

# FLEMINGTON

## LOCAL AREA PLAN



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# Flemington Local Area Plan

Adopted by Council on 9th December 2024

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A Local Area Plan (LAP) is a statutory document prepared in accordance with Part II, Section 20 of the Planning and Development Act 2000 (as amended). The purpose of an LAP is to examine a specific area in detail, identifying and analysing the various issues affecting the area and then setting principles and objectives for its future development. Under current legislation the LAP is valid for a period of six years from the date of adoption by Fingal County Council.

## Flemington

The LAP is based off Flemington Lane in north Balbriggan, comprising agricultural lands measuring a total area of c.17.2 hectares (gross). The lands are located adjacent and north of Flemington Lane and adjacent and west of the R132 Route. South of the LAP lands are established residential areas while to the west and north there are Greenbelt zoned lands and lands zoned for rural development objectives.

## Public Consultation

Pre-draft public consultation, including a strategic issues paper, was held from 1st February 2024 to 1st March 2024. The statutory public consultation period for the Draft Flemington LAP took place between 10th September 2024 and 22nd October 2024. A total of 22 no. submissions were received.

## Policy Context

The policy context for Balbriggan is provided by national, regional, and local policy objectives. At a local level, the Fingal Development Plan 2023-2029 established the most detailed objectives for Flemington and surrounding areas.

Within the Fingal Development Plan 2023-2029, the identified lands are situated within the Balbriggan development boundary and are subject to the 'Residential Area' (RA) zoning objective.

## Vision and Key Themes

The Vision Statement for the LAP is as follows:

*"The shared vision for Flemington is to promote the sustainable development of the LAP lands at a level that is appropriate for the existing local context through the delivery of a new residential neighbourhood that will offer a variety of new homes and a quality place to live. The new residential neighbourhood will be supported by community facilities, high quality public open space and active travel measures that will meet the needs of the future population in the area and generate a strong sense of community."*

The key themes for the LAP include:

Theme 1	Homes for All
Theme 2	Creating Communities
Theme 3	Active Travel
Theme 4	Green Spaces and Public Spaces
Theme 5	Environment and Climate Action
Theme 6	Character Areas

Further information regarding the key themes of the LAP is provided at Section 3.3.

## Environment and Sustainability

This LAP will focus on developing the lands in a manner that promotes long term sustainability while minimising carbon emissions and mitigating its impact on the natural environment. The objectives of this LAP seek to afford protection to the natural environment while balancing the need for new development.

## Character Areas

The identified development strategy for the LAP lands is focused on the creation of 4 no. character areas. The character areas are aligned with guidance relating to housing, urban design, placemaking and public realm, open space and recreation and community and commercial uses.

## Movement and Transport

The LAP seeks to provide future residents with a broad range of travel choices aligned with strategic proposals as outlined in the National Transport Authority's Greater Dublin Area Transport Strategy 2022-2042 while supporting the delivery of transport objectives of the Fingal Development Plan 2023-2029. A key objective is to provide a central active travel spine through the LAP lands to promote sustainable journeys.

## Sustainable Water Management

This LAP promotes the sustainable use of water and water conservation and demand management measures to promote water conservation by all users. This LAP provides information in regard to supply, foul water drainage, surface water drainage and flood risk management while identifying challenges and opportunities relating to water infrastructure for new development proposals.

## Creating Communities

The aim of this LAP is a new residential neighbourhood that will be home to a sustainable community for all people. This will include providing a variety of housing options, providing good quality amenity spaces that are socially inclusive and an urban environment that is accessible and legible regardless of age or ability.

### Phasing of Development

Section 19(2) of the Planning and Development Act, 2000 (as amended) provides the statutory basis for the phasing of development within a Local Area Plan. Guidance regarding phasing is also provided within the Local Area Plans – Guidelines for Planning Authorities document. This LAP proposes 2 no. phases of development for the Flemington lands.

# 1 Introduction and Background

## 1.1 The Purpose of a Local Area Plan (LAP)

A Local Area Plan (LAP) is a statutory document prepared in accordance with Part II, Section 20 of the Planning and Development Act 2000 (as amended).

The Act provides that a Planning Authority may, at any time, prepare an LAP for any particular area within its jurisdiction which the Planning Authority considers appropriate; in particular for areas which require economic, physical and social renewal, and for areas likely to be subject to large scale development.

Where there is any discrepancy between the LAP and the relevant statutory Development Plan, the written statement and corresponding maps and appendices of the Development Plan in force at the time will take precedence.

