDP increased 2.7% on the quarter. The increase in GDP has been largely driven by growth in exports.
- Personal expenditure of goods and services was down by just 6% on the year (CSO Quarterly Accounts 2010). Following the steep fall in 2008, levels are now back to those seen in 2005/2006. The retail and hospitality sectors have been especially impacted as a result of the decline in consumer spending.

#### Employment and Labour Force

- During the period 2000-2007, the number of persons in employment in the Dublin City Region grew by 81,700 persons. The successive two years saw the number in employment decrease by c 76,400 of 12%.
- The numbers unemployed in the Dublin City Region more than doubled between 2007 and 2009. The Dublin City Region unemployment rate went from a low of 2.6% in 2000 to 10.8% in 2009.
- Nationally, almost 29% of those in employment had third level qualifications. The Dublin City Region's position as a knowledge hub is evidenced by the fact that almost 50% of those employed and living in the region have third level qualifications or above.
- The Place of Work Census Anonymised Records (POWCAR) data demonstrates that in 2006, 37% of all jobs in the State were located in the Dublin City Region. The administrative

area of Dublin City accounted for one in five jobs (21%) nationally.

- The total number of people employed in Dublin City Council is estimated at 396,417.

#### Property/Construction

- At the peak of the property boom in 2006, Ireland was building 21 housing units per 1000 of its population, when the European average was 5.6. In 2009, Irish completions amounted to 5.8 units per 1000.
- In relation to commercial and retail property, Dublin has moved from being one of the most expensive cities in Europe to one that is much more affordable within the space of two years.
- Commercial office rents have decreased by up to 40% from their peak levels across the city centre.
- Dublin is now a good value city location for commercial office rents positioned behind other competitor cities. According to the CBRE, prime office rents in Dublin have declined from an average of 673 Euro per sq.m pa in 2008 to 376 Euro per sq.m pa in Q2 2010 (a decline of 44%).

#### Foreign Direct Investment

The dominance of software and IT, financial and business services is apparent for the Dublin City Region accounting for over 56% of all FDI announcements from 2007-2009.

The draw of Dublin as an attractive destination for FDI investment in Ireland is clear. The 2007-2009 figures show that over 50% of total national FDI investment is locating in the Dublin City Region.

In 2009, Dublin attracted the fifth highest number of FDI projects across European cities (2010 Financial Times, FDI investment monitor).

#### Tourism

- International tourism revenue in the Dublin City Region was worth over €1.23 billion in 2009. There was a 12.5% decline in this revenue over 2008-2009.
- Dublin is a key driver of national tourism revenues accounting for 32% of Ireland's total tourism revenue in 2009.



- The European Cities Marketing visitors report on the premier league of cities in Europe places Dublin 9<sup>th</sup> most popular city in Europe in terms of bed nights.
- 9 out of the 10 top tourist attractions in Ireland were located in the Dublin City Region.

### Dublin Internationally Benchmarked

- Dublin is ranked 12<sup>th</sup> in Europe in terms of brand strength (Saffron Brand Consultants 2009).
- The international exposure of Ireland and Dublin is highlighted in a recent report by Ernst Young on globalisation (2010) where Ireland was ranked the third most globalised country in the world.
- Globalisation and World City Networks ranks Dublin at the 19<sup>th</sup> most connected city and is ranked in the top tier of globally connected cities.
- Dublin continues to be recognised as one of the most liveable cities in the world. In the Mercer 2010 ranking, Dublin was ranked in the top quartile (joint 26<sup>th</sup> position).
- In a 2009 survey (Cushman and Wakefield European Cities Monitor), Dublin is now the 18<sup>th</sup> city overall as the best city to do business in.
- Ireland is ranked 7<sup>th</sup> in the 2008 EU innovation index just above the EU average. There has been little change in Ireland's score in this index since 2005.
- The proportion of households with a broadband connection at 54% in 2009 is still a long way compared to a country like Finland (74%).
- Broadband quality/speed and cost issues have been identified as major challenges in Dublin in relation to its international competitiveness.
- The cities that Dublin can learn from include Copenhagen which is the "greenest" major city in Europe, followed by Stockholm, Oslo, Vienna and Amsterdam.

## Section 3: Examples of Economic Initiatives in Dublin City

### Dublin City Funding Information Service

The City Council run a funding information service to help the business, community and social enterprise sector find funding to achieve their vision. It is a free on line search facility providing information on application procedures to funding opportunities across European, government, local, lottery and charitable sources.

Dublin City 4 Business is the portal for assistance and knowledge for local businesses and provides information and contacts for such areas as grants, loans, tax relief, venture capital, awards for ICT, business development, tourism and heritage and training.

Dublin City 4 Social Enterprise is a second valuable portal for entrepreneurs working in the area of social enterprise. These are profit making businesses set up to tackle a social or environmental need with the aim to generate profit to help achieve social or environmental goals. Information on such areas as social and community development, legal advice, environmental projects, education and training, health, capital projects and youth work are some examples of where assistance can be provided.

### Creative Dublin Alliance

The Economic Development Unit of Dublin City Council provide co-ordination and management for a forum of key stakeholders in the economic development of the city and the region called the Creative Dublin Alliance. The Alliance was established collaboratively between the four Dublin local authorities.

The Alliance brings together a network of contacts in the sectors of Local Government, Commerce, Industry, Education, State Agencies and the Not for Profit sector. The role of the Alliance is to identify challenges and issues of citywide significance, to give advice and to recommend actions using collaboration and shared knowledge between the different sectors. The objectives of the Alliance include:

- Create a clear vision that unifies the strengths and future potential of Dublin City Region.
- Build a Dublin Region that is supportive of its people by encouraging innovation and enterprise.
- Continue to grow an internationally renowned higher education and research sector.

- Communicate, show and engage people in a variety of entrepreneurial initiatives that are occurring in the Dublin City Region.
- Encourage an open, merit based, tolerant and inclusive society that promotes well being.
- Develop a high quality information, communications and transport network.

The Alliance is a resource for the Council as an advisory forum in the implementation of its plans and projects, particularly in providing access to research. It is also a resource for the wider public for access to research and to engage with a forum of stakeholders and projects in the development of enterprise, creativity and innovation.

Examples of projects accessible through the Alliance include DUBLINKED (on line access to data sets from across many sectors in the city region which may benefit research and development and enterprise ideas), Dublin City Indicators and Benchmarking and Your Dublin Your Voice (a citizen engagement initiative).

The web site for the Creative Dublin Alliance was launched in November 2011 and provides access and information on these and many other projects and initiatives.

### The Green Way (An tSli Glas)

The Green Way (An tSli Ghlas) is an ambitious plan to create a green economic corridor in north Dublin involving an alliance of businesses, academic institutions and local authorities. The initiative is designed to position Ireland as a centre of innovation and enterprise which will link business to investors and develop trade partnerships with other major international green corridors.

Its partners include Ballymun Regeneration Limited, the Dublin Airport Authority, Dublin City University, Dublin Institute of Technology, Fingal County Council, Dublin City Council and North Dublin Chamber. The initiative was conceived in response to the 2009 Report of the Governments High Level Action Group on Green Enterprise that recommended that Ireland needed to develop one or more green zones in order to create an environment that can support the development of green enterprise and be used to market Ireland overseas.

Among the specific initiatives planned or underway are a designated Wetlab space for clean technology industries, a DIT Dublin Energy Lab with Ballymun Regeneration providing training and re-skilling of



building trade workers for cleantech industries and the regeneration of the airport central area as a hub for cleantech foreign direct investment.

Clean technology includes recycling, renewable energy, information technology, green transport, electric motors, green chemistry, lighting and any appliances that are now more energy efficient.

### Example of Urban Food Production Policy

The economic value of urban food production and the potential optimisation of vacant lands for this activity are areas of policy research being pursued at a regional and city level in Dublin.

