



Urban Fingal

Chapter 4

CHAPTER 4

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URBAN FINGAL

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4.1 Background

Fingal is divided into a Metropolitan Area and a Hinterland Area under the *Regional Planning Guidelines For The Greater Dublin Area 2010-2022* (RPGs). This division, as detailed in the Core and Settlement Strategy (Chapter 2), explains at a strategic level how our towns and villages will develop over the lifetime of the Plan. This Chapter provides in more detail a description of the individual settlements that make up Urban Fingal from our largest towns, urban areas and a number of our villages. In providing a brief description of the settlement, it provides a development strategy for each, and then where applicable gives associated Specific Objectives. The individual settlements and communities will develop in accordance with their development strategies and objectives having regard to the principles of Placemaking outlined in Chapter 3 of the Draft Plan.

Taking reference from the RPGs, and Settlement Strategy, the towns and villages are detailed below, generally according to their RPG designation and function taking the Metropolitan Area first, (Swords, Blanchardstown, Malahide, Portmarnock, Howth, Sutton, Baldoyle, Balgriffin & Belcamp, Santry, Charlestown & Meakstown, Donabate, and Portrane). This is followed by towns and villages located in the Hinterland Area (Balbriggan, Rush, Lusk, Skerries, Balrothery and Loughshinny). Other rural villages, which have an RV land-use zoning are considered in Chapter 5: Rural Fingal, as part of an overall rural settlement hierarchy.

Objectives are provided detailing locations where Local Area Plans (LAPs) and Masterplans are required in a number of urban areas. Details of these LAPs and Masterplans are identified below. In accordance with Objectives PM08 and PM09 (Chapter 3, Placemaking) the LAPs and Masterplans for these lands shall be prepared and agreed by the Planning Authority prior to the submission of any planning application. LAPs and Masterplans shall provide for the phased development of subject lands as appropriate.

4.2 Metropolitan Area

SWORDS

Swords, the administrative capital of the County, is identified as a Metropolitan Consolidation Town in the RPGs and a Level 2 'Major Town Centre/County Town' in the *Retail Strategy for the Greater Dublin Area*. The town has direct links to the national road network [M1 and M50] and is located on the Dublin/Belfast economic corridor which is a key national transport corridor in the NSS. Swords is located adjacent to the key gateway of Dublin Airport, an important gateway to the Country. It lies at the confluence of the Ward and Broadmeadow Rivers at the head of the Malahide or Broadmeadow Estuary which is both a Special Protection Area (SPA) and a Special Area of Conservation (SAC). The proposed new Metro North will connect Swords to Dublin City via Dublin Airport. In the long term it is envisaged that Swords will grow significantly, up to a population of 100,000. A long-term development strategy for Swords *Your Swords An Emerging City Strategic Vision 2035* was published by the Council in 2008 in which the vision is: *'To promote and facilitate the sustainable development of Swords Town as a vibrant consolidated*



major town with a thriving economy; an integrated public transport network; an attractive and highly accessible built environment with the highest standards of housing, employment, services, recreational amenities and community facilities.'

The Plan will also promote lands at Lissenhall, through the preparation of a Local Area Plan, to provide for the longer term strategic development of the area to provide for the long term development in Swords as required. It is envisaged that in the long term this area, subject to infrastructural improvements, could in the future accommodate the development of a planned sustainable mixed use urban district providing for a significant level of employment and residential development.



Development Strategy

The Development Strategy is to promote the planned and sustainable development of Swords as follows:

- Consolidate existing and future development within well-defined town boundaries separated from the agricultural hinterland by designated greenbelt areas.
- Provide for a much-expanded employment, retail, commercial, educational, civic and cultural base.
- Develop high quality public transport links to Dublin City, Dublin Airport and the Greater Dublin area, with a particular emphasis on the proposed new Metro North.
- Target and facilitate the development of high tech and advanced manufacturing and other high intensity employment generating uses and service providing uses.
- Promote the development of high quality living and working environments.
- Develop Swords, in the long term, in accordance with *Your Swords An Emerging City Strategic Vision 2035*. This Strategic Vision is contingent on the proposed new Metro North coming to Swords.
- Promote lands at Lissenhall as a longer term strategic area, a mixed use urban district providing for a significant level of employment and residential development.



Swords Development Plan Objectives

Objective SWORDS 1

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

Objective SWORDS 2

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

Objective SWORDS 3

Promote and enhance the identity of the town centre through the delivery of Swords Castle Cultural Quarter Architectural Masterplan, including development of Swords Civic and Cultural Centre and delivery of the conservation plan for Swords Castle thereby ensuring the protection, conservation and enhancement of the historic core of Swords.

Objective SWORDS 4

Promote the development of lands within Swords town centre in accordance with the principles and guidance laid down in the Swords Master Plan (January 2009).

Objective SWORDS 5

Actively promote and support the early development of the proposed new Metro North linking Swords with Dublin Airport and Dublin City Centre.

Objective SWORDS 6

Prioritise the early construction of the following critical infrastructure:

- The Western Distributor Road;
- The Fosterstown Link Road;
- The 'Green link' across the Ward River Valley;
- The Highfield Link Road;
- The two new roads (The Western and Eastern Avenues included as per the adopted Local Area Plan for Barrysparks) through the Barrysparks MC and adjoining HT zoned lands (These roads link the R132 and the proposed Airside - Drinan Link Road to the south); and
- Develop a Regional Park (of circa 65 ha) immediately west of Oldtown, and adjoining and ultimately extending into the Broadmeadow River Valley Linear Park, to serve Swords and its hinterland, and to comprise active recreational and passive activities, commensurate with the Council's vision for the emerging city of Swords, subjecting the proposal to Screening for Appropriate Assessment, in particular the cumulative impacts of increased access to European Sites.

Objective SWORDS 7

Promote the development of Swords as a multi-modal transportation hub.

Objective SWORDS 8

Prepare and implement an Integrated Traffic Management Strategy in tandem with the development of a public realm strategy for Swords town centre.



Objective SWORDS 9

Maintain the operational capacity of the Swords Bypass, the R132.

Objective SWORDS 10

Promote the early development of a town wide bus service within Swords linking residential areas to each other, to Metro stops, to the town centre and to the industrial/employment areas.

Objective SWORDS 11

Provide for a comprehensive network of pedestrian and cycle ways, linking housing to commercial areas, to the town centre and to Metro stops and linking the three water bodies (the Ward River Valley, the Broadmeadow River Valley and the Estuary) to each other subject to Screening for Appropriate Assessment if required.

Objective SWORDS 12

Develop a 'green necklace' of open spaces which are linked to each other and to the existing town centre of Swords, as well as to new development areas, thus promoting enhanced physical and visual connections to the Ward River Valley Park and the Broadmeadow River Valley Park from within the development boundary of Swords.

Objective SWORDS 13

Facilitate the development of the Swords Western Ring Road (SWRR) linking the R132 (east of the M1 and north of the Lissenhall interchange) to the N2 via the proposed 'Dublin Airport Box' road network.

Objective SWORDS 14

Prepare a Landscape and Recreation Strategy for the Broadmeadow River Valley Park. The Strategy shall facilitate planned extension of the Park into the proposed Regional Park and provide for managed connectivity to the Broadmeadow Estuary. The Strategy will be required to address issues to improve passive supervision, accessibility and permeability of the park and to develop additional passive and limited active recreational facilities and amenities within the Broadmeadow River Park.

Objective SWORDS 15

Develop an appropriate entrance to the Ward River Valley from the town of Swords so that access to the amenities of the valley is freely and conveniently available to the people of Swords.

Objective SWORDS 16

Prepare an Urban Framework Plan for lands identified as the Airside Strategic Study Area to include an economic appraisal to realise the full potential of Airside.

Objective SWORDS 17

Protect and conserve the historic core of Swords including the Zone of Archaeological Potential in the centre of the town and implement the Swords Castle Cultural Quarter Architectural Masterplan.

Objective SWORDS 18

Prepare a Landscape and Recreation Strategy for the Ward River Valley, to facilitate its planned extension westwards, to improve passive supervision, accessibility and permeability of the park and to develop additional passive and active recreational facilities and amenities including a feasibility study to develop the Old Mill Pond for the purposes of angling, including the provision of angling docks, to promote the pastime of angling.



Objective SWORDS 19

Provide a pedestrian connection between the riverside walk on the west side of the Main Street and Bridge Street; and promote the redevelopment of backlands along the western side of Main Street adjoining the riverside walk to provide an attractive frontage and a high degree of informal supervision of the walk.

Objective SWORDS 20

Notwithstanding the proposed construction of a relief road at Swords Village over the Ward River, any proposed crossing over the Ward River Valley in close proximity to River Valley, Brookdale and Highfield estate, should consider only environmentally friendly modes of public transport as well as cycling and walking routes.

Objective SWORDS 21

Preserve existing good quality views of the Castle, Church and Round Tower from within Swords; and where feasible to open up new views.

Objective SWORDS 22

Facilitate the development of a short-term Park and Ride facility on lands in close proximity to the proposed Fosterstown Metro Stop.

Objective SWORDS 23

Promote and facilitate the development of a community centre at Brackenstown, Swords having regard to current needs.

Objective SWORDS 24

As part of the Lissenhall LAP, facilitate and actively promote the provision of a Lissenhall Metro North Stop that would include significant Park and Ride capabilities and bus service facilities.

Objective SWORDS 25

Facilitate the provision of a BMX pumptrack in the Swords area as an added amenity for the community having regard to the design of open space and recreational facilities on a basis according to the needs of a defined population and having regard to the emerging Green Infrastructure Strategy for the County.

Local Area Plans and Masterplans**Objective SWORDS 26**

Prepare a Local Area Plan for lands at Lissenhall (Refer to Map Sheet No. 8 LAP 8.A) to provide for the longer term strategic development of the area as a planned sustainable mixed use urban district, physically and functionally integrated with Swords.

- The Local Area Plan will assess and determine the sequencing and phasing of development subject to the delivery of the necessary infrastructure, proposed new Metro North and its potential extension.
- The Local Area Plan will assess and determine the appropriate scale and mix of uses of employment, residential and supporting community and retail facilities.
- The Local Area Plan lands will be subject to a detailed flood risk assessment to address potential flood risk, proposed mitigation measures and assign appropriate land uses.
- The Local Area Plan will take note of potential noise pollution from road, rail and motorway traffic and implement measures to address any issues that may cause annoyance to potential residents.