As a statutory document, the Planning Authority and An Bord Pleanála must take account of the provisions of the LAP when considering an application for planning permission for development. The provisions of a draft LAP may also be taken into consideration.

The purpose of an LAP is to examine a specific area in detail, identifying and analysing the various issues affecting the area and then setting principles and objectives for its future development. As per the Planning and Development Act, 2000 (as amended), an LAP is valid for six years from the date of adoption by the Council.

The Fingal Development Plan 2023-2029 identified lands at Flemington for which a Local Area Plan was to be prepared during the lifetime of the Development Plan.

## 1.2 Flemington

Flemington is located in north Balbriggan which is the largest of the Self-Sustaining Towns in the Core Area. The lands are presently comprised of a number of parcels of agricultural land measuring a total area of c.17.2 hectares (refer to Figure 1.1). The lands are located adjacent and north of Flemington Lane and adjacent and west of the R132 Route. Agricultural entrances for lands located to the north of the LAP lands will be facilitated.

South of the LAP lands are established residential areas while to the west and north there are Greenbelt zoned lands (zoning objective 'GB') and lands zoned for rural development objectives (zoning objective 'RU').

The town of Balbriggan is located c.18 km north of Swords, with good access off the M1 Motorway, it is also served by the main Dublin to Belfast rail line and commuter services to Dublin City. Dublin Airport is situated c.20 minutes from Balbriggan.

