

**Chapter 7 Movement and Infrastructure**

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| CHAPTER 7  Proposed Amendment CH 7.1 | | |
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Amend ‘Statement of Policy’ in Section 7.1:

* + - * Promote and facilitate movement to, from, and within the County of Fingal, by integrating land use with a high quality, sustainable transport system that prioritises walking, cycling and public transport.
      * Provide an appropriate level of safe road infrastructure and traffic management, in particular to support commercial and industrial activity and new development.
      * Work with all relevant stakeholders to seek a reduction in greenhouse gas emissions from transport.

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Amend ‘Policy Context’ in Section 7.1:

There are a number of National and Regional Policies and Plans which provide a context for the Council’s transportation strategy and policies as follows.

* Building on Recovery: Infrastructure and Capital Investment 2016-2021,
* The National Spatial Strategy 2002-2020,
* The Regional Planning Guidelines for the Greater Dublin Area 2010-2022.
* Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland, 2009-2020’.

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Amend Section 7.1 - Policy Context to include the following paragraph after ‘Design Manual for Urban Roads and Streets’:

**Spatial Planning and National Roads Guidelines for Planning Authorities**

These guidelines set out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 kmph speed limit zones for cities, towns and villages. These guidelines have been developed by following a number of key principles and aim to facilitate a consistent approach that affords maximum support for the goals of achieving and maintaining a safe and efficient network of national roads, thereby facilitating continued economic growth and development.

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Insert new Objective MT:

Implement Smarter Travel policy and work to achieve the Key Goals set out in the policy.

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Insert new Objective MT:

Integrate the County’s transport and tourism strategies to promote increasingly sustainable travel patterns and improved linkages between the City Centre, Villages and the Coast among visitors to the County.’

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Include a new objective MT

Carry out a comprehensive feasibility study of the South Fingal area to produce a strategic ‘vision’ and overall strategy for the proper planning and sustainable development of the study area, based on a sustainable transport and smarter travel approach, planning for all transport modes and needs, whilst also being reflective of road network capacity and modal split assumptions. This will be carried out in consultation with statutory agencies and relevant stakeholders.

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Amend Objective MT04:

Control on-street parking in the interests of the viability, vitality and amenity of commercial centres by maximising the supply of short stay parking for shoppers, while providing appropriate levels of long- term parking within a reasonable distance for employees.

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| CHAPTER 7  Proposed Amendment CH 7.8 | | |
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Amend Objective MT09:

Promote walking and cycling as efficient, healthy, and environmentally-friendly modes of transport by securing the development of a network of direct, comfortable, convenient and safe cycle routes and footpaths, particularly in urban areas. ~~The Council will work in cooperation with the NTA to implement the Greater Dublin Area Cycle Network Plan subject to detailed engineering design and the mitigation measures presented in the SEA and Natura Impact Statement accompanying the NTA Plan.~~

Insert new Objective MT:

The Council will work in cooperation with the NTA and adjoining Local Authorities to implement the Greater Dublin Area Cycle Network Plan subject to detailed engineering design and the mitigation measures presented in the SEA and Natura Impact Statement accompanying the NTA Plan.

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Add new Objective MT09:

Investigate and avail of the opportunities provided by Metro North and any other public transport infrastructure to provide new cycle and pedestrian links including crossings of the M50 which currently represents a major barrier to active transport modes.

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| CHAPTER 7  Proposed Amendment CH 7.10 | | |
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Insert new Objective MT:

Review existing cycle infrastructure which was not designed in line with the Principles of Sustainable Safety in a manner consistent with the National Cycle Manual and the Design Manual for Urban Roads and Streets and undertake appropriate remedial works.

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| CHAPTER 7  Proposed Amendment CH 7.11 | | |
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Insert new Objective MT:

Promote the design of roads, including cycle infrastructure, in line with the Principles of Sustainable Safety in a manner consistent with the National Cycle Manual and the Design Manual for Urban Roads and Streets.