Objective SWORDS 27

Prepare and/or implement the following Local Area Plans and Masterplans during the lifetime of this Plan:

- Oldtown / Mooretown Local Area Plan (see Map Sheet 8, LAP 8.C)
- Lissenhall East Local Area Plan (see Map Sheet 8, LAP 8.B)
- Estuary West / Holybanks Masterplan (see Sheet 8, MP 8.A)
- Estuary East Masterplan (see Map Sheet 8, MP 8.B)
- Seatown Masterplan (see Map Sheet 8, MP 8.D)
- Barryspark Masterplan (see Map Sheet 8, MP 8.E)
- Crowscastle Masterplan (see Map Sheet 8, MP 8.F)
- Fosterstown Masterplan (see Map Sheet 8, MP 8.G)
- Watery Lane Masterplan (see Map Sheet 8, MP 8.C)
- Brackenstown Masterplan (see Map Sheet 8, MP 8.H)

The main elements to be included in a number of the key Masterplans are provided below. The list is not intended to be exhaustive.

Estuary West / Holybanks Masterplan

- A mixed Local Services Area shall be provided in the centre of the ME zoned land close to Newtown House and the stand of mature trees.
- The lands will be subject to a detailed flood risk assessment to address potential flood risk and proposed mitigation measures.
- Provide for an extension to the Broadmeadow Riverside Park between Jugback Lane and Balheary Road in conjunction with the first phase of the development of the Masterplan lands.
- Provide for pedestrian and cycle routes within the Masterplan lands (in particular, along a west – east access linking the subject lands to the Estuary Metro Stop, the proposed Local Service Area in the Masterplan lands with Applewood to the west); along the extended Riverside Park; and along Jugback Lane.
- Provide for the retention and protection of the mature stands of trees around Newtown House as part of the development.
- Future development shall provide a strong urban edge with attractive elevations which address, overlook and provide a high degree of informal supervision of: the Balheary Road (southern section, south of the junction with Glen Ellen Road); the link road between Castlegrange and the Estuary Roundabout; the extended Broadmeadow Riverside Park to the north and the Ward River which crosses through the subject lands.
- No development will be permitted on Balheary Park until these public open space lands are replaced by similar recreational facilities within the proposed Regional Park on the west side of the town.
- Provide for buildings to be set back in a landscaped setting from the edge of Jugback Lane.
- Develop the Ward River corridor as a ‘green spine’ through the subject lands connecting into the Broadmeadow Riverside Park.
- Retain the existing stone walling along the R132.

Estuary East Masterplan

- Facilitate the proposed new Metro North through these lands and an appropriate relationship with the proposed new Metro North at this location.



- Provide for pedestrian and cycle routes within the Masterplan lands (in particular, along a east – west axis linking the subject lands to the Estuary Metro Stop along the R132 and to adjoining Estuary West/Holybanks Masterplan lands; and also along the extended Broadmeadow Riverside Park and along the Ward River Valley).
- The Masterplan lands shall be subject to a detailed flood risk assessment..

Seatown Masterplan

- Future development shall provide a strong urban edge with attractive elevations which satisfactorily address, overlook and provide a high degree of informal supervision of the R132 and the east- west distributor road going through Swords Business Park.
- Provide for an appropriate relationship and integration of development with the R132 and the proposed new Metro North at this location.
- Provide for a vehicular connection between the subject lands and the Malahide Road.
- Higher/denser development shall provide a key urban edge adjoining the R132 and the east- west distributor road.
- Lower density family houses may be considered along the northern and southern parts of these lands adjoining existing residential development.
- Provide for the protection of the residential amenities of existing housing adjoining the subject lands by minimising visual intrusion, overlooking and overshadowing and additional traffic.
- Retain and consolidate existing trees and hedgerows within and bounding the Masterplan in as far as is practicable.
- Develop direct, attractive and overlooked pedestrian and cycle routes, within the subject lands and connecting these lands to the proposed new Metro North; Swords town centre, Seatown Road and the Malahide Estuary.
- Provide for appropriate uses and layout on lands adjoining the M1.

Barryspark Masterplan

- Provide for high-density high-quality mixed-use development, which ensures connectivity between Major Town Centre lands east and west of the R132 and facilitates a multi-modal interchange at Swords Metro Stop providing for pedestrian and cycle links.
- Establish strong links between Barryspark and Holywell.
- A new road shall be constructed through the western section of the subject lands which shall in time connect the R132 to the proposed Airside – Drinan Link Road to the south.
- A new road shall be constructed through the eastern section of the subject lands which shall in time connect the R132 via the Drynam Road to the proposed Airside – Drinan Link Road to the south.

Crowscastle Masterplan

- Develop a detailed road design for Airside – Feltrim Link Road within the corridor and ensure delivery of this road in tandem with/prior to development of adjoining RS and HT lands.
- Establish strong links between Barryspark and Holywell.
- Provide for a linear park incorporating a Strategic SuDs and Flood Risk Management Corridor across these lands linking into the existing public open space at Holywell.

Fosterstown Masterplan

- Provide for required road improvements including: the construction of the Fosterstown Link Road; realignment and improvements to the Forrest Road and improvements to the R132 (including Pinnock Hill) as part of the phased development of the Masterplan lands.



- Provide for a vehicular connection to the adjoining MC zoned lands to the north.
- In order to protect existing residential amenities, where development immediately adjoins existing residential development, the heights of such development shall be restricted to 2-3 storeys.
- Future development shall provide a strong urban edge with attractive elevations which satisfactorily address, overlook and provide a high degree of informal supervision of the R132, the Forrest Road and the Fosterstown Link Road.
- Facilitate the proposed new Metro North through these lands and an appropriate relationship with the proposed new Metro North at this location.
- The existing stream which crosses the lands shall be maintained within a riparian corridor. The majority of the public open space shall be provided along the stream and it shall link into the existing public open space at Boroimhe.

Watery Lane Masterplan

- Consult with the Health and Safety Authority in regard to the Seveso Sites to the south of the subject lands as part of the Masterplan process.

Brackenstown Masterplan

- Protect the integrity and setting of Brackenstown House, a Protected Structure of regional importance situated in High Amenity zoned lands.
- Protect the unique historic Demesne landscape particularly the historic water works features including the Canal, the great pond, Tuckmill race, dam and sluices along the Ward River, cistern house, and stone retaining walls of the terraced garden.
- Have regard to trees on the lands including those protected by Tree Preservation Orders.
- Identify recreational/amenity lands in the area, including linkages between the lands, and wider area including the Ward River Valley.
- Take account of the proposed route selection of the Western Distributor Road.
- Allow for low density housing only.

BLANCHARDSTOWN

Blanchardstown is the largest commercial and residential centre within the Metropolitan Area of Fingal, and will continue to be promoted as a key urban settlement within the County providing retail, social, cultural, leisure and administrative services. Conveniently located c. 7km from Dublin City Centre; it is within easy reach of both Dublin Airport and the Port Tunnel. Blanchardstown, in addition to having strong links to the national rail network, has also strong links to the national road network i.e. the M2, M3 and M50. The area is well served by a bus and cycle network. Located in close proximity to the Liffey Valley SAAO, the Phoenix Park and the Royal Canal as well as surrounding countryside Blanchardstown enjoys a favourable environment in which to work and live.

Within its development boundary there are a number of distinctive areas that contribute to its diversity and vitality. The nucleus of the centre comprises of an original village area located adjacent to the more recent centre, where a wide range of retail, commercial, cultural and residential facilities exist. Outside of the centre there are a number of residential areas which include the distinct urban villages of Clonsilla, Castleknock, Mulhuddart, Ongar and Tyrrelstown; in addition to smaller scale local centres including Corduff, Hartstown and Mountview. The



Dublin Enterprise Zone, c.1500 hectares, located just north of the N2, is one of the largest such zones in the country. It employs c. 20,000 people and offers a high quality business environment. In addition, a third level campus associated with the Institute of Technology Blanchardstown (ITB), the National Sports Campus and the National Aquatic Centre are all located within the confines of Blanchardstown. To the east of Blanchardstown, lands at Dunsink, are identified as a longer term strategic area suitable for mixed use development.



Development Strategy

Promote the planned and sustainable development of Blanchardstown, positioning it as an important residential, service, employment, retail, and leisure centre, specifically by:

- The provision of civic, cultural, retail, commercial, residential and employment activity within Blanchardstown at a level appropriate for a Metropolitan Consolidation Town.
- Promote lands at Dunsink as a longer term strategic area suitable for mixed use development.

Blanchardstown Town Centre and Blanchardstown Village

Blanchardstown is designated as a Metropolitan Consolidation Town under the RPGs, and a Level 2 'Major Town Centre' in the Retail Strategy for the Greater Dublin Area. The Town Centre is now one of the key retail locations within Fingal and the Greater Dublin Area with in excess of 170,000m² of retail floor space. There is a wide mix of uses within the Town Centre area. Blanchardstown Village an attractive commercial centre complements the town centre to the west.

Development Strategy

Promote the planned and sustainable development of Blanchardstown, positioning it as an important residential, service, employment, retail and leisure centre, specifically by:

- The consolidation of Blanchardstown as a major centre in Fingal through the promotion of residential development in addition to the uses contained within the Major Town Centre zoning.
- The enhancement of Blanchardstown Village through the preparation of an Urban Framework Plan.
- The promotion of the long term viability of the Town Centre through encouraging the development of a mix of uses within the Town Centre.
- The pedestrian, cycle and vehicular integration of Blanchardstown Village with the Town Centre.
- The location of a public transportation hub adjacent to the Town Centre with the goal of reducing reliance on the private car.

Blanchardstown Development Plan Objectives

Objective BLANCHARDSTOWN 1

Prepare an Urban Framework Plan for Blanchardstown Village to guide and inform future development to include improvements to the Village streetscape and environment through appropriate high quality infill development not exceeding three storeys; retain the historic streetscape by ensuring the conservation of traditional buildings; enhance levels of public lighting and supervision and provide a central public space.



Objective BLANCHARDSTOWN 2

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

Objective BLANCHARDSTOWN 3

Promote the consolidation and densification of the core retail area of Blanchardstown Town Centre as a major centre in Fingal through the promotion of residential development in addition to the uses contained within the MC zoning.

Objective BLANCHARDSTOWN 4

Prepare and promote the implementation of a traffic management model for the Blanchardstown area.

Objective BLANCHARDSTOWN 5

Encourage the provision of weather-proofed and secure cycle parking facilities in order to encourage cycling to and from the Town Centre and Village Centre.

Objective BLANCHARDSTOWN 6

Promote an integrated parking management system for the Town Centre which includes the segregation of customer and employee parking.

Objective BLANCHARDSTOWN 7

Support the delivery of Metro West linking Blanchardstown to Tallaght in South Dublin and to the proposed new Metro North line at Dardistown.

Objective BLANCHARDSTOWN 8

Promote the pedestrian, cycle and vehicular integration of Blanchardstown Village with the Town Centre.

Objective BLANCHARDSTOWN 9

Encourage and support the provision of a dedicated training facility in Blanchardstown.

Objective BLANCHARDSTOWN 10

Develop and implement the creation of a Civic Public Open Space at the cinema/library side of the Blanchardstown Shopping Centre.

Objective BLANCHARDSTOWN 11

Facilitate the early delivery of an integrated school and community/recreational facilities in advance of the adoption of the Kellystown Local Area Plan.