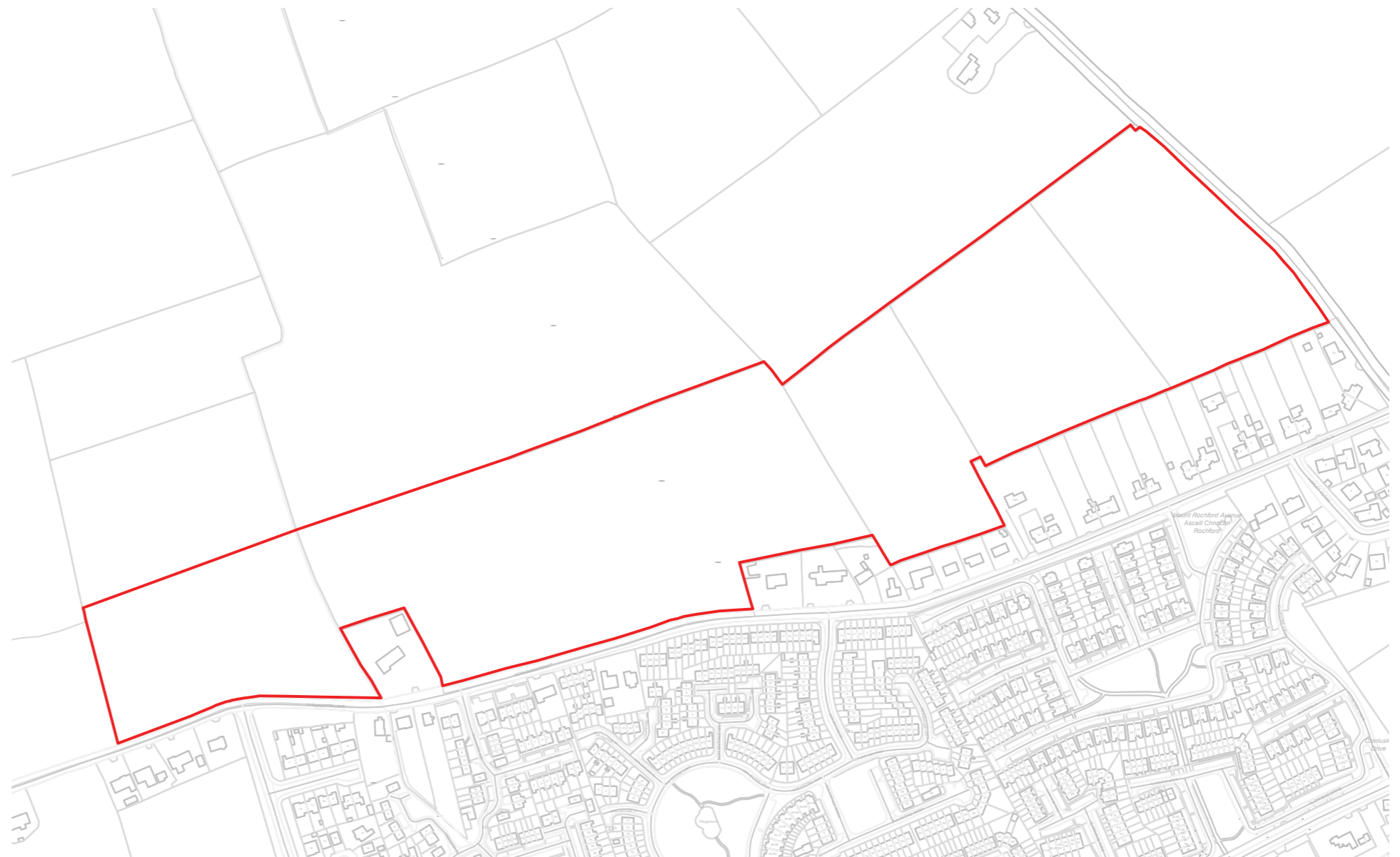


Figure 1.1: Location of LAP Lands

As set out within the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region, a number of settlements within the Metropolitan Area, Core and at the eastern fringes of the Gateway Regions have undergone rapid commuter-focused residential expansion over the recent decade, without equivalent increases in jobs (i.e. settlements characterised by a low ratio of jobs to resident workforce) and services. This includes Balbriggan whose population has more than doubled over the past 20 years. Major infrastructural projects involving upgrades to the water supply, foul drainage and roads infrastructure have been carried out throughout the town and its environs.

Balbriggan as a location to live, work and visit has significant potential in terms of its natural and built heritage and its access to high amenity landscapes. The 'Our Balbriggan' Rejuvenation Plan seeks to create a more attractive, connected place that people want to live and spend time in for work, shopping or recreational purposes. The aim of the Rejuvenation Plan is to connect with residents, public services and business in a meaningful way and to ultimately create positive change and build a prosperous, vibrant, inclusive town that is connected, ambitious and committed.

The Flemington LAP will provide a framework for the future development of the identified lands within northern Balbriggan while assisting with the provision of new housing located in a locality that already includes existing residential communities. The LAP will propose a variety of public open spaces and areas for recreation as well as addressing climate action. The LAP seeks to promote a modal shift in relation to how people move around the Flemington area with a focus on utilising active modes of travel especially for short journeys.

**1.3 Basis for an LAP for Flemington**

The policy context for Balbriggan is provided by national, regional, and local policy objectives. At a local level, the Fingal Development Plan 2023-2029 established the most detailed objectives for Flemington and surrounding areas.



Figure 1.2: Photograph of LAP lands looking towards the Eastern Boundary

Within the Fingal Development Plan 2023-2029, the identified lands are situated within the Balbriggan development boundary and are subject to the 'Residential Area' (RA) zoning objective.

Objective CSO53 'LAPs, Masterplans and Framework Plans for Self-Sustaining Towns' within the Development Plan provides for the preparation and implementation of Local Area Plans for identified areas.

**1.4 Public Consultation**

Fingal County Council published a Strategic Issues Paper in relation to the Pre-Draft Flemington Local Area Plan. The consultation period ran from 1st February 2024 to 1st March 2024 and a total of 16 no. submissions were received during this period. The issues raised in each submission have been considered in the making of this LAP. A public drop-in information session was held in Balbriggan on 13th February

2024 as a part of the overall public consultation process. The statutory public consultation period for the Draft Flemington LAP took place between 10th September 2024 and 22nd October 2024. A total of 22 no. submissions were received. Once the public consultation period closed, the Council considered all submissions received in the preparation of the Draft Flemington Local Area Plan.



# 1 Introduction and Background

## 1.5 Structure and Contents of the LAP

### 1.5.1 Written Statement and Maps

This LAP consists of a written statement with accompanying maps and appendices. The LAP has been prepared in accordance with the 'Local Area Plans – Guidelines for Planning Authorities' (June 2013) document as well as all other Ministerial Guidelines as issued under Section 28 of the Planning and Development Act 2000 (as amended). As required under the aforementioned Act, the LAP must be consistent with the objectives and Core Strategy of the Fingal Development Plan, in addition to any regional spatial and economic strategies that apply and to transport strategies within the Greater Dublin Area.

### 1.5.2 Environmental Assessments

The LAP has been subject to Strategic Environmental Assessment (SEA) Screening, Appropriate Assessment (AA) Screening and Strategic Flood Risk Assessment (SFRA).

#### Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) of plans and programmes is required by European Directive 2001/42/EC. Strategic Environmental Assessment<sup>1</sup> (SEA) is a process for the formal, systematic evaluation of the likely significant environmental effects of implementing a plan or programme, before a decision is made to adopt the plan or programme.

