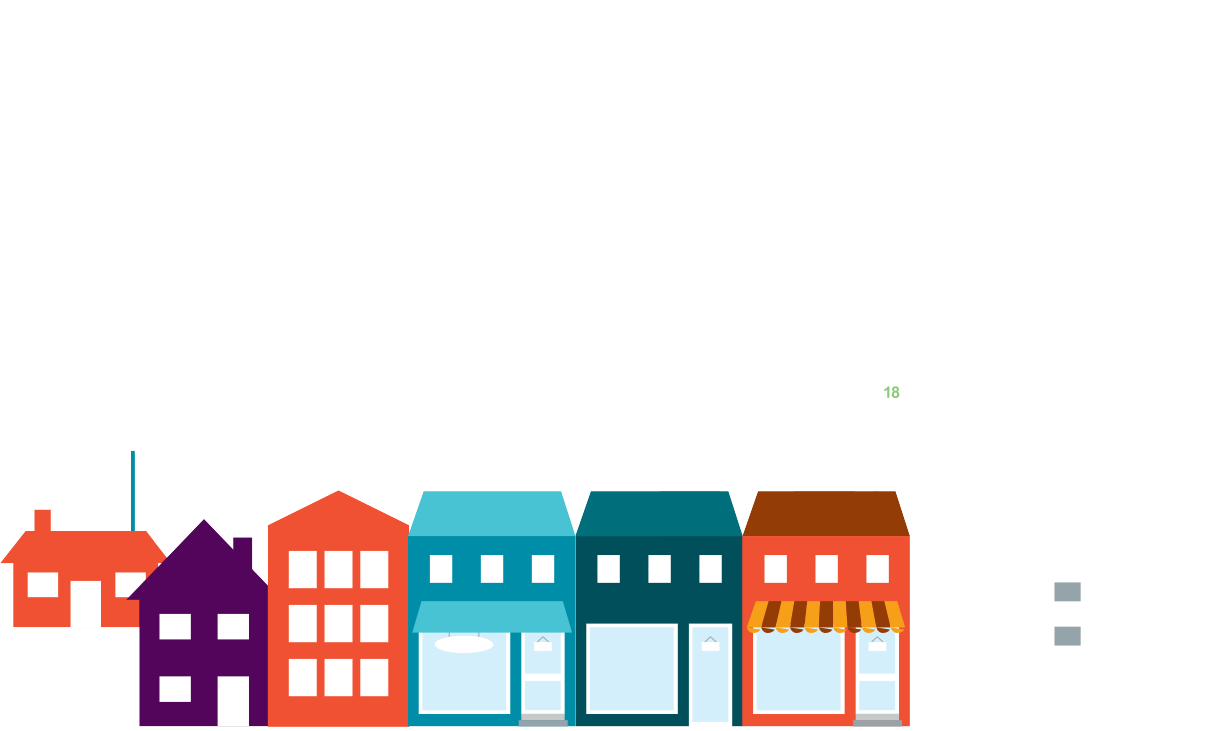
**Chapter 12 – Development Management Standards**



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| CHAPTER 12  Proposed Amendment CH 12.1 | | |
|  | Section | Page |
| Draft CDP 2017 – 2023 | 12.7 Open Space | 415 |

Insert new Objective DMS, after DMS62

The Council will require that open space be provided in a form and layout which facilitates maintenance.

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| CHAPTER 12  Proposed Amendment CH 12.2 | | |
|  | Section | Page |
| Draft CDP 2017 – 2023 | 12.7 Open Space | 415 |

Amend Objective DMS63:

~~Open space areas designed to a highly ornate and unsustainable standard will not be taken in charge as public open space.~~

The design of areas to be taken in charge as public open space should vary according to the density of the development. More ornate and maintenance intensive designs are not appropriate to low density development.

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| CHAPTER 12  Proposed Amendment CH 12.3 | | |
|  | Section | Page |
| Draft CDP 2017 – 2023 | 12.7 Open Space | 416 |

Amend Objective DMS67:

Ensure, where possible, complementary facilities, such as dressing rooms and storage facilities, are provided as part of the open space provision, for new and existing areas.

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| CHAPTER 12  Proposed Amendment CH 12.4 | | |
|  | Section | Page |
| Draft CDP 2017 – 2023 | 12.9 Enterprise and Employment | 428 |

Insert new Objective DMS, after DMS105:

Ensure through the development management process for retail developments that deliveries are planned and take place at a time and/or location that protects residential amenity.