Objective BLANCHARDSTOWN 12

Prepare a comprehensive study for the strategic landbank at Dunsink. The study shall include detailed analysis of the physical infrastructure required to enable the lands to fulfil their full potential. The study shall investigate mitigation measures that may be required to address the impact on the site of the adjacent former landfill area.

Objective BLANCHARDSTOWN 13

Provide in the local centres of Corduff, Hartstown and Mountview mixed use development commensurate with the scale of the individual centre including commercial, residential and retail units which enhances local services and community facilities and with an appropriate residential element.



Objective BLANCHARDSTOWN 14

Encourage and facilitate the development of Connolly Hospital and its campus for the development of healthcare, medical research and related facilities including the proposed satellite centre of the new Children's Hospital and relocation of the Rotunda Maternity Hospital.

Objective BLANCHARDSTOWN 15

Facilitate the provision of sporting facilities and associated infrastructure related to the National Sports Campus incorporating appropriate office, administration, training, accommodation and other associated and ancillary development.

Objective BLANCHARDSTOWN 16

Facilitate the continued development of Blanchardstown Institute of Technology and future campus expansion.

Local Area Plans and Masterplans

Objective BLANCHARDSTOWN 17

Prepare and/or implement the following Local Area Plans and Masterplans during the lifetime of this Plan:

- Cherryhound Local Area Plan (see Map Sheet 12, LAP 12.A)
 - Kilmartin Local Area Plan (see Map Sheet 12, LAP 12.B)
 - Kellystown Local Area Plan (see Map Sheet 13, LAP 13.C)
 - Barnhill Local Area Plan (see Map Sheet 13, LAP 13.A)
 - Navan Road Parkway Local Area Plan (see Map Sheet 13, LAP 13.B)
 - Kilshane Masterplan (see Map Sheet 12, MP 12.A)
 - Tyrrelstown Masterplan (see Maps Sheet 12, MP 12.B)
 - Phoenix Park Masterplan (see Map Sheet 13: MP 13.A)
 - Old School House Masterplan (Porterstown) (see Map Sheet 13, MP 13.B)

The main elements to be included in a number of the Local Area Plans and Masterplans are provided below. The list is not intended to be exhaustive.

Kellystown Local Area Plan

- Provide for a programme for the phasing of construction of residential and commercial development in tandem with the delivery of transport, recreational, community and educational infrastructure.
 - Facilitate the development of a new railway station on the existing Dublin-Maynooth line at Porterstown if required.
 - Facilitate re-location of St. Mochtas FC grounds to a new site north of the Luttrellstown Road. This new site will be in addition to a proposed 8 hectare public park.
 - Provide pedestrian and cyclist access routes to the subject lands from the Riverwood/Carpenterstown area.
 - Create a new neighbourhood public park of a minimum of 8 hectares. This park shall be linked to Porterstown Park, Luttrellstown Road and Beech Park by dedicated pedestrian and cyclist facilities.
 - Protect the rural character and setting of Luttrellstown Road and enhance its use for pedestrians and cyclists.



- Provide a study of the trees, hedgerows and other features of biodiversity value suitable for retention and a programme agreed with the Council's Biodiversity Officer as to how these features can be protected or improved and the biodiversity value of the Canal maintained or improved.

Barnhill Local Area Plan

- Construction of houses on these lands will be dependent on the delivery of the proposed new road and bridge over the railway.
- Ensure the provision of pedestrian access between Barberstown/Barnhill and the Hansfield SDZ by means of a new pedestrian overbridge integrated with adjoining development including the proposed Hansfield rail station.
- Adoption of the Local Area Plan shall be dependent on the rail station at Hansfield being open, accessible and serviced by train.

Navan Road Parkway Local Area Plan

- Protect the existing and proposed Regional Drainage Infrastructure traversing the lands north of the N3 in any future development.
- Provide for a comprehensive surface water attenuation and SuDs scheme for the entirety of the LAP lands. This shall fully integrate with the drainage arrangements for the former Phoenix Park racecourse development opposite.
- Provide for on-site surface water attenuation ponds which shall be developed as high quality landscaped features of the site.
- Ensure that new development is of high design quality reflecting the landmark and visually sensitive status of this location. Views northwards to Dunsink environs shall be provided by means of visual breaks and adequate separation of the new buildings.
- Provide for a detailed phasing of construction of development in the LAP in tandem with the delivery of transport and drainage infrastructure.
- Provide a footbridge over the N3 at an appropriate location between Auburn Avenue junction with the N3 and the Navan Road Parkway Interchange.
- Facilitate pedestrian access from Coolmine Rugby Club grounds over the Canal adjacent to the Navan Road Parkway Railway Station.

Kilshane Masterplan

- These lands shall be fully integrated from the adjoining General Employment lands.

Phoenix Park Masterplan

- Facilitate delivery of residential, commercial and community facilities along with open space in a phased manner.

Old School House Masterplan

- Development provided for within the Masterplan lands shall be to secure the preservation, conservation and redevelopment of the Old School House, a Protected Structure. Any new development will respect the integrity of the Protected Structure to be retained.
- No residential or commercial unit shall be sold or occupied pending the full reinstatement of the Protected Structure to the satisfaction of the Planning Authority.
- Preserve the Old School House, a Protected Structure, and facilitate its rehabilitation into a suitable long-term use that is integrated with the back lands adjacent to the Royal Canal and which provides public access, and links to the Royal Canal as a central design feature.
- Facilitate a comprehensive re-development of this backland area which provides new pedestrian and cycle route connections to adjoining sites.
- Provide for integration with the Royal Canal and with adjoining Open Space lands.



CASTLEKNOCK VILLAGE

Castleknock is a compact suburban centre with a distinct heritage and character including a designated ACA. There is potential for enhanced commercial, residential, retail and community facilities in the form of sensitive infill and redevelopment opportunities which respect the established village environment.

Development Strategy

Recognise the important heritage character of the village and promote the village as an attractive gateway to Fingal. Sensitive infill and backland development will be encouraged, in particular, to the rear of the Ashleigh and Castleknock shopping centres as core development areas.

Castleknock Development Plan Objectives

Objective CASTLEKNOCK 1

Prepare an Urban Framework Plan for Castleknock to guide and inform future development, to include measures to improve and promote the public realm of the Village, but which at all times respects the historic nature of the village.

Objective CASTLEKNOCK 2

Improve the physical and environmental character of Castleknock through sensitive infill development that enhances village facilities and amenities. Development in Castleknock Village will be of a height and density appropriate to a village setting and in keeping with existing housing in the core Castleknock Village and to a maximum of three storeys in height.

Objective CASTLEKNOCK 3

Improve facilities for pedestrians and cyclists in the village, including the promotion and facilitation of pedestrian movement to and from back-land sites to the rear of the Ashleigh and Castleknock shopping centres whilst maintaining the integrity and privacy of existing residential developments.

Objective CASTLEKNOCK 4

Encourage the sensitive redevelopment of key sites within Castleknock Village for mixed use which includes an appropriate residential component to enhance the viability and vitality of the Village.

Objective CASTLEKNOCK 5

Promote and enhance the ACA within Castleknock Village.

Objective CASTLEKNOCK 6

Prevent vehicular/pedestrian access to/from the retail face on Castleknock Road, Castleknock Village to Castleknock Park and its environs



CLONSILLA VILLAGE

Clonsilla is a local centre with a limited number of retail and other commercial activities. There are important pockets of undeveloped lands within the village which can provide opportunities for consolidation of the existing dispersed linear character of the village and realise the potential of the Royal Canal as a valuable amenity.

Development Strategy

Enhance the village character while encouraging suitable retail, commercial and residential uses are provided for.

Clonsilla Development Plan Objectives

Objective CLONSILLA 1

Prepare an Urban Framework Plan to guide and inform future development; and to include measures to improve and promote the public realm of the Village, in addition to traffic calming measures along the main street from St Mary's Church of Ireland to St Mochta's National School.

Objective CLONSILLA 2

Develop key sites within the Village for mixed use including a residential component to enhance the viability and vitality of the Village while ensuring new developments do not exceed three storeys.

Objective CLONSILLA 3

Require that new development in the village optimises the Royal Canal, where appropriate and possible, as a local heritage resource and public amenity, while protecting its character and biodiversity as a waterway.

Objective CLONSILLA 4

Protect the historic character of Clonsilla Village by conserving old houses and cottages and only permitting sensitive development.

Objective CLONSILLA 5

Secure lands adjacent to the Royal Canal for environmentally friendly and sustainable public access and public open space.

Objective CLONSILLA 6

Create a network of pedestrian and cycle routes between Clonsilla, the Royal Canal and the adjacent railway stations; and a connection from the 'Windmill' residential development to Dr. Troy Bridge and the future Metro West stop.

Objective CLONSILLA 7

Develop a linear pedestrian / cyclist link between Clonsilla and Porterstown Stations via open space lands.



COOLMINE INDUSTRIAL ESTATE

Coolmine Industrial Estate is located to the south of Blanchardstown centre, between the R843 to the north, Clonsilla Road to the south, the R121 to the west and Snugborough Road to the east. Coolmine has undergone a significant amount of change and growth over the last decade or so. The area has been subject to unprecedented levels of change and growth. Commencing in the 1990's and gathering momentum in the last ten years, the area has witnessed the redevelopment and transformation of previously low rise, low density industrial sites to mixed use neighbourhood-centre-type services. The transformation of the area has taken place largely on a site-by-site basis without reference to an overarching plan to guide and coordinate development.

Given the extent of incremental development it is considered appropriate to rezone the Estate with the area to the north and west zoned LC – Local Centre, and the area to the south and east retained as GE – General Employment zoning (see Draft Map Sheet 13). A programme for environmental improvements will also be developed for the area. It is essential to ensure that any future Local Centre development is at a level appropriate for this location, consequently there is a cap of 150m² nfa. on any individual unit.

Development Strategy

Secure the future vitality and viability of the Coolmine Industrial Estate.

Coolmine Development Plan Objectives

Objective COOLMINE 1

Promote future development in line with proposed land-use zonings, i.e. LC and GE.

Objective COOLMINE 2

Ensure no individual unit within the LC zoning is larger than 150m² nfa.

Objective COOLMINE 3

Improve and promote the visual appearance of the area through a programme of environmental improvements with particular emphasis to the boundary along the Clonsilla Road.

MULHUDDART VILLAGE

Mulhuddart Village is an important commercial, retail and local services centre for the surrounding community. It has undergone successful regeneration and enhancement in recent years with several opportunities existing for further additional redevelopment and improvement.

Development Strategy

Enhance and improve the village character by encouraging suitable retail, commercial and residential uses.



Mulhuddart Development Plan Objectives

Objective MULHUDDART 1

Provide for appropriate mixed use village-scale development which enhances local services and community facilities, and has a residential content.