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| CHAPTER 7  Proposed Amendment CH 7.12 | | |
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Insert new Objective MT:

To investigate the use of demand management measures to improve the attractiveness of urban centres for cyclists (and public transport users).

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Insert the following text into the Sustainable Transport Section (Walking and

Cycling).

The promotion of cycling as a sustainable mode of transport depends on providing sufficient parking at places of employment and education. Bicycle parking standards, which are norms, are set out in Chapter 12 Development Management Standards. In promoting a cycling culture and better public health, there should be a focus on making the trip to school and college safe and attractive for cyclists. School grounds themselves should be cycling-friendly environments with well located, safe and sheltered bicycle parking facilities.

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| CHAPTER 7  Proposed Amendment CH 7.14 | | |
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Amend Objective MT11:

Improve pedestrian and cycle connectivity to schools and third level collegesand identify and minimise barriers to children walking and cycling to primary and secondary schools throughout the County.

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Insert new Objective MT:

Ensure that as soon as possible, but by the end of the lifetime of the Development Plan the environment in the immediate vicinity of schools is a safe and attractive low speed (30kph) environment with speed limits strictly enforced, and drop-off by car within a given distance restricted.

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Insert new Objective MT:

At locations where higher density development is being provided, encourage the development of car-free neighbourhoods, where non-motorised transport is allowed and motorised vehicles have access only for deliveries but must park outside the neighbourhood, creating a much better quality public realm with green infrastructure, public health, economic and community benefits.

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| CHAPTER 7  Proposed Amendment CH 7.17 | | |
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Insert new Objective MT:

Improve pedestrian and cycle connectivity to stations and other public transport interchanges.

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| CHAPTER 7  Proposed Amendment CH 7.18 | | |
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Amend Objectives MT13, 14 and 18:

Objective MT13

Support TII and the NTA in developing a revised design of the proposed new Metro North that addresses the needs of the Swords-Airport-City Centre corridor, environmental sensitivities and securing permission from An Bord Pleanála.

Objective MT14

Support TII and the NTA in a possible future extension of the proposed new Metro North finishing point to connect with the Northern Line in Donabate, with a view to securing permission from An Bord Pleanála.

Objective MT18

Support Iarnród Éireann and the NTA in implementing the DART Expansion Programme, including the extension of the DART line to Balbriggan, the design and planning for the expansion of DART services to Maynooth, and the redesign of the DART Underground.

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Amend Metro West paragraph:

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

While ~~Metro West~~ a 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 25km route has been designed to operate from Tallaght through Clondalkin, Liffey Valley and Blanchardstown linking with the proposed new Metro North at Dardistown, south of Dublin Airport. Although the exact route has not been approved, it is prudent to maintain a corridor free from development to allow ~~Metro West~~ a light rail corridor to be built in the future.

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| **Objective MT15** |
| Objective MT15  Support TII in progressing the design of ~~Metro West~~ a Light Rail Corridor that addresses the needs of Fingal, in particular the Blanchardstown area, with a view to securing permission from An Bord Pleanála. |

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| CHAPTER 7  Proposed Amendment CH 7.20 | | |
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Amend paragraph (Bus, Quality Bus Corridors (QBC) and Bus Rapid Transit (BRT)):

In relation to the Swords/Airport to City Centre corridor, it will be necessary to provide a higher level of public transport than the existing provision in advance of the proposed new Metro North’s delivery. This additional capacity will take the form of a BRT service or a BRT type service or a conventional bus corridor upgrade along this route. It will be designed to be complementary to the proposed ~~new Metro North~~ indicative route for the new Metro North proposal. As such a BRT scheme is included in the Transport Strategy for the Swords/Airport City Centre route but its scale may be reduced or modified in conjunction with the proposed ~~new Metro North~~ indicative route for the new Metro North.

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| CHAPTER 7  Proposed Amendment CH 7.21 | | |
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Insert new Objective MT:

Maintain and protect the safety, capacity and efficiency of National roads and associated junctions in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities, DECLG, (2012), the Trans-European Networks (TEN-T) Regulations and with the regard to other policy documents, as required.