Objective RE 06 of the Development Plan for example states the objective of the City Council to assess how the economic and employment generating capacity of the locally traded services sector (including the feasibility of a Food Tourism Strategy and the potential for street food vending) could be enhanced.

A good example of current evolving policy for urban agriculture is London.

The City of London has identified many building sites that the recession has left vacant, that could be turned to other uses such as food growing.

In 2010, the London Assembly produced a report entitled "Cultivating the Capital: Food growing and the planning system in London.

Amongst the recommendations were:

- Adopt a proposed policy that supports street markets and farmers markets in public spaces.
- Encourage the temporary use of vacant public and private land for urban agriculture (policies for this should be included in Local Development Frameworks). This should include spaces for growing food in housing developments.
- Assess sites owned by the Authority for their potential to be used for short or long term urban agriculture including commercial and community growing opportunities.

The report states that almost any site, irrespective of size, can be used for food growing operations (the soil on site or if not suitable due to urban activity, food growing can be on raised beds, builders bags and skips filled with quality soil etc.). These solutions are relevant to both

community and commercial growing and provide the opportunity to extend production if local demand exists and allow for mobility should the project have to be moved, e.g. if the site is needed for another use or if larger site becomes available.

In addition to the focus on vacant lands, policies are also looking at incorporating food growing within new developments as part of a schemes overall soft landscaping strategy. In a mixed use or commercial scheme a commercial growing operation could be accommodated with the opportunity for both providing produce for local businesses such as restaurants and for selling produce to local residents.

City Farms are also emerging as viable land uses and attractions within the city of London with particular opportunities presented by longer term vacant sites. They offer educational, recreational, community development and business/economic opportunities. One of the largest and longest established farms, the 32 acre Mudchute Park and Farm, was established on former derelict lands ear marked for development. It now employs over 60 people.



## Appendix 5: Taking in Charge Standards, Open Space Design Guidance and SUDS Guidance

### Section 1: Guidelines for Open Space Development and Taking In Charge

How open space areas are managed and maintained after their provision is an important consideration at the design stage, particularly to ensure that public open space can be taken into charge by Dublin City Council successfully.

It is also important that topsoil is recognised as an important on site resource for biodiversity and landscaping. Considering the extent of lands still to be completed for development in the LAP area, a successful open space strategy is dependant on high quality soil being retained and appropriately stored on site for future landscaping purposes.

The Culture, Recreation and Amenity Department of Dublin City Council have produced a set of guidelines called "Guidelines for Open Space Development and Taking in Charge" which provides important information for landscape designers of new public open space.

Some of the important guidance provided, which will benefit open space provision in the LAP area, includes the following:

- Tree surveys should be carried out by a qualified Arboriculturist.
- Landscape works are to be completed before occupation of the development or initial phase of development.
- A detailed survey should be made of existing hedgerows, trees and other natural site characteristics to evaluate their potential for protection and augmentation within landscape proposals.
- Based on the survey information, works proposed to existing hedgerows and trees must be agreed with DCC. Vegetation supporting nests may only be altered between the period of 1st September to the 1st February each year in the interest of protecting wildlife.
- A two stage consultation with the Parks Department is advised. The first should set out the existing site survey and analysis with the concept plan prior to an application being lodged. The second consultation should include the detailed design (at planning stage).
- For any public open space/streetscape to be taken in charge by the Council, landscape submissions shall consider:
  - Landscape plan at an approved scale.
  - Location plan with areas intended to be taken in charge.

- Sections/Elevations.
- Images.
- Specialist opinions.
- Landscape maintenance specification.
- The principle of sustainable urban drainage systems (suds) should be adopted in the treatment of surface water drainage.
- In general the developer will be responsible for the maintenance of the public open space for an 18 month period after the completion of works. At the end of the maintenance period the Council and landscape consultant will inspect the open space prior to taking in charge.
- As a general rule, areas designated for public open space purposes should be fenced off prior to the commencement of any development works on site and should not be used as site compounds etc.
- All development works should ideally be carried out during summer months under the supervision of the landscape consultant. In general all gradients in grassed areas shall not be greater than 1:4.
- Any excess top soil to be removed from the site is subject to agreement with the Council. The developer shall store any top soil to be used in future public open space in accordance with the requirements of the Council. Existing topsoil is to be viewed as a resource to be valued and managed in accordance with the Council's Biodiversity Action Plan.
- The Council may require testing of material to be used as topsoil on any future public open spaces, at the cost to the developer, to ensure quality control. Any importation of topsoil will be subject to national legislation and the Council shall be informed of the source of any imported material.
- All areas to be grassed on public open space should be provided with an adequate layer of good quality top soil. A minimum depth of 150mm freely draining soil is required. The finished level of the topsoil shall remain 50mm above adjoining roads and footpaths to allow for settlement.
- All areas to be planted for trees and shrubs shall be provided with a minimum of 300mm depth of topsoil with a minimum depth of 300mm subsoil underneath.
- For street trees, a 600mm depth of topsoil, at a radius of 1m from the base of the tree, should be provided at all street tree planting positions. Street trees should not be planted under or within three meters of street lights.

### Section 2: Private and Communal Open Space Design Guidance

Maximising the amenity value of homes and residential schemes is important for quality of life of the residents and in particular to encourage longer term residency. Attracting long term residents to develop the neighbourhood and a strong community, particularly in a new developing area such as Clongriffin-Belmayne, was noted in the public observations as a target for this LAP. Providing good quality amenities for occupants is an important design consideration which will help to encourage a longer term resident base.

The Dublin City Development Plan 2011-2017 provides important guidance for the design of homes and Section 17.9 in particular sets out important quality standards which must be met. Of note for residential developments are the following:

#### For Apartments

- Where balconies are provided, they should be functional, screened, have a sunny aspect, wheelchair accessible and allow table and chair seating. The primary balcony should be located adjacent to the main living area.
- Communal open space may include sheltered roof gardens and communal landscaped areas at ground or podium level accessible to all the units it serves.
- The design of communal open space should take into account good passive surveillance, children's play, wheelchair access, good sunlight penetration, appropriate maintenance and management arrangements (including factors of storage and water supply).
- Outside the city centre area, combined private and communal open space provision shall be 12-15 sq.m per bedspace at a minimum.

#### For Houses

- A standard of 15 sq.m private open space per bedspace will normally be applied (note flexibility in this standard which may be allowed for high quality sustainable density layouts in the LAP area under Section 7.7 of the LAP)
- At the rear of dwellings, there should be adequate separation (traditionally 22 mts between two storey houses with first floor opposing windows). This distance can be shorter if the design is such that the privacy of adjacent occupiers is preserved.



- The provision of defensible space behind the public footpath by means of a planting strip is important for housing units that address a street with own door access and ground floor windows. In particular where on street parking is provided, a landscaped strip of 2 meters minimum depth should be provided.
- Rear gardens and private garden space should be screened from public areas, provide safe and secure play areas, be overlooked from a living or kitchen area, have robust boundaries and should not back onto roads or public open spaces.

### Playgrounds and Children's Play Spaces

Incorporating opportunities for children's play and activity, inclusive of young children and teenagers, is an important consideration for open space design. In particular a network and sequence of different open space character areas can provide opportunities to provide amenities for different age groups. Providing safe routes between different character amenity areas can be very beneficial to encourage active use.

While all open space areas should have flexible design principles to encourage recreation for all ages, making sure that children and teenagers have access to recreational facilities is important for the development of the community, especially in a new developing community.

Section 17.16 of the Dublin City Development Plan 2011-2017 provides some valuable guidance on playgrounds and play spaces which will be valuable for designers creating open space within the LAP area.

Some guiding principles include:

- Play spaces for small children (under 5's) should be close to residential dwellings, safe from traffic, overlooked with housing and frequented streets and footpaths, have both sunny and shaded parts, and equipped with both natural play elements and play equipment.
- Recreation facilities for older children and teenagers should take into account multi use game areas, teenage shelters, skate parks, meeting places (seating) etc. Such locations should be well positioned within the neighbourhood with good visual prominence and connections to the residential area.