Objective MULHUDDART 2

Improve pedestrian and cycle facilities in Mulhuddart Village and create a network of pedestrian and cycle routes between Mulhuddart, along the Old Navan Road towards the N3 and Damastown, Tyrrelstown, Kilmartin and Hollystown.

Objective MULHUDDART 3

Improve and promote links between the Tolka Valley Park, Blanchardstown Centre and Mulhuddart Village.

Objective MULHUDDART 4

Examine the feasibility of developing the redundant spur road(s) associated with the Old Mulhuddart Bridge to provide for its integration into the public realm and amenity associated with the village.

ONGAR

Ongar is an attractive and strategically located village providing for the needs of the rapidly expanding areas of Littlepace, Castaheany and Hansfield in west Blanchardstown. This is a new urban area which has been developing primarily over the last fifteen years.

Development Strategy

Enhance and consolidate the existing village character by encouraging suitable retail, commercial and residential uses.

Ongar Development Plan Objectives

Objective ONGAR 1

Provide for appropriate mixed use village-scale development which enhances local services and community facilities, and has a residential content.

Objective ONGAR 2

Promote the vitality and vibrancy of Main Street by ensuring that all primary entrances to retail/commercial development address this main street.



TYRRELS TOWN

Tyrrelstown is a significant commercial and residential area located 3.5km to the north of the centre of Blanchardstown, but still within its development boundary. It has a purpose built centre which was developed to serve the emerging residential population; as well as the wider area including new development at Kilmartin.

Development Strategy

Enhance and improve this centre by encouraging suitable retail, commercial and residential uses alongside new school and associated recreational developments. Future development of this area whether of a local centre, open space or residential land use nature needs to respect existing development within the area and be carried out in a sustainable manner to provide a high quality living environment for the existing and future population.

Tyrrelstown Development Plan Objectives

Objective TYRRELS TOWN 1

Provide for appropriate mixed use development which enhances local services and community facilities and which has a residential element.

Objective TYRRELS TOWN 2

Create a network of pedestrian and cycle routes between Tyrrelstown, Kilmartin, Hollystown and Mulhuddart.

Objective TYRRELS TOWN 3

Ensure the physical and visual integration of the centre with the newly developing residential areas to the north.

Objective TYRRELS TOWN 3

Secure a safe and convenient road, pedestrian and cycle system and street network to accommodate the growth of Tyrrelstown.

HOLLYSTOWN

Hollystown is a residential area located approximately 4km to the north of the centre of Blanchardstown, north of Hollystown Golf Course. It has developed from a small rural settlement, originally centred on the St. Thomas's Church of Ireland and Hollystown House, a Protected Structure. An area of LC zoning is identified in the centre of the village to provide additional facilities to serve the emerging residential population, including that of Kilmartin. The proximity of rural lands and groups of mature trees contribute to the attractive setting of this area.

Development Strategy

Ensure the future development of this area respects existing development within the area and is carried out in a sustainable manner to provide a high quality living environment for the existing and future population.



Hollystown Development Plan Objectives

Objective HOLLYSTOWN 1

Provide for an appropriate level of development to complement existing local services and promote the provision of community facilities at a scale commensurate with the level of existing and future residential development.

Objective HOLLYSTOWN 2

Ensure the physical and visual integration of the centre with the newly developing residential areas and landscape setting.

Objective HOLLYSTOWN 3

Create a network of pedestrian and cycle routes between Tyrrelstown and Kilmartin, Mulhuddart and Hollystown.

DONABATE

Donabate is identified as a Moderate Sustainable Growth Town within the Metropolitan Area in the RPGs. The Donabate Peninsula enjoys many natural areas including the Rogerstown and Malahide Estuaries, European Sites which form part of the Natura 2000 network. In addition, there is Newbridge Demesne and The Square ACA. While Donabate has experienced substantial housing development in recent years, there remains extensive areas of undeveloped residential zoned lands.

Development Strategy

Protect and enhance the natural amenities and heritage of the Peninsula by consolidating future development within well-defined town boundaries. Promote the development of a vibrant town core by providing a high quality living environment for the existing and future population and providing for the development of the necessary community, commercial, cultural and social facilities in tandem with new residential development.

Donabate Development Plan Objectives

Objective DONABATE 1

Prioritise the early construction of a Donabate distributor road, delivering a new railway crossing, providing alternative access to Donabate and Portrane.

Objective DONABATE 2

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

Objective DONABATE 3

Provide for the further development of recreational, community and educational (primary and second level) facilities.



Objective DONABATE 4

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

Objective DONABATE 5

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

Objective DONABATE 6

Promote and facilitate the development of a shuttle bus service linking Donabate and Portrane to Donabate Rail Station to the commuter bus services in Swords and to the proposed new Metro North.

Objective DONABATE 7

Maintain a strong visual and physical separation between Portrane and Donabate.

Objective DONABATE 8

Protect the setting of St. Patricks Church of Ireland

Objective DONABATE 9

Prepare an Urban Framework Plan for Donabate (including a Public Realm and Integrated Traffic Management Strategy) to guide and inform future development, to include measures to improve and promote the public realm of the Village.

Objective DONABATE 10

Prepare and/or implement a Local Area Plan for Donabate providing for the structured development of the identified new residential areas of Donabate such that they integrate into the established village and support the continued growth of vibrant and attractive town for existing and future residents.

Objective DONABATE 11

Prepare and implement a Masterplan for lands at Turvey (see Map Sheet 7, MP 7.A). A detailed flood risk assessment will be carried out for these lands to address potential flood risk and propose mitigation measures.

Objective DONABATE 12

Promote an enhanced Donabate rail station and improved rail services.

Objective DONABATE 13

Promote and facilitate the provision of a skate park in the Donabate / Portrane area

Objective DONABATE 14

Prioritise the early widening of the narrow dangerous short section of the R126 approaching Donabate from Hillside Cottage to the railway bridge on urgent health and safety grounds.

Objective DONABATE 15

Promote an urban tree planting scheme at appropriate locations in Donabate town centre and along Beaverstown Road.



Objective DONABATE 16

Provide a pedestrian path and cycle lane as appropriate, on the Hearse Road to enable safe access to Donabate Village.

Objective DONABATE 17

Promote and enhance the visitor experience and amenities at Newbridge House and Demesne within the context of the Demesne's heritage importance and values.

Objective DONABATE 18

Promote the restoration of the Martello Tower at Donabate Beach.

Objective DONABATE 19

Facilitate a separate vehicular/pedestrian access to Donabate Train Station from Donabate Town Centre.

MALAHIDE

Malahide, a Moderate Sustainable Growth Town within the RPGs, is a coastal town with a high quality built and natural environment. Integral to its character and its exceptional amenity offer is Malahide Castle and Demesne and its coastal environment, the tourism offer being enhanced by excellent public transport accessibility. It is envisaged that Malahide will develop as a self-sustaining centre through the provision of a range of facilities to support the existing and new populations. In order for this to be achieved, it is vital that the urban role of Malahide be strengthened and development consolidated within the town. There is a strong built heritage with four Architectural Conservation Areas (ACAs) in the town. The natural heritage of Malahide Estuary, a European Site, is designated through a Special Area of Conservation (SAC) and a Special Protection Area (SPA) and future development must respect the natural heritage sensitivities.

Development Strategy

Promote the planned and sustainable consolidation of the existing urban form and the sensitive promotion of amenities. The need to upgrade and support the development of the core as a town centre will be balanced with the need to conserve its appearance as an attractive, historic village settlement and to retain the existing amenities of the area, being cognisant of its proximity to an ecologically sensitive coastline including European Sites.

Malahide Development Plan Objectives

Objective MALAHIDE 1

Preserve the special character and identity of the town by securing its physical separation from Swords, Portmarnock and Kinsale by Greenbelts.

Objective MALAHIDE 2

Retain the impressive tree-lined approach along the Dublin Road as an important visual element to the town and, specifically, ensure the protection of the mature trees along the Malahide Road at the Limestone Field and property boundary walls which create a special character to the immediate approach to Malahide.



Objective MALAHIDE 3

Retain the existing centre with its mixed use and varied architectural character as the heart and focal point of Malahide.

Objective MALAHIDE 4

Facilitate and encourage the provision of an appropriate retail mix in Malahide, recognising its role as both a residential town and an important tourist destination.

Objective MALAHIDE 5

Implement and progress the Public Realm Strategy for Malahide, including measures related to car-parking, in order to facilitate a vibrant retail, commercial and residential core.

Objective MALAHIDE 6

Facilitate the development of a pedestrian and cycle link between Malahide and the Donabate peninsula as part of the Fingal Coastal Way, whilst avoiding any routing along the northern boundary of Malahide Inner Estuary by virtue of its ecological sensitivity.

Objective MALAHIDE 7

Sensitively promote and enhance the visitor experience and amenities at Malahide Castle and Demesne within the context of the Demesne's heritage importance and values.

Objective MALAHIDE 8

Accommodate marine based activity within the estuarine area and fringe to the west of the rail line at Bissetts Strand including boardwalk and berthing facilities whilst ensuring that the visual and environmental amenity of the area is protected.

Objective MALAHIDE 9

Promote an enhanced rail station, adjacent car park and improved rail services.

Objective MALAHIDE 10

Facilitate the development of the international cricket facility at Malahide Cricket Club while protecting the intrinsic landscape and heritage value of the Malahide Castle Demesne.

Objective MALAHIDE 11

Prepare and/or implement the following Masterplans during the lifetime of this Plan:

- Streamstown Masterplan (see Map Sheet 9, MP 9.A)
- Broomfield Masterplan (see Map Sheet 9, MP 9.B)

The main elements to be included in the Streamstown Masterplan are provided below. The list is not intended to be exhaustive

Streamstown Masterplan

- The lands will be the subject of a detailed flood risk assessment.

BALDOYLE

Baldoyle is a suburb within the Metropolitan Area, with an original village core along the coast which has community infrastructure and limited retail and commercial facilities. The wider Baldoyle area hosts a range of urban services such as schools, retail facilities at Racecourse Shopping Centre, medical and community facilities to meet the needs of the existing and expanding populations. Baldoyle core is designated as an ACA and Baldoyle Estuary is designated as a Special Area of Conservation (SAC) and a Special Protection Area (SPA). Unlike



other established settlements in the area it also provides a significant, dedicated employment base in the form of the Baldoyle Industrial Estate and lands around the rail line.

Development Strategy

Improve, strengthen and consolidate the community, residential, retail and commercial offer through the provision of a range of facilities to support the existing and new populations making full use of sustainable transport practices.

Baldoyle Development Plan Objectives

Objective BALDOYLE 1

Protect the visual break and open character of lands between Baldoyle and Portmarnock by maintaining the greenbelt lands and appropriate recreational uses on Racecourse Park which respect the character, sensitivity and natural heritage designations of the existing landscape.

Objective BALDOYLE 2

Prepare an Urban Framework Plan for Baldoyle Industrial Estate and Kilbarrack Industrial Estate to guide and inform future development including improvements to signage and physical appearance, provision for intensification of employment, and facilitate improvements to pedestrian access to and from Howth Junction Station and associated bus stops which can be implemented over the lifetime of the Plan.