SEA aims to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans with a view to promoting sustainable development. The Strategic Environmental Assessment Screening Report, prepared by Brady Shipman Martin, is included as Appendix I to this written statement. The screening exercise for SEA concluded that a full Strategic Environmental Assessment was not required, given the nature and scale of

<sup>1</sup> Required by European Directive 2001/42/EC ('the SEA Directive'). This Directive is transposed into Irish law by Statutory Instrument (S.I.) No. 436 of 2004 (the Planning and Development (Strategic Environmental Assessment) Regulations 2004), as amended by S.I. No. 201 of 2011 (the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011).

development proposed and its potential impacts.

#### Habitats Directive (Appropriate Assessment)

The requirement for 'Appropriate Assessment' (AA) is set out in Articles 6(3) and 6(4) of the Habitats Directive (92/43/EEC). All plans and projects which are not directly connected with or necessary to the management of a European Site, but which either individually or in combination with other plans or projects, are likely to have a significant effect on a "European Site", require an AA of these effects to determine if they will adversely affect the integrity of the site(s). The Flemington LAP was screened for AA during its preparation at draft stage and further information is provided at Appendix II. The screening exercise concluded that a full Appropriate Assessment was not required.

#### Surface Water Management Plan

A Surface Water Management Plan (SWMP) comprising a Strategic Flood Risk Assessment (SFRA) and Sustainable Drainage Strategy (SDS) has been prepared for the LAP lands. The SFRA has been undertaken in accordance with the requirements of 'The Planning System and Flood Risk Assessment – Guidelines for Planning Authorities' (2009) and Circular PL02/2014 (August 2014).

The SWMP for the Flemington LAP has been prepared by McCloy Consulting and is included as Appendix III. The information and recommendations within the SWMP have informed the objectives of this LAP.



Figure 1.3: Key Environmental LAP Inputs

## 2 Policy Context

This chapter of the LAP provides a high-level overview of the most relevant national, regional and local policies and documents for the purposes of the preparation of this LAP.

### 2.1 National Planning Policy

#### 2.1.1 Project Ireland 2040

The National Planning Framework (NPF) together with the National Development Plan (2021 – 2030) provide a strategic development framework for Ireland’s future growth up to 2040. It’s goal is to help accommodate growth and change by supporting a shift toward Ireland’s regions and cities while simultaneously acknowledging the importance of rural areas.

The NPF acknowledges that Balbriggan was one of the three fastest growing large towns in Ireland between 1996 and 2016. The town experienced significant commuter based residential growth but without an equivalent growth in employment during that period resulting in a low resident-to-worker ratio.

The NPF sets out, at National Policy Objective 4 (NPO4), to “Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.” The Draft First Revision of the National Planning Framework was published in July 2024, focusing on the need to update the Framework in order to appropriately reflect changes to government policy that have taken place since its initial publication in 2018.

### 2.2 Section 28 Ministerial Guidelines

#### 2.2.1 Local Area Plans - Guidelines for Planning Authorities

The LAP Guidelines have a number of stated aims including:

- Highlight best practice and improve the quality of local area plans, especially in relation to their content and consistency with higher-level plans, thereby improving the quality, consistency, effectiveness and efficiency of decision making on planning applications and the quality of development in general.

- Improve community and institutional participation in the process of preparing or amending local area plans.
- Enhance the co-ordination and provision of essential public infrastructure within the planning process.
- Local area plans must play a key role in achieving the objectives contained in higher level plans and strategies such as: NPF, RSES, County Development Plans and general Government policy (for example Section 28 Ministerial Guidelines).

#### 2.2.2 Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities

The Guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

The policy approach as contained within the Guidelines are centred around 3 no. themes of Settlement, Place and Density; Quality Urban Design and Placemaking; and Development Standards for Housing.

Having regard to the theme of ‘Settlement, Place and Density’, the Guidelines set out that since 1999, the Residential Density Guidelines and the subsequent Sustainable Residential Development in Urban Areas Guidelines, 2009, recommend that planning authorities should promote increased residential densities in appropriate locations, including in city and larger town centres.

Regarding density, it is a policy and objective of the Guidelines that residential densities in dwellings per hectare (dph) from 30 dph to 50 dph (net) shall generally be applied at suburban and urban extension locations of Key Towns and Large Towns, and that densities of up to 80 dph (net) shall be open for consideration at ‘accessible’ suburban / urban extension locations.