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| CHAPTER 12  Proposed Amendment CH 12.5 | | |
|  | Section | Page |
| Draft CDP 2017 – 2023 | 12.10 Infrastructure and Movement | 432 |

Insert text at Section 12.10 Infrastructure and Movement, subsection Walking and Cycling

Cycle Parking

Secure cycle parking facilities shall be provided in new Public Transport Interchanges, Park and Ride facilities, office blocks, apartment blocks, shopping centres, hospitals, etc., in accordance with the standards set out in Table 12.9.

Bicycle Parking Stations should be provided in strategic new Public Transport Interchanges. Where a modal share for cycling is outlined within a Mobility Management Plan for a development, cycle parking should be provided at a level sufficient to support this modal share or as outlined in Table 12.9, whichever is greater.

Secure bicycle racks shall be provided in all cases where bicycle parking is deemed to be necessary by the planning authority. Such racks should be within 25m of a destination for short-term parking (shops) and within 50m for long-term parking (school, college, office). All long-term (more than three hours) cycle racks shall be protected from the weather.

All on-street stands or racks should be capable of performing the basic functions of supporting the bicycle and protecting it against theft or vandalism. Off-street storage/parking facilities should provide adequate shelter, lighting, safety and security, ease of access and egress, and an appropriate level of supervision. As such, publicly accessible cycle parking should be of Sheffield stand type; toaster racks or similar are not acceptable for publicly accessible cycle parking. Where high-density cycle parking is provided in a secure location, stacked cycle parking is acceptable provided it is easily used.

Guidance for selecting the most appropriate type of bicycle parking facility depending on location and user needs is outlined in the National Cycle Manual, ‘Bicycle Parking Facilities’. Fingal County Council will have regard to this document when considering applications where bicycle parking is a requirement.

Multi-Storey Parks and Cycle Facilities

All cycle facilities in multi-storey car parks will be at ground floor level and completely segregated from vehicular traffic. Cyclists should also have designated entry and exit routes at the car park. Where possible, segregated cycle access should be provided to basement car parks by a segregated cycle ramp or dedicated lift.

Location of Cycle Stands

Cycle parking facilities will be conveniently located, secure, easy to use, adequately lit and well signposted. Weather protected facilities should be considered, where appropriate. In addition, parking should be placed within a populated, well-supervised area, and monitored by CCTV where possible. In publicly accessible buildings, a proportion of cycle parking should be publicly accessible to visitors. These spaces should be easily identifiable and accessible and should generally be located at ground floor level close to the main entrance of the building.

Security

Cyclists should be able to secure both frame and wheels to the cycle parking stand. Secure cycle compounds should be provided where feasible and, in particular, in large office developments, multi-storey car parks and railway stations.

Shower and Changing Facilities

Suitable shower and changing facilities will be made available in large-scale developments incorporating large amounts of cycle parking. Facilities should be secure, lockable and located in well-lit locations. The following standards shall be adhered to:

* 1 shower per office development over 100sq.m (approximately 5 employees)
* A minimum of 2 showers for office developments over 500sq.m (approximately 25 employees)
* 1 shower per 1000sq.m thereafter
* Changing/drying areas, toilets and lockers should be provided in association with shower facilities.

Lockers

The number of lockers provided should relate to the number of cycle parking spaces. Lockers should be well ventilated, secure and lockable. Lockers that facilitate multiple short-term users are recommended.

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| CHAPTER 12  Proposed Amendment CH 12.6 | | |
|  | Section | Page |
| Draft CDP 2017 – 2023 | 12.10 Infrastructure and Movement | 432-433 |

Amend text at section 12.10:

**~~Proposed new Metro North~~** **Indicative Route for New Metro North**

**~~A~~** ~~proposed new Metro North~~ An indicative route for New Metro North has been included in the Government’s capital programme. It will link Swords via the Airport, to Dublin City Centre. The provision of the ~~proposed new Metro North~~ indicative route for New Metro North is critical to the continued, sustainable growth of the County Town, Swords. It is essential that the metro stops are easily accessible to trip-intensive developments.

Amend Objective DMS119

Ensure that the ~~proposed new Metro North~~ indicative route for New Metro North and its stops are kept free from development. Require that all development alongside the ~~proposed new Metro North~~ indicative route for New Metro North includes permeability for pedestrians, cyclists and public transport so as to maximise its accessibility.

Amend Objective DMS120

Allow high-density development along the ~~proposed new Metro North~~ indicative route for New Metro North, in accordance with the land-use plans of the Council.