Objective BALDOYLE 3

Prepare and/or implement a Local Area Plan for lands at Baldoyle / Stapolin to provide for the strategic development of the area as a planned sustainable mixed use residential development subject to the delivery of the necessary infrastructure. (Refer to Map Sheet No. 10, LAP 10.A)

HOWTH

Howth is a distinctive settlement located within a unique natural and built environment. Howth Head is a Special Amenity Area and there are also several Special Areas of Conservation and Special Protection Areas located on and around the Peninsula which must be protected into the future. Howth also has an important maritime heritage focused on the historic harbour. Today the harbour is important for the fishing industry and the marina is an important amenity. There are also several ACA designations in Howth. The settlement fulfils a predominately leisure role for visitors with restaurants, cafes, bars and some niche shopping such as arts and crafts.

Development Strategy

Develop the village in a manner that will protect its character, and strengthen and promote the provision and range of facilities, especially the retention and promotion of retail convenience shopping and community services to support the existing population and tourists. Future development will be strictly related to the indicated use zones including the infilling of existing developed areas rather than further extension of these areas. Development will be encouraged which utilises the recreational and educational potential of the area and other nearby natural environments of high quality. The strategy for Howth Peninsula is to ensure the conservation and preservation of this sensitive and scenic area, in particular through the implementation of the Howth Special Amenity Area Order, being cognisant of the potential increasing pressures that could arise as a result of the implementation of the Fingal Tourism Strategy.



Howth Development Plan Objectives

Objective HOWTH 1

Ensure that development respects the special historic and architectural character of the area.

Objective HOWTH 2

Prepare a public realm strategy to address issues such as pedestrian and cycle permeability, signage, car parking, traffic management and enhancements to the village core including Main Street.

Objective HOWTH 3

Encourage the retention and development of ground floor commercial/retail uses within the core of the village. Such uses should be of a convenience and comparison retail mix with emphasis on the latter. Office provision should also be encouraged to ensure a vibrant village core.

Objective HOWTH 4

Protect and manage the Special Amenity Area, having regard to the associated management plan and objectives for the buffer zone.

Objective HOWTH 5

Continue to encourage the development of the harbour area for fishing and marine related industry and tourism.

Objective HOWTH 6

Encourage and facilitate the development of a Community Centre in Howth Village.

PORTMARNOCK

Portmarnock is an historic coastal settlement which developed in its linear suburban form in the 20th century. Further definition of the street frontage and upgrading of the streetscape would help to strengthen and consolidate the existing urban structure and identity of Portmarnock. Its location just north of Baldoyle Estuary, a Special Area of Conservation (SAC) and a Special Protection Area (SPA), the presence of one of the finest beaches on the east coast, world class golf courses, and a distinct natural and built heritage make Portmarnock an important tourist destination. There is potential to sensitively enhance the tourist experience through appropriate development of tourist services and amenities. The Dublin-Belfast railway line provides a commuter service for those working in Dublin and for visitors and further development around the train station, to the south of the town, is planned. Linkages between the southern and northern development areas of the town need to be enhanced to increase the potential for walking and cycling to the key retail and public transport nodes.

Development Strategy

Consolidate, define and enhance the existing urban form, encouraging more intensive commercial development within the central areas of the town while providing enhanced linkages to lands at South Portmarnock adjacent to the rail line. Retain and improve existing amenities, both for visitors and for residents, along the coast and within the town in a manner sensitive to the protected natural and built heritage of the area.



Portmarnock Development Plan Objectives

Objective PORTMARNOCK 1

Develop Portmarnock as a vibrant town providing services and amenities for both the residential and visitor populations.

Objective PORTMARNOCK 2

Implement the Portmarnock Urban Centre Strategy and prepare a public realm strategy to include any issues which may be identified as part of public consultation such as streetscape, car parking, traffic movement, environmental improvements and permeability.

Objective PORTMARNOCK 3

Preserve the identity of the town by securing its physical separation from Malahide by Greenbelts and from Baldoyle by appropriate land use within the open space and high amenity lands.

Objective PORTMARNOCK 4

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

Objective PORTMARNOCK 5

Promote an enhanced rail station and rail service with improved facilities for cyclists including secure bike racks, and supporting an increase in car parking space provision for motorists together with the provision of a feeder bus service and improved pedestrian and cycle linkage between Chapel Lane and the station.

Objective PORTMARNOCK 6

Protect and preserve the character and amenity of Portmarnock Beach, in view of its importance to the identity of the town and as an amenity for the domestic and foreign visitors, by protecting the beach from any development likely to adversely impact on water quality, integrity of the Dunes ecosystem, biodiversity, visual amenity or excessive noise pollution while supporting activities or developments which would add to the amenity.

Objective PORTMARNOCK 7

Prepare and/or implement a Local Area Plan for lands at Portmarnock South to provide for strategic development of the area as a planned sustainable mixed use residential development subject to the delivery of the necessary infrastructure. (Refer to Map Sheet No. 9, LAP 9.A)

SUTTON

Sutton Cross is the gateway to the Howth Peninsula. Sutton is an established suburb within the Metropolitan Area with a clear identity and community, and a range of urban services such as schools, retail facilities and community facilities. It supports local services for the immediate populations of Howth, Sutton, Baldoyle and Bayside. Sutton is also located near to a number of European Sites. There are ACAs at Strand Road and Martello Terrace.

Development Strategy

Strengthen and consolidate the role of the existing centre while promoting the retention and provision of a range of facilities to support the existing and new populations. The promotion and implementation of sustainable transport practices is also required.



Sutton Development Plan Objectives

Objective SUTTON 1

Improve and consolidate the village of Sutton including the retention and protection of local services.

Objective SUTTON 2

Enhance traffic management in Sutton village and the immediate environs.

BALGRIFFIN AND BELCAMP

On the southern boundary of Fingal, Balgriffin was until recently a small rural settlement. It has now become part of a growing population spreading from Baldoyle in the east to the as yet undeveloped area around Belcamp House to the west. Balgriffin centres on an old crossroads with the Malahide Road (R107) running north-south with two cemeteries to the east and west. Campion's pub, now vacant, stands on what was the western road, within the lands zoned for residential development at Belcamp. Cottages and a village green remain to the east on the R123 and are now part of wider development which includes St. Samson's and Castlemoyne. The closest local services are to the south within Dublin City's administrative area at Clare Hall/Burnell Square. The two main branches of the Mayne River, the Turnapin Stream and the Cuckoo Stream, run through the area creating the potential for green infrastructure linkages. The Turnapin runs in the southern part of the area, coming from the old Belcamp Estate and splitting the new developments at Balgriffin from the Dublin City area at Belmayne. The Cuckoo stream forms the northern boundary of the Fingal Burial Ground. The Turnapin and the Cuckoo merge at the Hole in the Wall Road to form the Mayne before flowing out through Racecourse Park to Baldoyle Bay.

Development Strategy

Consolidate the new and existing areas of Balgriffin and Belcamp to create vibrant residential communities with appropriate local services and community facilities to serve the new population. Ensure that the necessary infrastructure is delivered in tandem with development and that the new built form respects the rich built and natural heritage of the surrounding environment and recognises the ecological sensitivity and hydrological connection with adjacent European Sites.

Balgriffin and Belcamp Development Plan Objectives

Objective BALGRIFFIN/BELCAMP 1

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

Objective BALGRIFFIN/BELCAMP 2

Ensure that new communities are adequately served with accessible local services.

Objective BALGRIFFIN/BELCAMP 3

Facilitate the protection of Belcamp House and ensure that new development respects the historic character and setting of Belcamp House, including both its natural and built heritage, and biodiversity assets.



Objective BALGRIFFIN/BELCAMP 4

Promote green infrastructure linkages, in particular ensuring permeability between the lands at Belcamp, Balgriffin, Belmayne and the Regional Park at Racecourse Park, facilitating access to the Fingal Coastal Way.

Objective BALGRIFFIN/BELCAMP 5

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

Objective BALGRIFFIN/BELCAMP 6

Prepare a Local Area Plan for lands at Belcamp (see Map Sheet 9, LAP 9.B) to provide for a sustainable mixed use urban district including residential, community and recreational facilities subject to the delivery of the necessary infrastructure and rehabilitation and restoration of Belcamp House.

Objective BALGRIFFIN/BELCAMP 7

Promote improved pedestrian and cycle linkage between Balgriffin/Belcamp and Portmarnock Railway Station.

SANTRY

Santry is an established residential community on the border of Dublin City with close ties to the city, adjoining the excellent amenities of Santry Woods and Morton Stadium. This community, while established, has grown in recent years and is close to the proposed new Metro North. The area benefits from proximity to well established industrial areas, the location of Dublin Airport as well as mixed employment zoned lands in Northwood to the west, around the Ballymun Road and beyond.

Development Strategy

Consolidate the development of Santry, while protecting existing residential amenities, enhancing linkages and the environment as a gateway to and from the Airport and City, while enhancing its linkages to the existing industrial areas and lands to the west including Northwood and Ballymun.

Santry Development Plan Objectives

Objective SANTRY 1

Improve the visual approach to Santry from Dublin Airport by encouraging the regeneration of the lands along the R132 by minimising signage, enhancing landscaping and clearing derelict sites.

Objective SANTRY 2

Promote Santry Woods as a Fingal amenity and a public open space.



Objective SANTRY 3

Encourage enhanced landscaping and noise abatement measures along the realigned M50 where it impacts on Turnapin residents.

Objective SANTRY 4

Enhance cycle and pedestrian linkages between Santry and Ballymun.

Objective SANTRY 5

Prepare and implement a Masterplan for lands identified at Northwood (see Map Sheet 11, MP 11.A) during the lifetime of this Plan. The main elements to be included are provided below. The list is not intended to be exhaustive.

- Facilitate provision of an underpass to include provision for a car, bus, cycle, and pedestrian link to link lands east and west of the R108 to enhance connectivity.
- Ensure where feasible, development overlooks the Santry River Walk.
- Allow the re-location of existing units to facilitate connectivity to the proposed Northwood Metro Stop.
- Enhance pedestrian links within and to Santry Demesne.
- Ensure the continued protection of trees within the subject lands.
- Facilitate provision of a direct access route from Old Ballymun Road through Northwood Development enhancing connectivity to the proposed Northwood Metro Stop.

Objective SANTRY 7

Continue to support and facilitate a cross boundary forum, which includes Dublin City Council, to co-ordinate development between Dublin City's North West Area (which includes parts of Santry, Poppintree and Ballymun) and the adjoining areas in Fingal which include Santry, Meakstown and Charlestown and lands to the north of Ballymun.

CHARLESTOWN AND MEAKSTOWN

The communities of Charlestown and Meakstown form an important residential settlement to the south of the M50 in the south of Fingal, adjacent to Dublin City. The area is well served by retail facilities focussed on the Charlestown Shopping Centre and with schools and community facilities provided close by within the City Council area.