Dublin City Council are creating a Play Plan and accompanying Play Checklist which will provide valuable guidance for designers.

### Section 3.0 SUDS Design Guidance

The following general guidance is provided to guide future developments within the LAP area:

#### Domestic Designs

SUDS measures can have effective outcomes on management of surface water drainage if implemented as part of domestic design. The design of individual houses should take into considerations design features including:

- Roof drainage could incorporate green roofs or drain to a soakaway, permeable paving area or mini detention basin.
- Permeable materials (especially for driveways)
- Cost savings could be made if surface water is recycled for domestic use.

#### Commercial/Office/Apartment Blocks

Larger schemes will have optimal opportunities to incorporate SUDS measures, particularly where they can be incorporated as part of the site masterplan features. Using the scale of buildings, (roofscapes in particular) can provide good opportunities. Some design considerations would include:

- A 3 stage treatment train, or if there are space restrictions a 2 stage treatment train, would provide an optimal solution.
- Consider a green roof on all or part of the development.
- Consider rainwater harvesting as one stage in the process.

#### Large Scale Housing Development

The co-ordination of SUDS design measures into an overall integrated system at the masterplanning stage is important and an opportunity to benefit both the scheme and the environment. In particular, the planning and design of roads, open space areas and cumulative impact of roof drainage can be envisaged and co-ordinated.

Some design considerations will include:

- A 3 stage treatment train is optional.
- Roofs and roads could be drained by filter drains, soakaways, swales and detention basins.
- Use of green space and landscaping so that usable amenity space and a drainage function can co-exist.



Some images of SUDS incorporated into residential developments (examples from Finland)

## Appendix 6: Flood Risk Assessment

### Introduction

The Flood Risk Assessment was prepared and informed by the DoEHLG Guidelines for Planning Authorities (DoEHLG & OPW, 2009) on 'The Planning System and Flood Risk Management' (and Technical Appendices). The Guidelines state that planning authorities are required to introduce flood risk assessment as an integral and leading element of their development plan functions. It sets out that development plans and local area plans, must establish the flood risk assessment requirements for their functional area.

A Strategic Flood Risk Assessment (SFRA) is an area wide assessment of the existing risks of flooding and the impact on those risks arising from proposed spatial planning decisions. The assessment will focus on Stage 1 primarily (Identification of Flood Risk), where, in general the need for a more detailed flood risk assessment is flagged (Stage 2).

The guidelines require the planning system at national, regional and local levels to:

- Avoid developments in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere.
- Adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk, and
- Incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

### Stages in the Assessment of Flood Risk

*Stage 1 – Flood Risk Identification* - to identify whether there may be any flooding or surface water management issues related to the plan area. This stage mainly comprises a comprehensive desk study of available information to establish whether a flood risk issue existing or whether one may exist in the future.

*Stage 2 – Initial flood risk assessment* – If a flood risk issue is deemed to exist arising from the Stage 1 Flood Risk Identification process, the assessment proceeds to Stage 2 which confirms the sources of flooding, appraises the adequacy of existing information and determines the extent of additional surveys and the degree of

modelling that will be required. Stage 2 must be sufficiently detailed to allow the application of the sequential approach within the flood risk zone.

*Stage 3- Detailed Risk Assessment* – Where Stages 1 and 2 indicate that a proposed area of possible zoning or development may be subject to a significant flood risk, a Stage 3 Detailed Flood Risk Assessment must be undertaken.

The general approach is to avoid development in areas with a significant risk of flooding, and where development in floodplains cannot be avoided, to take a sequential approach to flood risk management based on avoidance, reduction and mitigation of risk.

As part of stage 2, a Flood Zone Map for the plan area must be prepared drawing on the most up to date available information. This map provides information on three zones of flood risk in the study area. Zone A where there is a high probability of flooding, Zone B where there is a moderate probability of flooding and Zone C where there is a low probability of flooding.

### OPW Classification of Flood Zones

Flood Zones are geographical areas within which the likelihood of flooding is in a particular range and they are a key tool in flood risk management within the planning process as well as in flood warning and emergency planning. There are three types or levels of flood zones defined in the DECLG and OPW Guidelines on Flood Risk Management:

- **Zone A – High probability of flooding** – Where the average probability of flooding from rivers and sea is highest (greater than 1% annually or more frequent than 1 in 100 years for river flooding or 0.5% annually or 1 in 200 years respectively for coastal flooding). Most forms of development are deemed to be inappropriate here, only water compatible development including essential infrastructure which cannot be located elsewhere, would normally be allowed
- **Zone B – Moderate probability of flooding** – (Risk between 0.1% annually or 1 in 1,000 years and 1% annually or 1 in 100 years for river flooding, and between 0.1% or 1 in 1000 years and 0.5% annually or 1 in 200 for coastal flooding) highly vulnerable development including hospitals, residential care homes, Garda, fire and ambulance stations, dwelling houses and primary strategic transport and utilities infrastructure would generally be considered inappropriate unless the requirements of the justification test is met. Less vulnerable development such as retail, commercial and industrial uses,

short term let for caravans, /camping, and secondary strategic transport and utilities infrastructure might be considered appropriate in this zone. Less vulnerable development should only be considered in this zone if adequate lands or sites are not available in Zone C and subject to a flood risk assessment to the appropriate level of detail to demonstrate that flood risk to and from the development can or will be adequately be managed.

- **Zone C – Low probability of flooding** – (Risk is less than 0.1% annually or 1 in 1000 years for both rivers and coastal flooding) Development is appropriate from a flood risk perspective (subject to flood hazard from sources other than rivers and coast meeting normal proper planning considerations).

It is important to note that the above zonal approach and the flood extent maps only cover coastal and fluvial flood risk / flood plains etc. The flood extent maps should not be used to suggest that any areas are free from flood risk, since they do not include the effects of other forms of flooding such as from groundwater, pluvial flood risk, infrastructural/sewer failure and overflows from dams etc.

### Existing Environment - Identification of Flood Hazards

The lands of the Clongriffin- Belmayne (North Fringe) cover an area in excess of approximately 200ha. This area includes the recent residential and commercial developments at Clare Hall, Northern Cross, Belmayne, Priory Hall, Marrsfield, Clongriffin and Beaupark. The lands are zoned Z14 in the current Dublin City Development Plan, and were the subject of a non-statutory Framework Plan completed in 2000. A number of significant permissions were granted on these lands subsequent to the 2000 Plan. The current City Development Plan 2011 -2017 identified this area as appropriate for an LAP, with the context of its important role in delivering housing over a period of time to meet the needs of the Core Strategy.

Existing drainage plans and master plans must be adapted, as far as is reasonable possible, to take account of current Guidelines and Statutory requirements.

The main types of flooding are from (i) coastal flooding which arises from the sea or estuaries; (ii) fluvial flooding which arises from rivers or streams, (iii) pluvial or surface flooding which arises directly from rainfall, (iv) groundwater flooding and (vi) sewer/infrastructure failure.



Within the study area there are a number of significant threats from fluvial and/or tidal flooding. However it should be stressed that there are other sources of flooding which are also a risk to the LAP lands, including pluvial, groundwater and sewers. The main source of historic floods is the OPW National Flood Hazard Mapping website [www.floodmaps.ie](http://www.floodmaps.ie) which provides an abundance of historic flood information throughout Ireland. Contact should be made with Dublin City Council's Drainage Division regarding flooding history and capacity of the local drainage network.