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Amend Objective MT28:

Seek to implement the road improvement schemes indicated in Table 7.1 within the Plan period, subject to assessment against the criteria set out in Section 5.8.3 of the NTA Transport Strategy for the GDA, where appropriate, and where resources permit. Reserve the corridors of the proposed road improvements free of development.

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| CHAPTER 7  Proposed Amendment CH 7.23 | | |
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Include new Objective MT:

Protect the strategic transport function of national roads, including motorways through the implementation of the DoELCG guidelines on 'Spatial Planning and National Roads- Guidelines for Planning Authorities'.

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| CHAPTER 7  Proposed Amendment CH 7.24 | | |
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Amend Table 7.1 ‘Road Schemes’:

Include ‘Station Road, Portmarnock and Drumnigh Road Junction’ in Table 7.1.

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Include new Objective after Table 7.1 ‘Road Schemes’:

‘Support and facilitate the TII, Meath County Council and Kildare County Council in the planning and delivery of the N2 Upgrade north of Ashbourne and a possible link between the M3 and M4.’

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| CHAPTER 7  Proposed Amendment CH 7.26 | | |
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Amend the paragraph under ‘Section 48 and 49 Levies’:

Section 49 (supplementary) schemes relate to the separately specified infrastructural service or projects – such as Metro North, ~~Metro West~~, Luas extensions, rail or roads infrastructure, which benefit a specific area (normally a corridor). Where schemes overlap with another Local Authority, the Section 49 Scheme will be developed in conjunction with that local authority.

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Amend Objective DA01:

Facilitate the operation and future development of Dublin Airport, in line with Government policy**,** recognising its role in the provision of air transport, both passenger and freight.

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| CHAPTER 7  Proposed Amendment CH 7.28 | | |
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Amend Objective DA06:

Continue to participate in the Dublin Airport Stakeholders Forum, St Margarets Community Liaison Group and other public stakeholder forums involving~~which includes~~ representatives from local authorities, airport operators, community and other stakeholders, providing a forum for discussion of environmental, community and other issues.

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| CHAPTER 7  Proposed Amendment CH 7.29 | | |
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Amend Objective DA09:

Ensure that aircraft-related development and operation procedures proposed and existing at the Airport ~~takes account and uses~~ considerall measures necessary to mitigate against the ~~possible~~ potentialnegative impact of noise from aircraft operations (such as taxiing, taking off and landing), on existing established residential communities, whilst not placing unreasonable restrictions on airport development, ~~and~~ taking into account EU regulation 598/2014 (or any future superseding EU regulation applicable) having regard to the ‘Balanced Approach’ and the involvement of communities in ensuring a collaborative approach to mitigating against noise pollution.

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| CHAPTER 7  Proposed Amendment CH 7.30 | | |
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| Draft CDP 2017 – 2023 | 7.1 – Dublin Airport | 250 |

Amend Objective DA09 to read as:

Ensure that aircraft-related development and operation procedures proposed and existing at the Airport takes account and uses all measures necessary to mitigate against the possible negative impact of noise from aircraft operations such as taxiing, taking off and landing, on existing established residential communities, ~~whilst not placing unreasonable restrictions on airport development and taking into account EU regulation 598/2014~~ while not placing unreasonable, but allowing reasonable restrictions on airport development to prevent detrimental effects on local communities, taking into account EU Regulation 598/2014 to involve communities in ensuring a collaborative approach to mitigating against noise pollution.

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Amend Objective DA11:

Review the operation of the Noise Zones on an ongoing basis in ~~light of the EU Directive on Environmental Noise~~ line with the most up to date legislative frameworks in the area, the ongoing programme of noise monitoring in the vicinity of the Airport flight paths, and the availability of improved noise forecasts.

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Amend Objective DA14:

Review Public Safety Zones associated with Dublin Airport and implement the policies to be determined by the Government in relation to thesePublic Safety Zones ~~for Dublin Airport~~.