Development Strategy

Consolidate the development of both Charlestown and Meakstown in a coordinated manner, promoting and enhancing the role of the Charlestown Centre as a focal point of the community, while improving integration and linkages with Finglas and neighbouring industrial areas.

Charlestown and Meakstown Development Plan Objectives

Objective CHARLESTOWN AND MEAKSTOWN 1

Develop an enhanced community identity within Fingal through the improvement of residential amenities and the promotion of mixed uses, including residential, in Charlestown Centre.

Objective CHARLESTOWN AND MEAKSTOWN 2

Continue to improve and deliver enhanced community and recreation amenities to the area with particular emphasis on a community centre to provide for the community and sporting needs of the area including the provision of changing rooms if required and improvements to the quality of open space.



Objective CHARLESTOWN AND MEAKSTOWN 3

Continue to support and facilitate the established cross boundary forum, which includes Dublin City Council, to co-ordinate development between Dublin City's North West Area (which includes parts of Santry, Poppintree and Ballymun) and the adjoining areas in Fingal which include Santry, Meakstown and Charlestown and lands to the north of Ballymun.

PORTRANE

Portrane is a unique settlement located on the north eastern area of the Donabate Peninsula and thus enjoys many natural amenities. It is composed of three distinct areas: Portrane Village, The Burrow and St. Ita's Hospital. Due to the importance of the built and natural heritage, any development of this area will have to demonstrate its sustainability and ensure the protection of European Sites including Rogerstown Estuary located nearby. There are also two ACAs in Portrane, St. Ita's complex and Grey's Square. The policies for Portrane will be in line with those for small towns in the Regional Planning Guidelines.

St. Ita's Hospital

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

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

The Feasibility Study identifies the St Ita's Hospital complex and demesne as a suitable location for the development of new modern psychiatric health care and ancillary facilities (which can include the provision of a National Forensic Mental Health Service Hospital). It also prioritizes the re-use of the existing hospital buildings (many of which are Protected Structures) together with their maintenance and management into the future; the ongoing maintenance and management of existing trees and woodland and the maintenance and provision for an appropriate level of public accessibility through the site.

It is the objective of Fingal County Council to actively support the implementation of the objectives laid down in this feasibility study including specifically those relating to:

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



Development Strategy

Protect and retain the distinctive village character of Portrane and protect and enhance existing natural amenities and built heritage. Strengthen the urban form of the village and improve local service facilities. Ensure The Burrow is protected from inappropriate development including the need to ensure any development takes full account of Climate Change Adaptation.

Portrane Development Plan Objectives

Objective PORTRANE 1

To actively support the implementation of the objectives laid down in the Feasibility Study for St. Ita's Hospital Lands completed in November 2013, including specifically those relating to:

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

Objective PORTRANE 2

Provide recreational facilities for the expanding population on the Peninsula being mindful of the ecological sensitivities of the coast including European Sites.

Objective PORTRANE 3

Prepare an Urban Framework Plan for the centre of Portrane village to include the undeveloped residential zoned land to the south of Portrane village to guide and inform future development. The Plan will ensure that such development will provide for the protection of the visual amenities and special character of this area which is located within an ACA at St. Ita's Hospital, the St. Ita's Hospital and Portrane Demense ACA and adjoining another ACA at Grey Square. The Urban Framework Plan will give consideration to promoting a streetscape along the boundary of the undeveloped land facing outwards towards Portrane Green. The Urban Framework Plan will include a public realm strategy.

Objective PORTRANE 4

Promote and facilitate the development of a shuttle bus service linking Donabate and Portrane to the proposed new Metro North and commuter bus services in Swords.

Objective PORTRANE 5

Ensure the sensitive coastal estuarine area of The Burrow is adequately protected and that any proposed development is subject to environmental assessment including Screening for Appropriate Assessment.



Objective PORTRANE 6

The replacement of chalets/holiday huts by permanent dwellings, which can be resided in on an all year basis within 'HA' zoned land at The Burrow, will be considered in the context of verifiable documentary evidence indicating the unit is occupied on a year round basis and has been for a period of 7 years or more, flood risk, site size, EPA standards for waste water disposal, access, impact on Habitats Directive Annex I Habitats including the priority habitats fixed dune and protected species, and other appropriate standards.

Objective PORTRANE 7

Provide for pedestrian and cycle routes between Portrane and Donabate being mindful of the impacts upon the ecological diversity around Portrane Demesne.

Objective PORTRANE 8

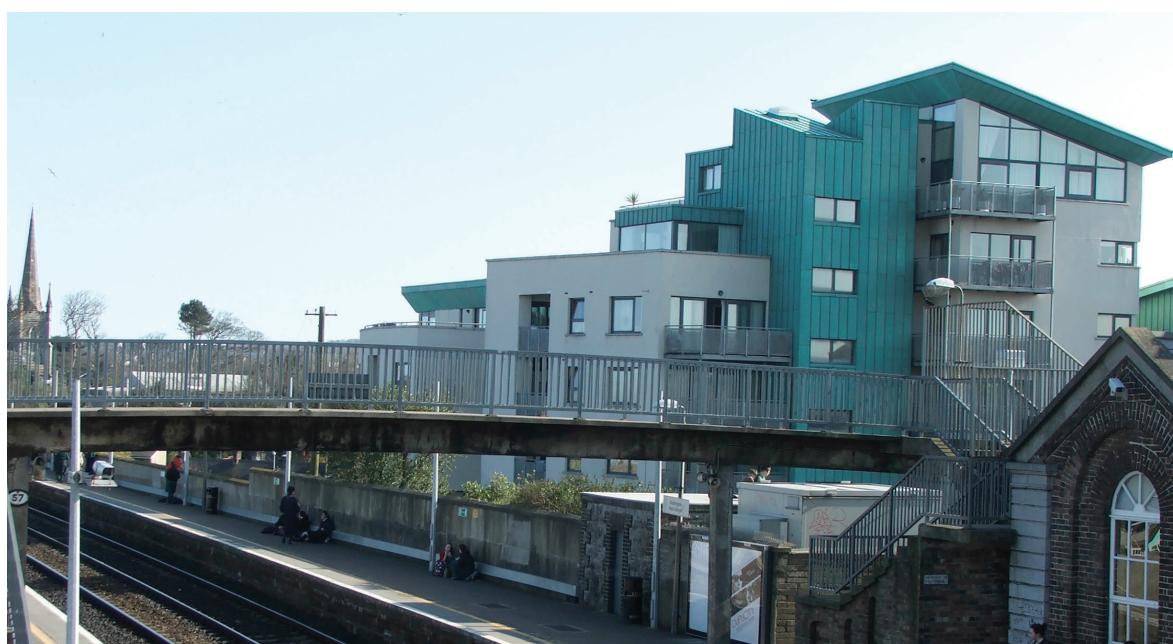
Protect and enhance the setting of:

- a) Stella's Tower (Bobs Castle) and examine the feasibility of developing it as a local community, tourism and cultural heritage amenity;
- b) St. Catherine's Church.

4.3 Hinterland Area

BALBRIGGAN

Balbriggan is designated as a 'Primary Development Centre' in the NSS and as a Large Growth Town Level II in the RPGs. Located c.18 kms north of Swords, with easy access off the M1 Motorway, it is also served by the main Dublin to Belfast rail line and commuter services to Dublin City. It has developed as a major residential town in the north of the County with a young and expanding population which has more than doubled over the past 20 years. The current population is estimated at c.20,000. Major infrastructural projects involving major upgrades to the water supply, foul drainage and roads infrastructure have been carried out throughout the town and its environs. Balbriggan is eFibre broadband enabled with superfast fibre delivering speeds of up to 100Mb.



The Urban Improvement Scheme has significantly enhanced the streetscape of the town centre. The Urban Design Framework Plan identified potential development sites within the town centre. Implementation of this Plan is central to the regeneration of the town centre. In addition, the Balbriggan Public Realm Plan – ‘The Heart of Balbriggan’ sponsored by the Heritage Council, and underpinned by a strong public participation framework, seeks to focus on strengthening the social, economic and environmental capital of the town promoting the pivotal role of the town centre area in developing a sustainable community. These initiatives, together with the infrastructural and environmental improvements, will provide the impetus for further development and investment in Balbriggan.

The availability of zoned lands for high technology and general industrial development, together with the significant infrastructural and environmental improvements with easy access to major transport corridors, ports, rail and air networks, offer considerable potential for the town. Fingal County Council is committed to working with representative stakeholders such as the IDA, Enterprise Ireland and the local Chamber of Commerce, to attract and facilitate new employment generators into the town. Balbriggan Chamber of Commerce is an important intermediary to helping local business grow through a range of on-going initiatives to boost the local economy.

Balbriggan Creative Quarter, located around the railway station, is a community of design-focused small businesses, sole traders and start-ups where the aim is to cultivate an open, professional atmosphere for creative development opportunities. Balbriggan BEAT Centre located at Stephenstown offers a range of services to start-ups and developing businesses and encourages business development by way of mentoring and training.

Balbriggan has considerable tourism potential in terms of its natural and built heritage and amenities, particularly given its coastal location with its attractive sandy beach and harbour. Balbriggan Historic Town Core is a designated Architectural Conservation Area.

With continued inward investment Balbriggan has the potential to develop as a dynamic sustainable community in which to live, work, visit and invest.

Development Strategy

Further consolidate and regenerate the town in line with its designation as a Large Growth Town II and a ‘secondary economic growth town’ in the RPGs. Development will focus on the town as a primary commercial, industrial, retailing and social centre in the north of the County providing for the needs of its developing community and promoting the growth of sustainable local employment in the industry, service and tourism sectors.

Balbriggan Development Plan Objectives

Objective BALBRIGGAN 1

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

Objective BALBRIGGAN 2

Facilitate the implementation of the Urban Design Framework Plan and Balbriggan Public Realm Plan for the town centre to encourage the regeneration of the identified potential development sites within the town centre.



Objective BALBRIGGAN 3

Cooperate with representative stakeholders in particular the IDA, Enterprise Ireland and the local Chamber of Commerce to attract and facilitate new employment generators into the town.

Objective BALBRIGGAN 4

Develop Bremore Regional Park incorporating an Active Recreational Hub including integrated sports facilities to serve Balbriggan and the surrounding area, including plans to facilitate the restoration and use of Bremore Castle, Bells Cottage, Boat House and the Martello Tower as community facilities, with a maritime museum/museum and civic facility to serve the town.

Objective BALBRIGGAN 5

Promote and facilitate the establishment and development of a third level educational facility.

Objective BALBRIGGAN 6

Prepare a Regeneration Strategy for Balbriggan Harbour in consultation with local fishermen, businesses and community groups having regard to its historic character subject to Screening for Appropriate Assessment.