The River Mayne runs along the boundary with Fingal County Council. Fingal and Meath have suffered significant flooding over the last 12 years. There were three notable flood events in August 1986 with Hurricane Charlie, November 2000 and November 2002 which all resulted in considerable flood damage. The highest recorded tidal levels in Dublin Bay occurred in February 2002, which resulted in tidal damage to properties along the Fingal and Meath coast. The Fingal and East Meath region differs from other catchments in Ireland. Despite a low annual rainfall, small catchment areas and catchment slope, the region is highly susceptible to extreme flood events, as particularly demonstrated in the recent years. Previous studies have indicated that major flood events in Fingal are often preceded by very wet periods (as occurred in November 2002), resulting in exceptional runoff. Radar plots at Dublin Airport also suggest that some extreme storms can stall over the south western catchments in the region resulting in intense prolonged rainfall.

### Flood Zone Map

In preparing a flood zone map for the North Fringe Area, the most suitable and most recent source of information is the Fingal East Meath catchment based flood risk assessment and management study (CFRAMS). Flood Risk Assessment and Management studies are at the core of this new national policy for flood risk management, and are in line with the international best practice and meet the requirements of the EU floods Directive. In 2009, Fingal County Council, the Office of Public Works and Meath County Council appointed Harcrow Barry to carry out the Fingal East Meath CFRAMS or FEM FRAMS. As part of this study the Mayne River and its flood plains were modelled. The modelling has been completed and the draft final report of the FEM-FRAMS was published in October 2011, and is currently on public display. For the latest available flood maps please refer to the website [www.fingaleastmeathframs.ie](http://www.fingaleastmeathframs.ie).

*It should be noted for clarification purposes that the FEM FRAM maps produced for the Mayne River have different probabilities, compared to those in the OPW Guidelines, which use flood zones A, B and C. The FEM FRAM map for the Mayne River uses different classifications.*

### Fluvial Flood Map (FEM FRAM)

- 1) *Dark Blue shading – 10% AEP Flood extent (or 1 in 10 chance in any given year). Flood Zone A.*
- 2) *Medium Blue shading – 1% AEP Flood Extent (or 1 in 100 chance in any given year). Flood Zone A.*
- 3) *Light Blue shading – 0.1% AEP Flood Extent (1 in 1000 chance in any given year). Flood Zone B.*

### Coastal Flood Map (FEM FRAM)

- 1) *Dark Green shading – 10% AEP Flood extent (or 1 in 10 chance in any given year) Flood Zone A.*
- 2) *Medium Green shading – 0.5% AEP Flood Extent (or 1 in 200 chance in any given year) Flood Zone A.*
- 3) *Light Green shading – 0.1% AEP Flood Extent (1 in 1000 chance in any given year) Flood Zone B.*

*For pluvial flood events reference should be made to the OPW National Pluvial Study carried out by HR Wallingford and the Flood Resilient Cities Study carried out by Jacobs for Dublin City Council when it comes available.*

### Flood Protection Management Options in FEM FRAM Report

A number of recommendations were made in the FEM FRAMS draft report, in appropriate locations, to reduce the risk of flooding. For the purposes of the Flood map however, even though an area may be protected by a flood relief scheme, the areas would still be at residual risk of flooding from overtopping or breach of defences. In the final report (draft) the preferred options for the River Mayne included a fluvial flood warning system, and to develop a combined fluvial and tidal flood warning system. For the areas of potential significant risk which include areas of St. Margaret's, Dublin Airport, Belcamp & Balgriffin areas, the preferred option was to improve channel conveyance.

### Settlement Strategy and Flood Risk

It is the strategy of Dublin City Council in accordance with the Guidelines to reduce the potential risk to people, property and the environment caused by flooding, through a hierarchy of avoidance, followed by substitution of lower vulnerability used and, only if avoidance and substitution are not possible, reduction and management of the risks through a variety of techniques. Dublin City Council will continue its policy to steer new developments on greenfield sites to areas with the lowest probability of flooding. Areas with moderate or high risk will require site specific Flood Risk Assessments in any new planning applications, and the subsequent Justification Test.

### Conclusions and Recommendations

Until the FEM FRAMS Study is completed and the flood protection and management options are finalised, the FEM FRAM flood extent maps should only be taken as indicative. All planning applications submitted will be required to submit a detailed flood risk assessment addressing risks from all sources of flooding. All new planning Permissions for development will be required to comply with the Greater Dublin Strategic Drainage Study (GSDSDS) for surface-water management. This will ensure that there is no increase in flood risk to properties upstream or downstream as a result of future development. In addition, in order to mitigate against the effects of flooding to new development, floor levels should be set to recommended levels.

Applicants are to use best available knowledge for the protection of proposed developments against all types of possible current and future flooding to protect the new development from the 100 year flood event (200 year tidal). Types of flooding to be analysed are fluvial, tidal, pluvial, groundwater and overloading of local drainage network. No development is to increase the flood risk to any neighbouring properties. Extensions of existing planning applications should take the latest available flood risk assessment data into account in their application when re-applying.

### Policies for Local Area Plan (as per chapter 14)

The following policies and measures are applicable to all development within the North Fringe LAP.

P1) All planning applications, for proposed development within the LAP area should include a site specific flood risk assessment (FRA)

P1a) Risk to other development

- If the development does not result in increased discharge to foul or surface-water sewers, then it can be confirmed in the FRA that the development does not cause an increased flood risk to other areas. Note that since the publication of the GSDSDS, it has been a requirement that surface-water discharge rates are limited to green-field rates for the development, so compliance with this requirement for all pluvial event results is required for all flood risk management guidelines relating to surface-water discharge. This requirement is best achieved by properly incorporating SUDS techniques into the development.



- If the development does result in increased discharge rates to sewers, then the developer may be required either to confirm that there is adequate capacity in the local network to cater for the increased flows without surcharge of the system or to propose a flood management solution to cater for the additional flows.

P1b) Risk to the development itself

- The FRA should address risks from all sources, including but not limited to coastal, fluvial and pluvial sources, possible flooding from sewer surcharging and flooding from groundwater.

i) Incorporating storage within the development to cater for surface-water falling within the development for up to the 100-year pluvial (with a minimum climate change factor of 10% applied as appropriate).

ii) Designing floor levels. A precautionary approach should be taken of 100 year fluvial level plus 10% increase in rainfall intensity plus 300mm freeboard for fluvial and pluvial levels and 200 year tidal level plus 1m for global warming and freeboard.

iii) Designing basements and basement access to prevent ingress of water from groundwater sources or pluvial or fluvial flood events. Reference should be made to the DCC policy on basements as set out in the GSDSDS Regional Drainage policy – Volume 6 – Basements. In particular, internal drainage must discharge from a level that is no deeper than 1.5m below ground level. This may require pumping in some cases. Dublin City Council's Basement Policy leaflet should also be consulted.

iv) Designing outfall manholes and connections to sewers such that the risk of flooding from backup from sewers is minimised. This may require the installation of non-return valves.

For small-scale development such as change of use, or small scale refurbishments, existing risks from all sources need to be identified and controlled where possible:

- v) Demountable flood barriers might be proposed at ground floor entrances.

vi) Existing outfall manholes and connections to sewers should be raised such that the risk of flooding from sewer surcharge is minimised. This may require the installation of non-return valves, or reconstruction of existing outfall manholes.

P2) Permission will not be granted for development where it is deemed that an inappropriate level of flood protection has been provided for.

P3) Provision for safe, dry emergency access/egress routes should be made from all development, both new and existing. These routes should enable pedestrians to safely evacuate properties during flood events.

P4) Consideration should be given to the appropriate use of flood warning and flood evacuation procedures for all development sites at risk from flooding and this should be discussed with the Major Emergency Management Section of Dublin City Council.