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| CHAPTER 7  Proposed Amendment CH 7.33 | | |
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| Draft CDP 2017 – 2023 | 7.2 – Water Services | 257-258 |

Amend Objectives WT03, WT04 and WT12 (Foul Drainage and Wastewater Treatment):

Objective WT03

Facilitate the provision of appropriately sized and located waste water treatment plantsand networks,including a new Regional Wastewater Treatment Plant and the implementation of other recommendations of the Greater Dublin Strategic Drainage Study, in conjunction with relevant stakeholders and services providers, to facilitate development in the County and Region and to protect the water quality of Fingal’s coastal and inland waters through the provision of adequate treatment of wastewater.’

Objective WT04

Investigate the potential for the provision of temporary wastewater treatment facilities for new developments where a permanent solution has been identified and agreed with Irish Water but not yet implemented and where the provision of such a facility is environmentally sustainable, meets the requirements of the Habitats Directive, and is in accordance with the recommendations of the EPA and where adequate provision has been made for its maintenance.’

Objective WT12

Establish an appropriate buffer zone around all pumping stations suitable to the size and operation of each station. ~~The buffer zone should be minimum 35 metres – 50 metres to avoid nuisance from odour and noise.~~  The buffer zone should be a minimum 35 metres – 50 metres from the noise / odour producing part of the pumping stationto avoid nuisance from odour and noise**.**

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| Draft CDP 2017 – 2023 | 7.2 – Water Services | 261 |

Amend Objective SW01:

Protect and enhance the County’s floodplains, wetlands and coastal areas subject to flooding as vital green infrastructure which provides space for storage and conveyance of floodwater, enabling flood risk to be more effectively managed and reducing the need to provide flood defences in the future and ensure that development does not impact on important wetland sites within river / stream catchments.

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Amend Objective SW04:

Require the use of sustainable drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques for new development or for extensions to existing developments, in order to reduce to the potential impact of existing and predicted flooding risks.

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| CHAPTER 7  Proposed Amendment CH 7.36 | | |
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| Draft CDP 2017 – 2023 | 7.3 – Energy & Climate Change | 266 |

Amend ‘Section 7.3 Energy’:

‘7.3 Energy and Climate Change’ (and update the Table of Contents accordingly).

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Amend the last sentence of the first paragraph of Section 7.3 (Energy):

Modern societies consume huge amounts of energy to heat homes and cool homes and offices, fuel transport systems, power industry and generate electricity. Ireland’s island location on the edge of Europe accentuates the need for secure and continuous energy supplies. Despite a reduction in energy consumption in recent times, Ireland still spends a significant amount of money on energy imports.International EU, and national policies all work for a rapid transition to a much more energy-efficient society relying on sustainable renewable energy sources. This transition also leads to increased use of indigenous resources and increased security of supply.

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Update the following paragraph under Energy Efficient Design:

~~‘Since the publication of the~~ *~~2007 Energy Policy Framework, Delivering A Sustainable Energy Future for Ireland~~*~~, global, EU and Irish energy landscape have undergone huge change as new technologies provide cleaner fuels. as outlined in the~~ *~~Green Paper on Energy Policy in Ireland published by the Department of Communications, Energy and Natural Resources,~~* ~~which looks at Irish energy policies priorities towards 2030. Increasing renewable energy supplies have helped decarbonise the Irish economy.’~~

‘Since the publication of the ‘2007 Energy Policy Framework, Delivering A Sustainable Energy Future for Ireland’, global, EU and the Irish energy landscape have undergone huge changes as new technologies provide cleaner fuels. The recently published National Energy Policy White Paper ‘Ireland’s Transition to a Low Carbon Energy Future 2015-2030’ published by the Department of Communications, Energy and Natural Resources, is a complete energy policy update which sets out a framework to guide policy and the actions that Government intends to take in the energy sector from now up to 2030.

The paper takes into account European and International climate change objectives and agreements, as well as Irish social, economic and employment priorities. As we progress towards a low carbon energy system, this policy update will ensure secure supplies of competitive and affordable energy to our citizens and businesses.’