Objective BALBRIGGAN 7

Preserve and improve access to the harbour, beaches and seashore while protecting environmental resources including water, biodiversity and landscape sensitivities.

Objective BALBRIGGAN 8

Facilitate the development of a Marine Conservation and Education Centre.

Objective BALBRIGGAN 9

Promote and facilitate the development of a swimming pool with a sports complex within the town.

Objective BALBRIGGAN 10

Promote and facilitate the development of an ecological corridor along the Matt Stream, including the Town Park west of Vauxhall Street.

Objective BALBRIGGAN 11

Ensure a safe and convenient road, pedestrian and cycle system promoting permeability, accessibility and connectivity between existing and new developments within the town.

Objective BALBRIGGAN 12

Promote and facilitate an enhanced rail station (a protected structure) and rail service, including the extension of the DART rail service to Balbriggan.

Objective BALBRIGGAN 13

Promote and facilitate the operation of two local interconnecting bus services connecting the residential area to the town centre, commuter rail and bus services and the industrial areas at Stephenstown, and facilitate the provision of a park and ride facility at an appropriate location adjacent to the interconnecting bus routes.

Objective BALBRIGGAN 14

Promote and facilitate the development of a raised board walk along the beach front.

Objective BALBRIGGAN 15

Promote and facilitate the provision of an Arts and Cultural Centre in Balbriggan to include a museum and performance space.



Local Area Plans and Masterplans

Objective BALBRIGGAN 16

Prepare and/or implement the following Masterplans during the lifetime of this Plan:

- North West Balbriggan Masterplan (see Map Sheet 4, MP 4.B)
- Folkstown Little Masterplan (see Map Sheet 4, MP 4.C)
- Flemington Lane Masterplan (see Map Sheet 4, MP 4.A)
- Stephenstown Masterplan (see Map Sheet 4, MP 4.D)
- Castlelands Masterplan (see Map Sheet 4, MP 4.E)

The main elements to be included in each Masterplan are provided below. The list is not intended to be exhaustive.

North West Balbriggan Masterplan

- Provide for a programme for the phasing of construction of residential and commercial development in tandem with the delivery of transport, recreational, community and educational infrastructure.

Folkstown Little Masterplan

- Facilitate general employment uses in a high quality landscape setting.
- Provide for architecturally designed buildings with high quality finishes fronting onto (i) the Naul Road, (ii) Folkstown Lane and (iii) the Public Open Space and Ecological Corridor.

Flemington Lane Masterplan

- Provide for architecturally designed buildings with high quality finishes.
- Prior to any proposed design or layout of development on these lands a detailed archaeological study shall be carried out.
- Allow low density housing only.
- Provide for significant traffic calming and re-alignment of Flemington Lane.

Stephenstown Masterplan

- Provide for architecturally designed buildings with high quality finishes fronting onto the Naul Road.

Castlelands Masterplan

- Provide for the retention of the traditional walking route from Pinewood to Hampton Demesne.
- Carry out a needs analysis to provide for a new community facility with a minimum of 300sq. m. within eastern Balbriggan Town.



LUSK

Lusk is identified as a Moderate Sustainable Growth Town under the Regional Planning Guidelines 2010-2022. In recent years Lusk has grown from a village to a small town. Lusk is an historic settlement with notable built heritage and a distinctive character, which is set by the medieval street pattern in the town core and a number of protected structures. The 19th century former Church of Ireland with its early Christian round tower and medieval tower (c.1500 AD) and surrounding graveyard is located in the centre of the town. This complex is the dominant feature in the centre. The long history of continuous settlement, from prehistoric times, in the town and surrounding area has resulted in a wealth of archaeology, traditional vernacular buildings and a distinct medieval street pattern around the town core which is a designated ACA. Rogerstown Estuary located to the south of the town is a European Site which must be protected into the future.

Development Strategy

Conserve and enhance the unique character of the town core, consolidate the planned growth of the town and ensure that the level of retail and local services concentrated in and adjacent to the town core grows to serve the expanding town population. Retail provision in Lusk should be self-sustaining in line with the role of Lusk as a Moderate Sustainable Growth Town in the RPG's. To avoid the creation of unsustainable commuting patterns, retail development should be at a level to serve the needs of the existing settlement and its rural hinterland but not attract inward commuting from adjacent towns. Existing and future development will be consolidated within well-defined town boundaries and the distinct physical separation of Rush and Lusk will be maintained.

Lusk Development Plan Objectives

Objective LUSK 1

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

Objective LUSK 2

Maintain the valued distinctive views of the monastic site from all approach roads in to the town, from significant areas of open space and from surrounding areas.

Objective LUSK 3

Prepare an Urban Framework Plan as required to guide and inform the future development of the centre of Lusk and in particular ensure that future development inter alia includes:

- Protects and enhances the setting of St. MacCullin's Church, Round Tower and Graveyard including its openness from inappropriate development.
- Provides for a small car park facility to serve St. MacCullin's Church.
- Promotes and facilitates open space proposals which would significantly contribute to the openness and historic character of the Inner and Outer Core Areas of Lusk.
- Ensure that all new developments respect the historic character of the Inner and Outer Core Areas of Lusk.

Objective LUSK 3 contd.

- The external walls and roofs shall be faced with high quality materials and finishes within the Inner and Outer Core Areas.
 - No building within the Inner Core Area shall normally be permitted to exceed single storey height, unless special justification can be made. In the case of existing two storey residential dwellings, two storey extensions may be permitted provided they meet the requirements of other Objectives.
 - With the possible exception of the key garage site, no building within the Outer Core Area of Protection shall exceed two storeys in height. The development of the key garage site shall not, unless special justification is made, exceed three storeys in height. In any event developments shall be designed in such a manner so as not to compromise the important views of the former St. MacCullin's Church when approaching from the south.
 - Provide for a Civic Square, and ensure that proposed development in the vicinity of the junction of Main Street, Station Road and Church Road, facilitates the provision of a high quality Civic Square.
 - Provide for pedestrian rights of way throughout the town, including Church Road to Post Office Road; and from Church Road to the proposed Town Park and beyond to Dublin Road.

Objective LUSK 4

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

Objective LUSK 5

Develop a town heritage trail interpreting the built and natural heritage of Lusk.

Objective LUSK 6

Develop an active Recreational Hub to serve Lusk and the surrounding area.

Objective LUSK 7

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

Objective LUSK 8

Encourage the refurbishment and re-thatch the existing (former thatched shop premise) cottage abutting Church Road.

Objective LUSK 9

Create pedestrian/cycle links between Lusk and Ballyleally; and Lusk and the railway station.

Objective LUSK 10

Promote and facilitate the operation of a local shuttle bus service to the rail station and high quality bus transport links between Lusk and Dublin City Centre.



Masterplans

Objective LUSK 11

Prepare and/or implement the following Masterplans during the lifetime of this Plan:

- North Lusk Masterplan (see Map Sheet 6A: MP 6.A)
- Minister's Road Masterplan (see Map Sheet 6A: MP 6.B)
- Station Road Masterplan (see Map Sheet 6A: MP 6.C)

The main elements to be included in each Masterplan are provided below. The list is not intended to be exhaustive.

North Lusk Masterplan

- Ensure the preparation of the Masterplan facilitates the development of the lands for the development of a secondary school, community facilities, playing pitches, park land and residential development to enable comprehensive development of the lands in a proper manner and development is phased accordingly to ensure development of facilities occurs in tandem with the residential development.
- Provide for larger family type houses to facilitate the upgrading of homes for families of existing two and three bedroom houses. A minimum of 80% of the housing units shall be 4 or more bed family homes, of which a minimum of 50% shall be detached houses.
- Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.

Minister's Road Masterplan

- Provide for a new Community Facility with a minimum of 300 sq. m.
- Provide for phased residential development ensuring that playing pitches and the Community Facility are provided in tandem.
- Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.

Station Road Masterplan

- Provide for a mixed use development, to be delivered in a phased manner having regard to the appropriate quantum of retail development for the town in an integrated and sustainable manner and have full regard to the function of the town core.
- Provide for a strong streetscape urban edge at the eastern approach to Lusk town.
- Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.



RUSH

Rush has a distinctive and unique physical character and history. It is identified as a Moderate Sustainable Growth Town in the Regional Planning Guidelines 2010-2022. Rush is a linear town focused on its long Main Street with a significant tradition of market gardening in and around the town. In recent times, the trend is towards the relocation of these horticultural operations to the rural area, west of the town and the development of new residential communities. Currently Rush has a population of c. 8,500 persons. Its seaside location with two sandy beaches, two harbours, its proximity to Drumanagh Promontory Fort and coastal walk affords significant tourism potential. The town is located adjacent to Rogerstown Estuary which is designated as a Special Area of Conservation (SAC) and a Special Protection Area (SPA) as part of the Natura 2000 / European Sites network. Future development in Rush must protect the Estuary.

Development Strategy

Expand the town centre as a commercial, retail, employment and services centre serving the expanding community in line with the town's designation as a Moderate Sustainable Growth Town. The strategy includes opportunities for local rural business and general industry employment. In this regard, lands are zoned for the development of market gardening/rural business and more general employment/business development to the west of the town where accessibility will be at an optimum. Proposed new road systems together with existing roads form part of the strategy for the sustainable development of the town. The strategy supports the preservation of its distinct character, retention of its market gardening tradition, the protection and enhancement of amenities and promotion of the town as a local tourist destination. Retail provision in Rush should be self-sustaining in line with the role of Rush as a Moderate Sustainable Growth Town in the RPG's. To avoid the creation of unsustainable commuting patterns, retail development should be at a level to serve the needs of the existing settlement and its rural hinterland but not attract inward commuting from adjacent towns. The consolidation of Rush and the distinct physical separation of Rush and Lusk as separate towns is a fundamental principle of the development strategy.

The South Shore

The South Shore area of Rush consists mainly of small landholdings with a mixture of market gardening and single and cluster housing. It is an area, which in parts, is vulnerable to coastal erosion and planning in this area needs to take account of the need to protect Rogerstown Estuary SAC and SPA. The pattern of development is essentially residential, with some significant vacant sites and some retained horticultural activities. Recognising the established mix of horticulture and residential land use within this area, and the availability of water services infrastructure, the settlement strategy for housing in the open countryside will be more flexible within the area demarcated on the Development Plan maps. This area is located to the south and east of the R128 from the junction with Spout Road, immediately to the west of Rush. The settlement strategy for this area is set out in Chapter 5: Rural Fingal of the Plan.

North Beach

North Beach is an area vulnerable to coastal erosion and implications arising from climate change. It is under pressure regarding the replacement of seaside huts and chalets and this creates conflict with the aforementioned coastal erosion issue. Therefore it is proposed a study



be undertaken to examine the implications of these issues. Policy in relation to replacement of seaside huts and chalets is also referred to in Chapter 5: Rural Fingal of the Plan.