**Disclaimer**

It is important to note that compliance with the requirements of *The Planning System and Flood Risk Management - Guidelines for Planning Authorities, 2009*, and of the Floods Directive 2007 60/EC is a work in progress and is currently based on emerging and incomplete data as well as estimates of the locations and likelihood of flooding. In particular, the assessment and mapping of areas of flood risk awaits both the publication of Preliminary Flood Risk Assessments [PFRAs] and the publication of Catchment-Based Flood Risk Assessment and Management Plans [CFRAMs]. As a result, this guide for Flood Risk Assessment is based on this available information and may require revision as new information becomes available.

Accordingly, all information in relation to flood risk is provided for general policy guidance only. It may be substantially altered in light of future data and analysis. As a result, all landowners and developers are advised that Dublin City Council can accept no responsibility for losses or damages arising due to assessments of the vulnerability to flooding of lands, uses and developments. It remains the principal responsibility of owners, users and developers to take all reasonable measures to assess the vulnerability to flooding of lands in which they have an interest prior to making planning or development decisions.

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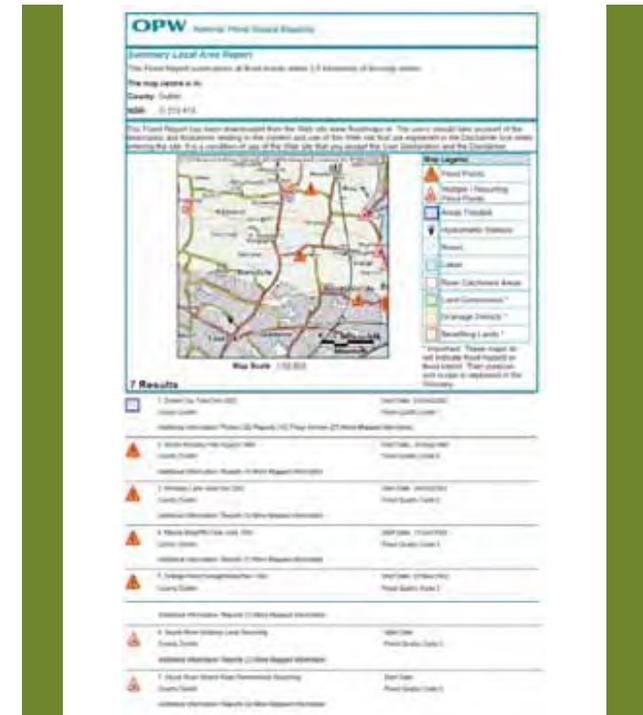
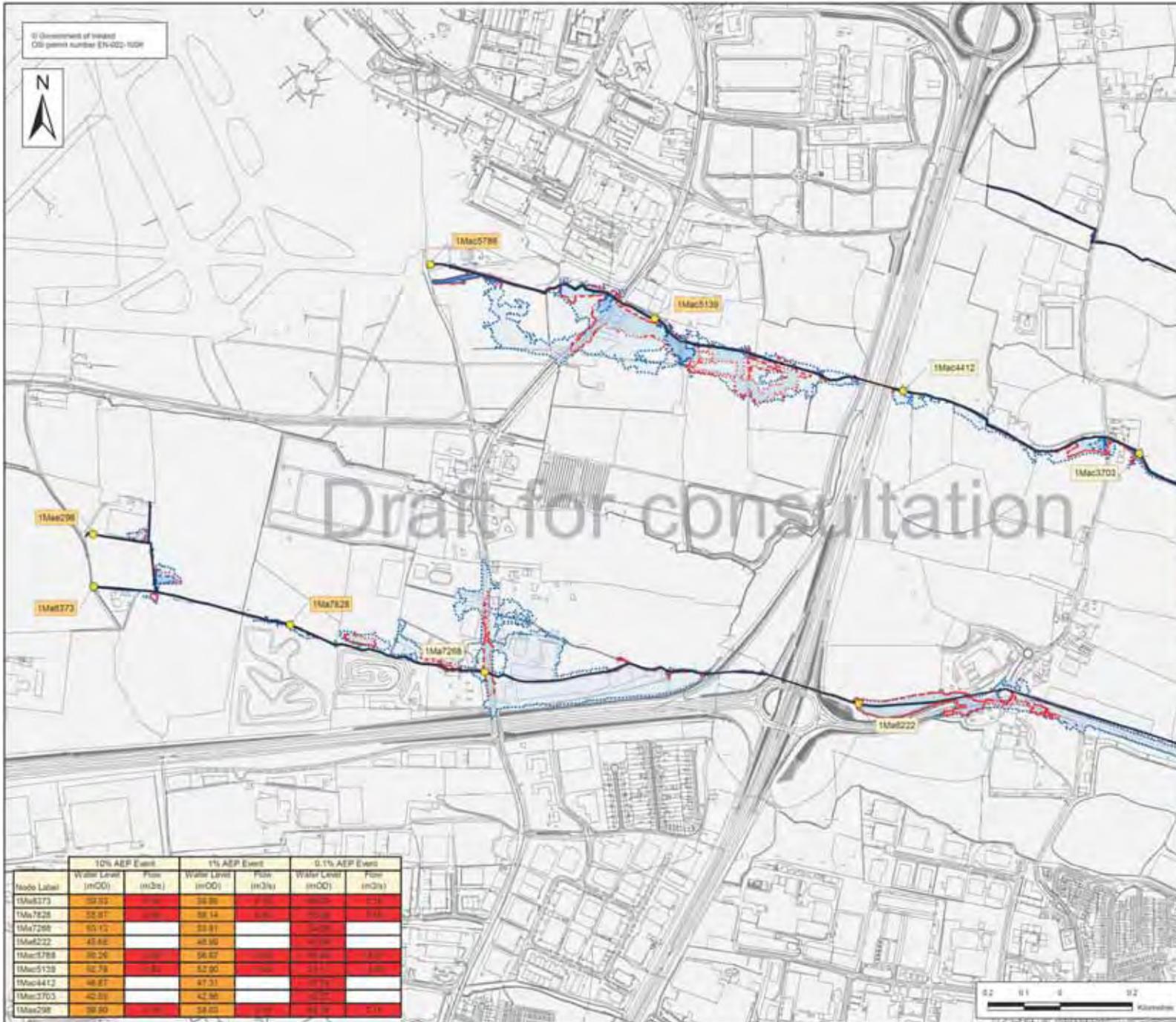


Fig1 OPW Flood Maps. Source :[www.Floodmaps.ie](http://www.Floodmaps.ie)





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OSi permit number E14-002-1009



Draft for consultation

Node Label	10% AEP Event		1% AEP Event		0.1% AEP Event	
	Water Level (mOD)	Flow (m <sup>3</sup> /s)	Water Level (mOD)	Flow (m <sup>3</sup> /s)	Water Level (mOD)	Flow (m <sup>3</sup> /s)
1Ma728	32.32	1.16	34.96	7.06	40.00	27.0
1Ma728	33.87	2.26	36.14	6.26	39.00	17.0
1Ma728	35.12		33.81		39.00	
1Ma722	41.62		40.90		39.00	
1Mac1788	36.24		36.67		39.00	
1Mac5128	42.78		42.90		37.75	1.00
1Mac4412	44.87		47.31		37.75	
1Mac3703	42.89		42.96		37.75	
1Mac298	39.80		38.03		39.75	0.10



**EXTENT MAP**

**Legend**

- 10% AEP Flood Extent (1 in 10 chance in any given year)
- 1% AEP Flood Extent (1 in 100 chance in any given year)
- 0.1% AEP Flood Extent (1 in 1000 chance in any given year)
- Deflooded area
- High Confidence (>90%) (5% AEP)
- Medium Confidence (>40%) (10% AEP)
- Low Confidence (>40%) (10% and 0.1% AEP)
- High Confidence (>90%) (1% AEP)
- Medium Confidence (>40%) (1% AEP)
- Low Confidence (>40%) (1% AEP)
- Marked River Centlines
- Node Point
- Node label with level data (refer to table)
- Node label with flow & level data (refer to table)
- High confidence (refer to table)
- Medium confidence (refer to table)
- Low confidence (refer to table)