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Amend Objective EN02:

~~Undertake a Local Authority Renewable Energy Strategy (LARES)~~

Prepare a Climate Change Mitigation and Adaptation Strategy and a Local Authority Renewable Energy Strategy (LARES), Spatial Energy Demand Analysis (SEDA) and a Sustainable Energy Action Plan (SEAP).

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| Draft CDP 2017 – 2023 | 7.3 – Energy & Climate Change | 268 & 270 |

Re-locate Objectives EN02 and EN03 to be included within the list of objectives under the ‘Renewable Energy Section’.

Objective EN02

Undertake a Local Authority Renewable Energy Strategy (LARES).

Objective EN03

Encourage and facilitate the development of renewable energy sources, optimising opportunities for the incorporation of renewable energy in large scale commercial and residential development.

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Re-locate Objective EN08 to be included under the ‘Energy Efficiency Section’.

Objective EN08

Consider the adaptability of buildings over time and seek to improve the efficiency of existing building stock and promote energy efficiency and conservation in the design and development of all new buildings in the County.

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Update the wording reference to SEDA to ‘will’ rather than ‘will endeavour’ (in paragraph 5, page 269 of the Draft Plan):

The Council will ~~endeavour to~~ work with Fingal’s energy advisors Codema to carry out a Spatial Energy Demand Analysis (SEDA) of the County which would facilitate an integrated approach to spatial planning and energy resulting in a better spatial understanding of energy needs.

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Amend paragraph 4 relating to Solar Energy:

‘In the publication *Adding Solar Power to Irelands Energy Mix, Lightsource Renewable Energy Limited* it is estimated that by 2020 over 20% of Irelands energy could be generated by solar photovoltaic (solar PV). **~~Solar PV provides energy consistently and~~** By adding solar PV to Irelands energy mix, it will complement existing infrastructure as well as drive further renewable energy production. It is considered that solar PV farms are generally inconspicuous at ground level and are hidden by hedgerows. Additionally such farms can facilitate the regeneration of natural habitats in the rural areas.’

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Amend paragraph ‘Low Carbon District Heating’:

District heating is one of the most efficient and cost effective ways to heat apartments, homes and mixed use developments. **~~As the system is centralised there will be a 90% reduction in fossil fuel use and significantly reduces the carbon footprint of the development~~**~~.~~ District heating networks can be based on a variety of technologies and renewable energy sources, such as combined heat and power (CHP), biomass energy, geothermal or energy from waste.’

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Update Section ‘Energy Strategy for Fingal’:

**~~Energy Strategy for Fingal~~**

~~To implement national policy on a local basis, Fingal County Council will prepare a Local Authority Renewable Energy Strategy (LARES). The aims of the strategy is to develop policies and actions which can realistically and coherently make the maximum contribution to the national effort to address climate change and maximise the harvesting of renewable energy resources most appropriate to the County and in a manner which is consistent with proper planning and sustainable development.~~

~~To advance the Strategy, a Sustainable Energy Forum is proposed with Fingal County Council as the lead agency with relevant stakeholders and various interest groups. The Strategy shall include a Spatial Energy Demand Analysis (SEDA) of the County which would facilitate an integrated approach to spatial planning and energy resulting in a better spatial understanding of energy needs.~~

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| **~~Objective EN23~~**  ~~Establish a Sustainable Energy Forum within Fingal County Council to prepare a Local Authority Renewable Energy Strategy with relevant stakeholders and various interest groups within the County.~~ |

**Climate Change Mitigation and Adaptation Strategy.**

The Climate Action and Low Carbon Development Act 2015 established the national objective of transition to a low carbon, climate resilient and environmentally sustainable economy in the period up to and including the year 2050. The Draft Development Plan contains adaptation and mitigation measures and actions to address Climate Change and Fingal County Council recognises the need for the development of a robust strategy to increase climate resilience. Mainstream policies will be incorporated into the Draft Development Plan and integrated with National Plans and those of neighbouring Local Authorities.