Rush Development Plan Objectives

Objective RUSH 1

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

Objective RUSH 2

Encourage the promotion of sustainable tourism in Rush, facilitate the development of local tourist amenity facilities and specifically the development of hotel facilities in Rush.

Objective RUSH 3

Prepare an Urban Framework Plan to guide and inform future development to include promoting permeability and accessibility within the town centre; provide design guidance for addressing potential infill development sites; and provide measures to assist with the regeneration of the Harbour.

Objective RUSH 4

Preserve and improve the coastal amenities of Rush including the creation of a coastal walkway from Rogerstown Estuary to Rush Harbour to Balleally as part of the Fingal Coastal Way subject to Screening for Appropriate Assessment.

Objective RUSH 5

Promote and facilitate the development of enterprise and business uses to encourage local employment opportunities.

Objective RUSH 6

Develop an active Recreational Hub on open space lands north of St. Catherine's to serve Rush and the surrounding area.

Objective RUSH 7

Develop Rush Heritage Trail in conjunction with local community groups.

Objective RUSH 8

Promote and facilitate the operation of a local shuttle bus service to the rail station and of high quality bus transport links between Rush and Dublin City Centre.

Objective RUSH 9

Prepare and implement the Management Plan for the Outer Rogerstown Estuary Plan and subject the Plan to Screening for Appropriate Assessment prior to its adoption.

Objective RUSH 10

Promote and facilitate the development of a linear park along the Brook Stream, east of the Skerries Road, to the North Beach.

Objective RUSH 11

Provide a walkway and open space along the Brook Stream, west of the Skerries Road.

Objective RUSH 12

Provide for and facilitate extension of the existing cemetery at Whitestown including the development of a cemetery car-park and associated footpath linking to the graveyard.



Objective RUSH 13

Examine the feasibility of developing a marina and auxiliary and associated facilities at the Ramparts, Rogerstown, Rush designed and built in accordance with sustainable ecological standards and avoiding significant adverse impacts on European Sites and species. Such consideration shall take cognisance of a wider study into marina development along the Fingal coastline (Objective ED78, Chapter 6: Economic Development refers).

Objective RUSH 14

Undertake a study, within one year of the making of this Development Plan, of lands in Rush located at North Beach, and implement its recommendations to ensure that planning policy in Rush takes into consideration the dynamic nature of coastal processes and the predicted impacts of climate change in the proper planning and sustainable development of the town and its environs.

Objective RUSH 15

Undertake a Habitat Characterisation study, within one year of the making of this Development Plan, of lands in Rush located south of South Shore Road from Rogerstown Pier to the shoreline immediately south of Old Barrack Road, and implement its recommendations to ensure that planning policy in Rush fulfils the Council's legal obligation to protect European Sites and takes into consideration the dynamic nature of coastal processes and the predicted impacts of climate change in the proper planning and sustainable development of the town and its environs.

Objective RUSH 16

Promote an enhanced Lusk/Rush rail station and improved rail services.

Objective RUSH 17

Liaise with Irish Water to facilitate the connection of housing currently on bio cycles on the North Beach Rush after completion of the planned Rush sewerage pipe network.

Objective RUSH 18

Encourage and facilitate the provision of a swimming pool in Rush.

Objective RUSH 19

Prepare a landscape plan to restore, enhance and maximise the amenity potential of Rogerstown Park.

Objective RUSH 20

Encourage the restoration of the former windmill (Millbank) as a tourist amenity.

Local Area Plans and Masterplans**Objective RUSH 21**

Prepare and/or implement the following Local Area Plan and Masterplans during the lifetime of this Plan:

- Kenure Local Area Plan (see Map Sheet 6B, LAP 6.A)
- Kenure South Masterplan (see Map Sheet 6B, MP 6.E)
- Kilbush Lane Masterplan (see Map Sheet 6B, MP 6.D)

The main elements to be included in each Masterplan are provided below. The list is not intended to be exhaustive.



Kenure South Masterplan

- Promote and facilitate high quality residential development fronting onto the open space zoned land and proposed linear park.

Kilbush Masterplan

- Promote and facilitate high quality residential development fronting onto the high amenity zoned land and proposed linear park.

SKERRIES

Skerries is one of Fingal's major coastal residential towns. It is attractive, compact and architecturally intact with significant local services and amenities, including the harbour and sailing club, sandy beaches, Red Island, the Town Park, Skerries Mills complex and refurbished windmills, restaurants and traditional pubs. The historic core has been designated an ACA. The islands off the coast are all designated as Special Protection Areas for birds. The town is an established thriving seaside destination and residential community. The attractiveness of the town and its extensive range of amenities and services support its significant tourism potential.

Development Strategy

Consolidate the town, the preservation and enhancement of the distinct character and existing urban form, the development of its commercial/retail service function, the retention and enhancement of existing amenities and the promotion of its role as a local tourist destination.

Skerries Development Plan Objectives**Objective SKERRIES 1**

Promote the development of Skerries as a vibrant local service, social and cultural centre and promote local tourism.

Objective SKERRIES 2

Promote the growth of appropriate commercial activity in the town.

Objective SKERRIES 3

Encourage mixed use development and require where practicable that a residential component is included in redevelopment proposals within the designated town centre zone (TC).

Objective SKERRIES 4

Promote and facilitate the operation of a local bus service to the rail station and high quality bus transport links between Skerries and Dublin City Centre.

Objective SKERRIES 5

Prepare a Recreational Strategy for open space lands at Kellys Bay, Mourne View, and Skerries Rock.

Objective SKERRIES 6

Encourage and facilitate the provision of a swimming pool in Skerries.

Objective SKERRIES 7

Restore the Martello Tower at Red Island.



Objective SKERRIES 8

Prepare an Urban Framework Plan to guide and inform future development of the harbour area incorporating mixed-use development including community/recreational and marina/water sports facilities with improved accessibility including enhanced off-street car-parking.

Objective SKERRIES 9

Promote the Millennium Walk through the village.

Objective SKERRIES 10

Promote and ensure a safe and convenient road, pedestrian and cycle system highlighting accessibility and connectivity both within the town as well as between the town and surrounding towns and villages.

Local Area Plans and Masterplans**Objective SKERRIES 11**

Prepare and/or implement the following Local Area Plans and Masterplans during the lifetime of this Plan:

- Hacketstown Local Area Plan (see Map Sheet 5, LAP 5.A)
- Barnageerah Masterplan (see Map Sheet 5, MP 5.A)
- Ballast Pit Masterplan (see Map Sheet 5, MP 5.B)
- Holmpatrick Masterplan (see Map Sheet 5, MP 5.C)
- Milverton Masterplan (see Map Sheet 5, MP 5.D)

The main elements to be included in the Milverton, Barnageerah, Ballast Pit and Holmpatrick Masterplans are provided below. The list is not intended to be exhaustive.

Barnageerah Masterplan

- Facilitate delivery of residential and open space in a phased manner.

Ballast Pit Masterplan

- Facilitate mixed use development requiring the inclusion of community/recreational uses and park and ride facilities to serve the railway station.
- Provide a cycle way from Ballast Pit to Skerries Rock.

Holmpatrick Masterplan

- Provide for a new sensitively designed and sited hotel, gymnasium and swimming pool with public access. Public open space and integrated coastal walkway within the lands zoned OS, with a maximum of 24 residential units on lands zoned RS and associated infrastructure.
- Phasing of development shall ensure that the open space, hotel, gymnasium and swimming pool are provided within the first phase of any development on the lands. The 'OS' open space zoned lands shall be ceded to Fingal County Council before Phase 2 proceeds.
- Address issues concerning access, deliverability and phasing as well as architectural design and the visual and ecological sensitivity of the area.

Milverton Masterplan

- The Masterplan lands will be subject to a detailed flood risk assessment to address potential flood risk and proposed mitigation measures.
- Provide a pedestrian over bridge from the GE zoned lands into the Ballast Pit Masterplan lands.



BALROTHERY

Balrothery is an historic medieval village located to the south of Balbriggan. While there has been extensive residential development over the past number of years, the historic core of the village, which is a designated ACA, has been maintained and has influenced the recent pattern of development. Balrothery is an attractive residential village, separated from the southern development boundary of Balbriggan by Greenbelt, Balbriggan golf course and high amenity lands at Hampton and Ardgillan Demesnes to the east. It is protected by Greenbelt lands to the south and west and by Bowhill Lake, a local fishing amenity, to the west.

Development Strategy

Protect and enhance the unique physical character and environment of this historic village and consolidate and strengthen the urban form. Maintain Balrothery's separation from Balbriggan and promote the development of village services and amenities.

Balrothery Development Plan Objectives

Objective BALROTHERY 1

Protect and enhance the unique physical character and environment of this historic village.

Objective BALROTHERY 2

Maintain the physical and visual separation of Balrothery from Balbriggan.

Objective BALROTHERY 3

Facilitate and encourage improved village facilities, both commercial and community, to meet the needs of the existing and expanding village community.

Objective BALROTHERY 4

Protect and conserve the historic core of Balrothery including the Zone of Archaeological Potential.

Objective BALROTHERY 5

Seek the development of a new access route to Ardgillan Demesne from either the Old Coach Road or Darcystown Road, Balrothery; or Tanner's Lane, Balbriggan.

Objective BALROTHERY 6

Prepare and implement the following Masterplan during the lifetime of this Plan:

- Balrothery East Masterplan (see Map Sheet 4, MP 4.F)



LOUGHSHINNY

As a small historic fishing village focused on its deep water harbour, Loughshinny is a unique settlement in Fingal. In recent times, it has developed westwards towards the Rush/Skerries Road but has retained its unique character around the harbour. The harbour area and village core is surrounded by high amenity lands including the Drumanagh Promontory Fort to the south, while the remainder of this settlement is surrounded by agricultural lands which are designated as a highly sensitive landscape. Loughshinny is an attractive seaside village with a beach, a harbour, a circular Millennium Walk and traditional seaside vernacular buildings. It is a predominantly residential settlement with limited services.

Development Strategy

Consolidate and strengthen the village core, providing for and facilitating mixed-use development including restaurants, cafes, art and cultural uses within the harbour area. All redevelopment within the village should protect and enhance its scenic landscape setting and ensure high quality urban design appropriate to its seaside location.

Loughshinny Development Plan Objectives

Objective LOUGHSHINNY 1

Improve the physical character and environment of the village, ensuring the protection and enhancement of the setting of this scenic seaside village in any redevelopment.

Objective LOUGHSHINNY 2

Enhance the amenities of the historic harbour area.

Objective LOUGHSHINNY 3

Provide for and facilitate mixed-used development including restaurants, cafes, art and cultural uses within the harbour area being mindful of the ecological sensitivities of the nearby European Sites.

Objective LOUGHSHINNY 4

Promote and facilitate a safe pedestrian walkway access from Featherbed Lane to Baldungan Close, Loughshinny.

Objective LOUGHSHINNY 5

Maintain the visual and physical separation of Loughshinny from both Rush and Skerries.