NOTES: 1. THESE MAPS SHOULD BE USED IN CONJUNCTION WITH THE DESIGN DOCUMENTATION. 2. THESE MAPS SHOULD BE USED IN CONJUNCTION WITH THE DESIGN DOCUMENTATION. 3. THESE MAPS SHOULD BE USED IN CONJUNCTION WITH THE DESIGN DOCUMENTATION. 4. THESE MAPS SHOULD BE USED IN CONJUNCTION WITH THE DESIGN DOCUMENTATION. 5. THESE MAPS SHOULD BE USED IN CONJUNCTION WITH THE DESIGN DOCUMENTATION. 6. THESE MAPS SHOULD BE USED IN CONJUNCTION WITH THE DESIGN DOCUMENTATION. 7. THESE MAPS SHOULD BE USED IN CONJUNCTION WITH THE DESIGN DOCUMENTATION. 8. THESE MAPS SHOULD BE USED IN CONJUNCTION WITH THE DESIGN DOCUMENTATION. 9. THESE MAPS SHOULD BE USED IN CONJUNCTION WITH THE DESIGN DOCUMENTATION. 10. THESE MAPS SHOULD BE USED IN CONJUNCTION WITH THE DESIGN DOCUMENTATION.

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**Clients**

**Project**  
FEM FRAMS

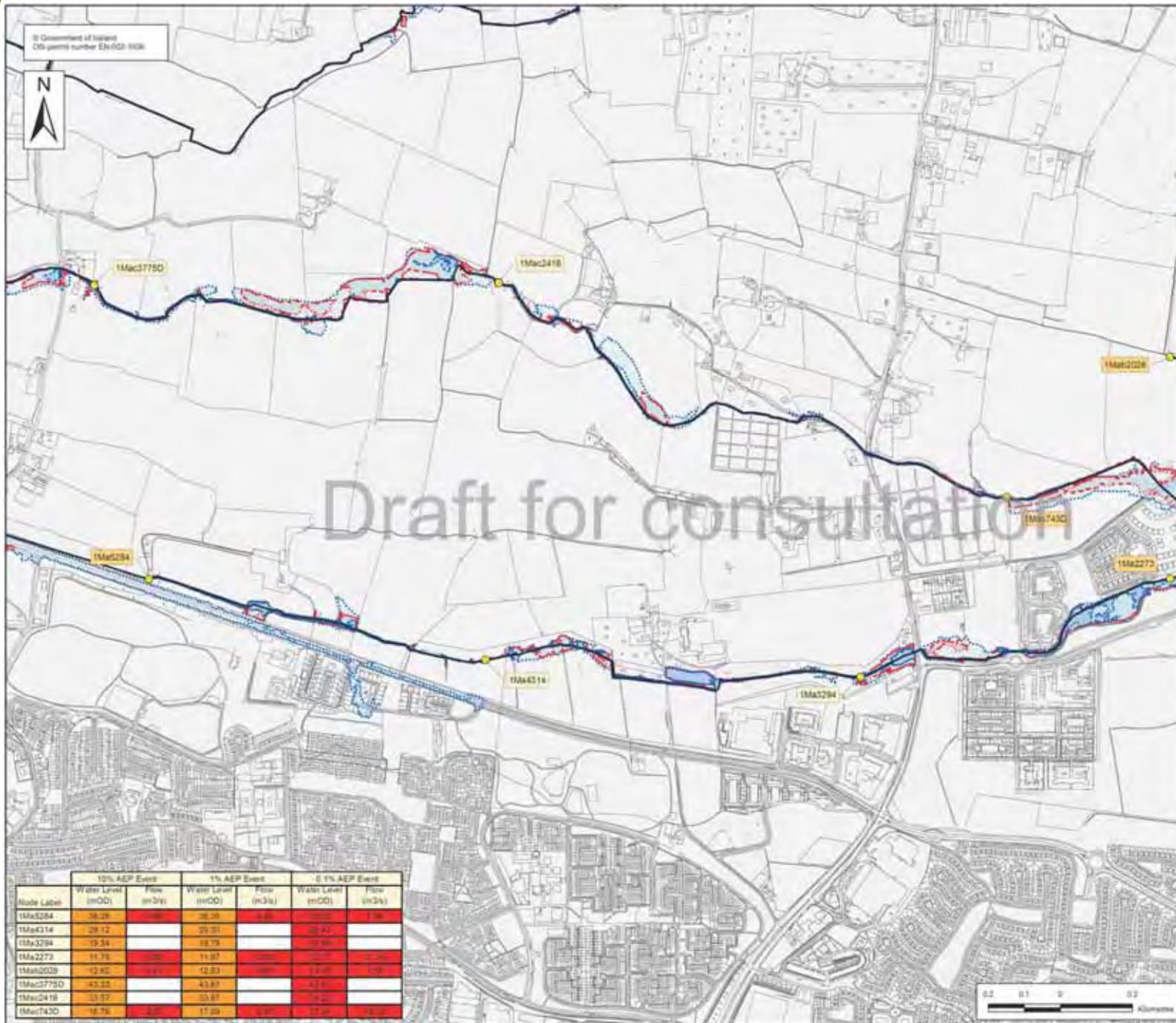
**Map**  
MAYNE MODEL FLOOD EXTENT MAP

**Map Type** FLOOD EXTENT  
**Source** FLUVIAL FLOODING  
**Map area** HIGH PRIORITY WATERCOURSE  
**Scenario** CURRENT

**Figure By** Sara Ruzic **Date** 8 August 2010  
**Checked By** Sergio Hurdin **Date** 8 August 2010  
**Approved By** Clare O'Leary **Date** 8 August 2010

**Figure No.** MAY/HPW/EXT/CURS/001 **Revision** 0

**Drawing Scale** 1:10,000 **Plot Scale** 1:1 @ A3



**EXTENT MAP**

**Legend**

- 10 % AEP Flood Extent (1 in 10 chance in any given year)
- 1 % AEP Flood Extent (1 in 100 chance in any given year)
- 0.1 % AEP Flood Extent (1 in 1000 chance in any given year)
- Defended area
- High Confidence (>90%) (10% AEP)
- Medium Confidence (>40%) (10% AEP)
- Low Confidence (>40%) (10% and 0.1% AEP)
- High Confidence (>90%) (1% AEP)
- Medium Confidence (>40%) (1% AEP)
- Low Confidence (>40%) (1% AEP)
- Modelled River Centreline
- Node Point
- Note label with time data (refer to table)
- Note label with flow & level data (refer to table)
- High Confidence (Medium confidence) refer to table

Node Label	10% AEP Event		1% AEP Event		0.1% AEP Event	
	Water Level (mOD)	Flow (m <sup>3</sup> /s)	Water Level (mOD)	Flow (m <sup>3</sup> /s)	Water Level (mOD)	Flow (m <sup>3</sup> /s)
1Ma5284	16.29	1.06	16.38	1.46	16.47	1.76
1Ma4214	19.12	1.06	19.31	1.46	19.41	1.76
1Ma3294	19.34	1.06	19.79	1.46	19.90	1.76
1Ma2273	11.78	1.06	11.87	1.46	11.96	1.76
1Ma2028	12.62	1.06	12.83	1.46	13.04	1.76
1Mac2750	43.33	1.06	43.87	1.46	44.41	1.76
1Mac2418	33.97	1.06	33.87	1.46	33.77	1.76
1Mac7430	16.76	1.06	17.29	1.46	17.82	1.76

None of these maps should be used for the design or construction of any structure, foundation or equipment, nor should any information be relied upon in the design or construction of any structure, foundation or equipment, nor should any information be relied upon in the design or construction of any structure, foundation or equipment.