The importance of factoring climate change adaption measures into the Development Plan is recognised and the Draft Plan will have regard to the National Climate Change Adaptation Framework, Building Resilience to Climate Change (2012), which requires the integration of adaptation and mitigation measures into the Plan. The Department of Housing, Planning, Community and Local Government has been identified as the lead body on National Adaptation Policy and Local Authorities have been given the role to prepare local ‘Adaptation Plans’ through the Development Plan review process. In May 2016 the EPA published ‘Local Authority Adaptation Strategy Development Guidelines’. These Guidelines are designed to assist Local Authorities in developing local climate change mitigation and adaptation strategies which will assess local vulnerability to climate risks and identify, cost and prioritise adaptation actions. It is noted that this Guidance can be used by each Local Authority to assess the adaptation fitness and coherence of its spatial plans and the other plans and policies under its remit.

The Guidelines follow a clear step by step process to adaptation planning and subscribe to an adaptive risk management approach. The Guidelines describe the tasks that a Local Authority needs to complete in order to develop, adopt and implement an Adaptation Strategy. The six stages are summarised as follows:

1. Forming an adaptation team and preparing the ground.
2. Assessing the current adaptation baseline.
3. Assessing future climate risk.
4. Identifying, assessing and prioritising adaptation options,
5. Developing an adaptation pathway map and drafting the adaptation strategy.
6. Mainstreaming, monitoring and reviewing the adaptation strategy.

Fingal is working closely with Codema (Dublin’s Energy Agency) and is at the initial stage of forming an adaptation team and assessing the current adaptation baseline. In response to the climate change challenge, the 4 Dublin Local Authorities (Dublin City Council, Dun-Laoghaire-Rathdown, Fingal and South Dublin County Council) have established expert steering groups with the goal of developing co-ordinated action plans to address the interconnected challenges of climate mitigation, adaptation and carbon free sustainable energy. The Dublin Local Authoritieswill act in unison and will work with all relevant stakeholders in order to deliver an inclusive and interconnected climate change mitigation action plan. Internationally, Fingal will liaise closely with the Covenant of Mayors and is currently preparing documentation to become one of the signatories (alongside the other Dublin Local Authorities). Fingal, in conjunction with the other Local Authorities and Codema will seek to draw down funding from various EU funding streams, such as LIFE+, INTERRED, Horison 2020 and URBTRACT. Private commercial opportunities will also be encouraged wherever possible to deliver solutions.

Preparing a Strategy is likely to be a task which will require significant resources and ‘buy in’ at all levels and from all Council departments. Due to the timeframes involved in terms of preparation of the Draft Plan, it is therefore likely that the Strategy will be completed post-adoption of the Draft Plan and will therefore be incorporated into the adopted Development Plan by way of a statutory Variation at a later date.

Fingal will also work closely with Codema on the preparation of a Spatial Energy Demand Analysis (SEDA) as part of the Climate Adaptation Strategy. This will integrate energy planning into traditional spatial planning practices and will create an evidence-based energy-related planning policy and associated actions. The SEDA will show exactly where and what type of energy is being used, and the costs of this energy consumption throughout the County in the different sectors (residential, commercial and Local Authority).

**Objective EN.**

Establish a Climate Change Adaptation Team within Fingal County Council to prepare a Climate Change Mitigation and Adaptation Strategy with relevant stakeholders, Dublin Local Authorities and various interest groups.

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Insert the following sentence at the end of ‘Energy Strategy for Fingal’:

The transition to low-carbon renewable energy systems will involve Fingal County Council in energy matters significantly more than it has been involved to date. One example is the important role of the Council in overcoming the difficulties of simultaneously developing markets and supplies for new renewable energy services.

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Amend Objective EN23:

Establish a Climate Change Adaptation Team within Fingal County Council to prepare a Climate Change Mitigation and Adaptation Strategy with relevant stakeholders, Dublin Local Authorities and various interest groups. The Climate Mitigation and Adaptation Strategy will include targets for emissions reduction from the County; provision for reporting on progress in reducing emissions; and a process of engagement with citizens, businesses and civil society in relation to the changes required.