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| CHAPTER 12  Proposed Amendment CH 12.7 | | |
|  | Section | Page |
| Draft CDP 2017 – 2023 | 12.10 Infrastructure and Movement | 433 |

Amend text and Objectives at section 12.10:

~~Metro West~~ Light Rail Corridor (previously known as Metro West)

While ~~Metro West~~ the Light Rail Corridor has not been included in the Government’s capital programme 2016-2021, a significant amount of preliminary design work has already been carried out. This route has been designed to operate from Tallaght through Clondalkin, Liffey Valley and Blanchardstown linking with the ~~proposed new Metro North~~ indicative route for New Metro North at Dardistown, south of Dublin Airport.

Objective DMS121

Ensure that the possible routes of ~~Metro West~~ the Light Rail Corridor and its stops are kept free from development. Require that all development alongside the possible routes of ~~Metro West~~ the Light Rail Corridor includes permeability for pedestrians, cyclists and public transport so as to maximise its accessibility.

Objective DMS122

Allow high density development along the ~~Metro West~~ Light Rail Corridor, in accordance with the land-use plans of the Council.

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| CHAPTER 12  Proposed Amendment CH 12.8 | | |
|  | Section | Page |
| Draft CDP 2017 – 2023 | 12.10 Infrastructure and Movement | 435-437 |

Amend Table 12.8 Car Parking Standards at Section 12.10:

Table 12.8 - Car Parking Standards (extract from this table)

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Land Use** | **Order** | **Criterion** | **Proposed** | **Notes** | **Category** | **Norm or Max** |
| Caravan / mobile home  park | 8 | Stand | 1 |  | Residential | Norm |
| Hotel, Motel, Motor Inn, Guest House | 9 | Bedroom | 1 |  | Residential | Norm |
| Pre-school facilities / creche | 10 | Classroom | 0.5 |  | Education | Maximum |
| Primary school | 11 | Classroom | 1.5 |  | Education | Maximum |
| **Special needs unit** | 12 | Classroom | 2 |  | Education | Maximum |
| Post primary school | 13 | Classroom | 1.5 |  | Education | Maximum |
| College of Higher Edu- cation\* | 14 | Lecture theatre | ~~5~~ 10 |  | Education | Maximum |
| Retail - Foodstore (incl discount foodstores) | 15 | GFA | 1 per 20 |  | Retail | Maximum |
|  |  |  |  | |  |  |

\* Parking allowances for offices and labs / workshops on a Higher Education College Campus to be calculated separately in accordance with required car parking standards.

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| CHAPTER 12  Proposed Amendment CH 12.9 | | |
|  | Section | Page |
| Draft CDP 2017 – 2023 | 12.16 Major Accidents – Seveso Sites | 461 |

Delete from Table 12.13:

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| --- | --- | --- |
| Establishment | Tier | Consultation Distance |
| **Barclay Chemicals Manufacturing Ltd, T/A Barclay Corp Protection, Damastown Industrial Park, Mulhuddart, Dublin 15** | **Upper Tier** |  |
| **~~Chemco (Ire) Ltd. T/A Macetown North, Damastown Industrial Estate, Mulhuddart, Dublin 15h~~** | **~~Upper Tier~~** | **~~700m~~** |
| **Contract & General Warehousing Ltd. Westpoint Business Park, Navan Rd. Mulhuddart** | **Upper Tier** | **700m** |
| **Mallinckrodt Medical Imaging-Ireland T/A Convidien Damastown, Mulhuddart** | **Upper Tier** | **1,000m** |
| **Astellas Ireland Co., Ltd., Damastown,**  **Mulhuddart** | **Lower Tier** | **1,000m** |
| **Clarochem Ireland Ltd., (formally Helsinn), Damastown, Mulhuddart** | **Lower Tier** | **1,000m** |
| **Gensys Power Ltd., T/A Huntstown Power Station, Huntstown Quarry, Finglas, D11** | **Lower Tier** | **300m** |
| **Swords Laboratories, Watery Lane, Swords** | **Lower Tier** | **1,000** |
| **~~Swords laboratories T/A Bristol Myers Squibb,~~**  **~~Cruiserath Rd. Mulhuddart D15~~** | **~~Lower Tier~~** | **~~1,000m~~** |

(Source HSA December 2015)

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| CHAPTER 12  Proposed Amendment CH 12.10 | | |
|  | Section | Page |
| Draft CDP 2017 – 2023 | 12.11 Archaeological and Architectural Heritage | 445 |

Amend Objective DMS152:

A site assessment should be carried out prior to starting any design work to help inform and direct the layout, form and architectural treatment of the proposed development and identify issues that may need to be avoided, mitigated or require sensitive design and professional expertise. The site assessment should evaluate:

Character of the site in its setting (including existing buildings)

Access to the site

Services

Protected Designations

Rare and protected species (such as bats)