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Client:

Project:  
**FEM FRAMS**

Map:  
**MAYNE MODEL FLOOD EXTENT MAP**

Map Type: **FLOOD EXTENT**

Source: **FLUVIAL FLOODING**

Map area: **HIGH PRIORITY WATERCOURSE**

Scenario: **CURRENT**

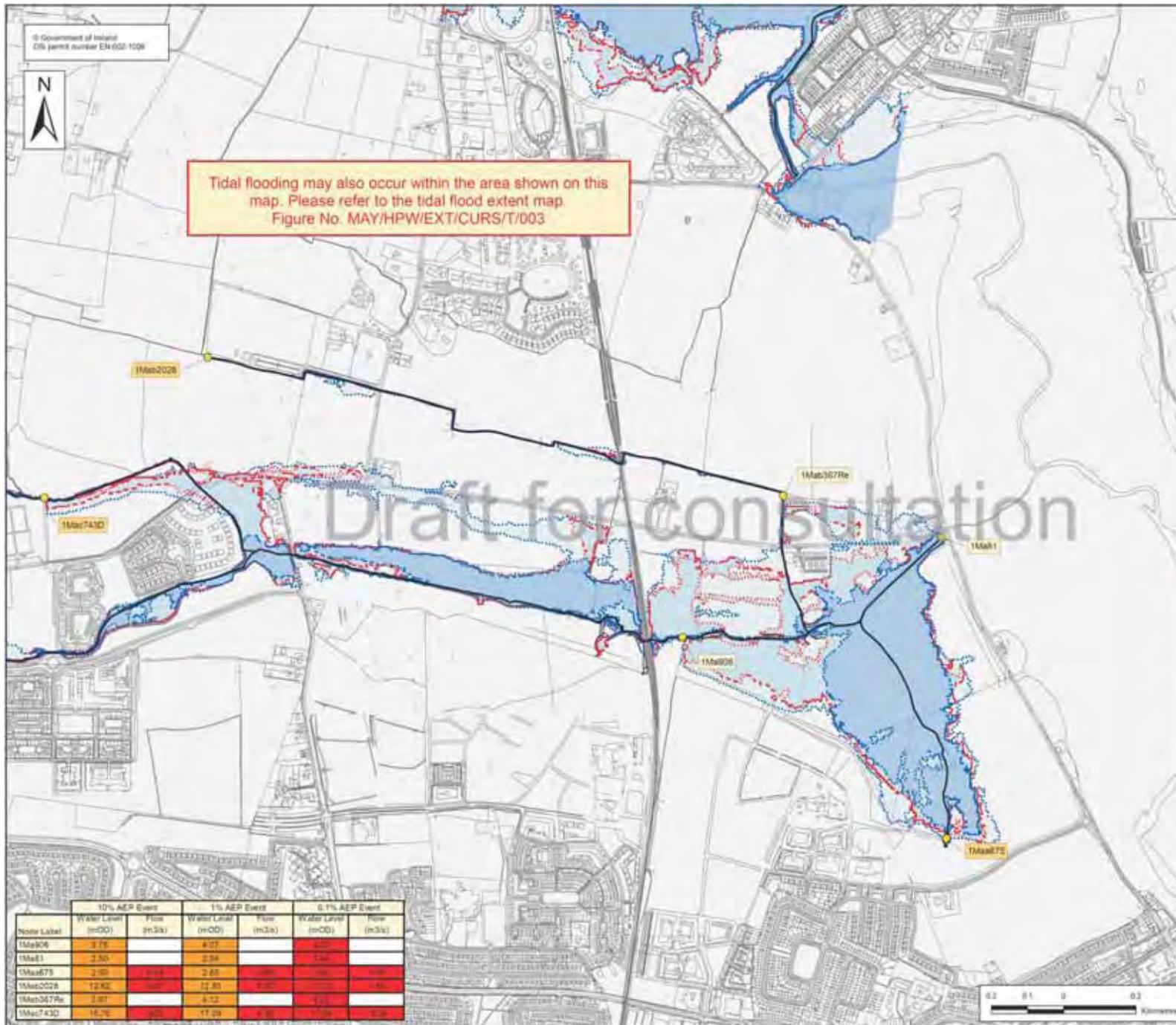
Figure No: **Mayne** Date: **8 August 2010**

Checked By: **Sergio Hudson** Date: **8 August 2010**

Approved By: **Clare O'Neil** Date: **8 August 2010**

Figure No: **MAY/HPW/EXT/CURS/002** Revision: **0**

Drawing Scale: **1:10,000** Plot Scale: **1:1 @ A3**



Tidal flooding may also occur within the area shown on this map. Please refer to the tidal flood extent map Figure No. MAY/HPW/EXT/CURS/T/003

Node Label	10% AEP Event		1% AEP Event		0.1% AEP Event	
	Water Level Rise (mOD)	(mSL)	Water Level Rise (mOD)	(mSL)	Water Level Rise (mOD)	(mSL)
1Mas606	3.75	4.07	2.84	3.16	2.00	2.32
1Mas61	2.35	2.67	1.44	1.76	0.53	0.85
1Mas675	2.89	3.21	2.00	2.32	1.17	1.49
1Mas2028	12.82	13.14	12.31	12.63	11.80	12.12
1Mas367Re	3.87	4.19	2.96	3.28	2.13	2.45
1Mas743D	16.76	17.08	16.25	16.57	15.74	16.06



**EXTENT MAP**

**Legend**

- 10% AEP Flood Extent (1 in 10 chance in any given year)
- 1% AEP Flood Extent (1 in 100 chance in any given year)
- 0.1% AEP Flood Extent (1 in 1000 chance in any given year)
- Defended area
- High Confidence (>20m) (10% AEP)
- Medium Confidence (>40m) (10% AEP)
- Low Confidence (>40m) (10% and 0.1% AEP)
- High Confidence (>20m) (1% AEP)
- Medium Confidence (>40m) (1% AEP)
- Low Confidence (>40m) (1% AEP)
- Maintained River Course
- Node Point
- Node label with level data (refer to table)
- Node label with flow & level data (refer to table)
- High confidence (refer to table)
- Medium confidence (refer to table)
- Low confidence (refer to table)

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**Project**  
FEM FRAMS

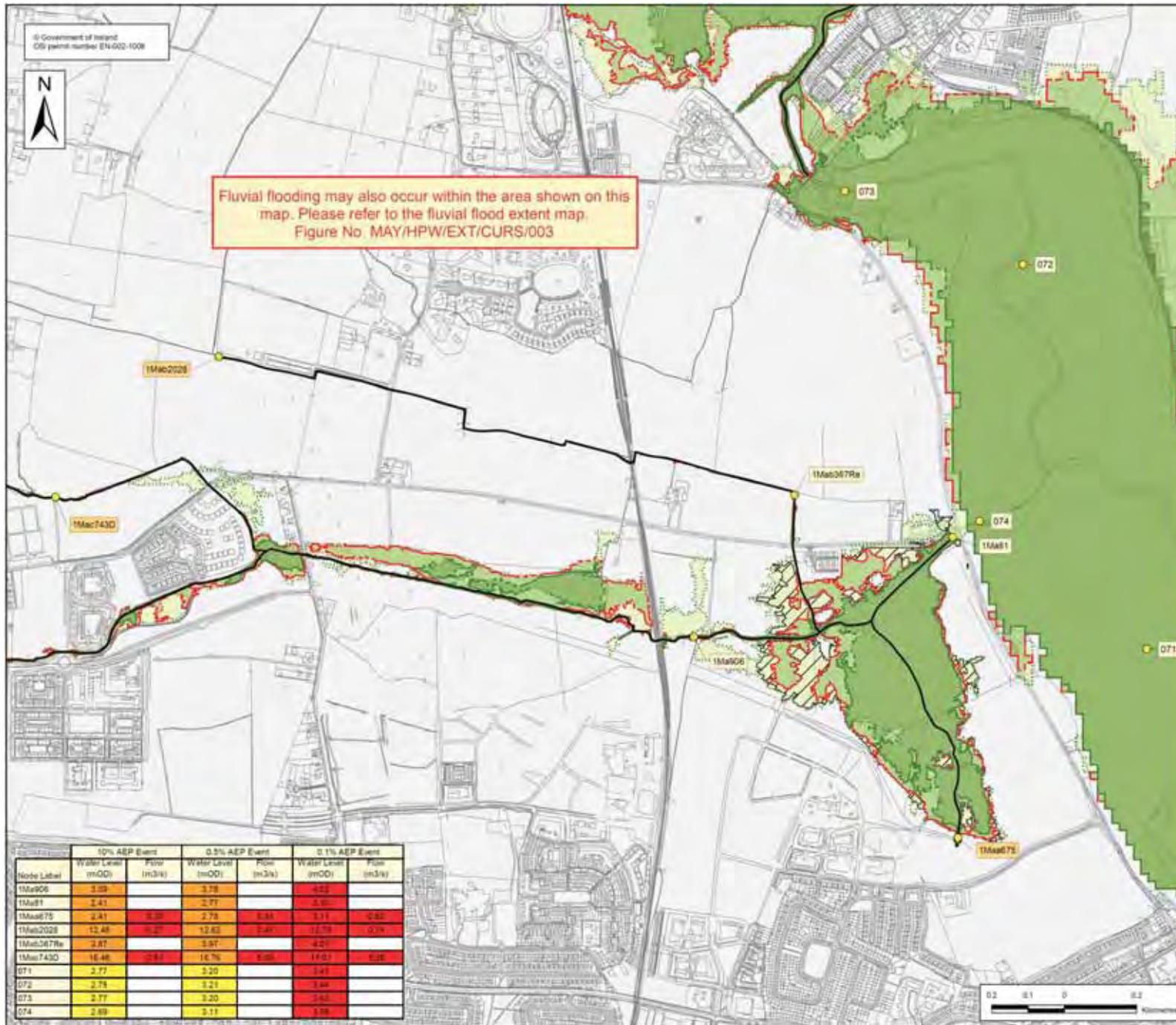
**Map**  
MAYNE MODEL FLOOD EXTENT MAP

**Map Type** FLOOD EXTENT  
**Source** FLUVIAL FLOODING  
**Map area** HIGH PRIORITY WATERCOURSE  
**Scenario** CURRENT

Figure By: Mark Rutz Date: 8 August 2010  
Checked By: Benja Hadden Date: 8 August 2010  
Approved By: Gaoi Dewar Date: 8 August 2010

Figure No: MAY/HPW/EXT/CURS/003 Revision: 0  
Drawing Scale: 1:10,000 Plot Scale: 1:1 @ A3





Fluvial flooding may also occur within the area shown on this map. Please refer to the fluvial flood extent map. Figure No. MAY/HPW/EXT/CURS/003

Node Label	10% AEP Event		0.5% AEP Event		0.1% AEP Event	
	Water Level (mOD)	Flow (m <sup>3</sup> /s)	Water Level (mOD)	Flow (m <sup>3</sup> /s)	Water Level (mOD)	Flow (m <sup>3</sup> /s)
1Ma906	3.09	3.78	3.78	4.22		
1Ma81	2.41		2.71	3.01		
1Ma675	2.41	3.01	2.78	3.01	3.11	3.82
1Mac2028	12.48	8.27	12.63	7.47	11.78	6.26
1Mac367Re	2.87		3.01	4.21		
1Mac743D	16.48	2.81	16.7%	1.05	14.01	6.28
071	2.77		3.20	3.41		
072	2.78		3.21	3.44		
073	2.77		3.20	3.43		
074	2.89		3.11	3.58		



**EXTENT MAP**

Legend:

- 10% AEP Flood Extent (1 in 10 chance in any given year)
- 0.5% AEP Flood Extent (1 in 200 chance in any given year)
- 0.1% AEP Flood Extent (1 in 1000 chance in any given year)
- Defended area
- High Confidence (>20m) (10% AEP)
- Medium Confidence (>40m) (10% AEP)
- Low Confidence (>40m) (10% and 0.5% AEP)
- High Confidence (>20m) (0.5% AEP)
- Medium Confidence (>40m) (0.5% AEP)
- Low Confidence (>40m) (0.5% AEP)
- Modelled River Centreline
- Node Point
- Node label with level data (refer to table)
- Node label with flow & level data (refer to table)
- High confidence
- Medium confidence
- Low confidence

100% AEP  
LIMITS OF THESE MAPS SHOULD REFER TO THE EXTENT OF FLOODING OF  
THEIR DESIGNATED JURISDICTION IN ACCORDANCE WITH APPLICABLE  
LEGISLATION AND REGULATIONS OF THE RELEVANT WATER AUTHORITY.  
FOR MORE INFORMATION CONTACT HALCROW BARRY AT 01-460-0000 OR  
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Project:  
**FEM FRAMS**

Map:  
**MAYNE MODEL FLOOD EXTENT MAP**

Map Type: FLOOD EXTENT  
 Source: TIDAL FLOODING  
 Map area: HIGH PRIORITY WATERCOURSE  
 Domain: CURRENT

Figure By: Maura Ross Date: 17 January 2011  
 Checked By: Sergio Harrison Date: 17 January 2011  
 Approved By: Clive Deane Date: 17 January 2011

Figure No:  
**MAY/HPW/EXT/CURS/003** Revision: **1**

Drawing Scale: 1:10,000 Plot Scale: 1:1 @ A3



# APPENDIX 7 :

Appendix 7: Historical Map  
Surveyed 1837  
Revised 1936-37





# APPENDIX 8 :

## Appendix 8: The Eastern River Basin District Project and Local Area Plans

The Water Framework Directive (Directive 2000/60/EEC) established a framework for Community action in the field of water policy with the specific aim of improving water quality to a minimum of "Good Ecological Status." Good ecological status is described in Statutory Instrument SI 272 of 2009, the European Communities Environmental Objectives (Surface Waters) Regulations, 2009. The status of a water body is measured in terms of the physico-chemical quality of the water, the ecology of the river and its hydro-morphology. The timeline by which good ecological status must be achieved is 2015, unless the Member State can show that it is not possible, in which case the date to achieve good ecological status can be extended to either 2021 or 2027. There are very strict criteria in place when applying for an extension.

On the 6th July 2010, John Gormley, then Minister for the Environment, Heritage and Local Government, signed into law the River Basin Management Plan (RBMP) and its associated Programme of Measures (POM). The RBMP and POM set out the agreed policies and programmes that must be adhered to or implemented in order to achieve good ecological status. Any future plans, programmes or developments must take into consideration the requirements of the Water Framework Directive and must not conflict with the River Basin Management Plan or Programme of Measures.

While the principal goal of the Water Framework Directive is to achieve good ecological status in all water bodies, there is also a requirement that no water body deteriorate in status. Deterioration in the status of a water body constitutes a failure to comply with the requirements of the Water Framework Directive, leaving that Member State liable to prosecution and the imposition of penalties by the European Court of Justice. Naturally, a failure to achieve good status also constitutes a failure to comply with the requirements of the Water Framework Directive, leaving that Member State similarly liable to prosecution and penalties.

A Local Area Plan must consider the River Basin Management Plan, which is legally binding, and ensure that there is no conflict between the two. In fact, a Local Area Plan is an opportunity to assist in the implementation of the Programme of Measures, particularly those measures that relate to the Planning process (e.g. implementation of SUDS and other environmental policies). It is necessary that a plan, programme or development does not cause deterioration in the status of a water body. Therefore, there is requirement that a Planner, Programmer or Developer demonstrate, by carrying out appropriate studies, that the status of a water body will not deteriorate as a result of

a plan, programme or development. Where possible, measures to assist in improving the status of a water body should be included in a Local Area Plan that impacts on that water body.