#### 2.2.3 Urban Development and Building Heights

The Urban Development and Building Heights - Guidelines for Planning Authorities, seek to promote and support increased building height and density in locations with good public transport accessibility in support of compact growth as advocated in the NPF. The scale and density are likely to vary depending on location e.g. City Centre, suburban, etc.

### 2.3 Regional Planning Policy

#### 2.3.1 Regional Spatial and Economic Strategy

The Eastern and Midland Region’s (EMRA) Regional Spatial and Economic Strategy (RSES) 2019-2031 outlines the regional policies for growth and provides the basis for sustainable development. The RSES identifies regional assets, opportunities and pressures and provides appropriate policy responses in the form of Regional Policy Objectives.

The vision for the RSES is:

“To create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all.”

The RSES targets population growth of 340,000–349,000 for Fingal by 2040. As set out within the RSES, Balbriggan is located within the Core Region which contains a strong network of county and market towns that have a good level of local employment, services and amenities, which serve not just their resident populations but a wider catchment area. These towns have capacity for continued commensurate growth to become more self-sustaining and to attract high quality knowledge-based employment at strategic accessible locations.

#### 2.3.2 Greater Dublin Area Transport Strategy

The updated Transport Strategy for the Greater Dublin Area 2022-2042 was created to conform with requirements under the ‘Dublin Transport Authority Act 2008’, which states the

National Transport Authority (NTA) must review its GDA transport strategy every 6 years. A list of objectives relating to the Flemington LAP include:

- Measure PLAN3 - Housing and Transport: the NTA will continue to support sustainable housing provision in the GDA.
- Measure PLAN8 - Mixed Uses: the NTA will continue to support and facilitate land use policies which seek to provide for an appropriate mix of uses at the district and neighbourhood level.
- Measure PLAN9 - Filtered Permeability: Development Plans, SDZ Planning Schemes and Local Area Plans in the GDA should ensure that the road and street networks in new development areas are designed on the basis of providing for filtered permeability and should incorporate measures which deliver filtered permeability in existing neighbourhoods.

The DART+ Programme seeks to increase the electrified network in order to facilitate increased train capacity to meet current and future demands which will be achieved through a modernisation of the existing railway corridors. DART+ Coastal North is the plan to expand DART services north of Malahide Station and onwards to Drogheda. This would bring electrified/battery-powered trains to Balbriggan and more frequent services to Dublin City Centre, and Drogheda.

### [2.3.3 Greater Dublin Area \(GDA\) Cycle Network Plan](#)

In January 2023, the Greater Dublin Area (GDA) Cycle Network Plan, consisting of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the GDA was adopted as part of the GDA Transport Strategy 2022-2042.

The cycle network plan for Balbriggan proposes a Secondary Route along Flemington Lane/Dún Saithne View/Bremore Cottages, and along R132 Route connecting to the town centre.



## 2.4 Local Planning Policy

### [2.4.1 Fingal Development Plan](#)

The Fingal Development Plan 2023-2029 (CDP) sets out the objectives that will guide the proper planning and sustainable development within the County over the six year Plan period to 2029.

Strategic policy objectives of the CDP include:

- Continue the development of a network of well-serviced, well-connected, sustainable neighbourhoods.
- Ensure new residential development is of the highest quality.
- Ensure the highest quality of public realm and urban design

principles are applied to all new developments.

- Reduce car dependency and promote and facilitate sustainable modes of transport.

Objective SPQHO15 of the CDP makes provision for the preparation of Local Area Plans for areas designated on Development Plan maps in co-operation with relevant stakeholders and actively secure the implementation of these plans and the achievement of the specific objectives indicated.

### Core Strategy

The purpose of the Core Strategy is to require local authorities to identify and reserve appropriate areas of land in suitable locations to meet the housing and population targets set out for the Region.

LAPs prepared by the local authority must be consistent with the allocations set out in the Core Strategy. The Core Strategy of the CDP defines Balbriggan as a being a 'Self-Sustaining Town' with the Core area. Table 2.14 of the Development Plan sets out that the population of Balbriggan is projected to grow to 27,370 persons by 2029.

### Land Use Zoning Objectives

The LAP lands are zoned as 'Residential Area' (RA) which has the objective to *"provide for new residential communities subject to the provision of the necessary social and physical infrastructure"*.

The vision for the 'Residential Area' zoning is: *"Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities."*

## 2 Policy Context

Zoning objectives for adjacent lands include:

- Residential (RS): *“Provide for residential development and protect and improve residential amenity”.*
- Rural (RU): *“Protect and promote in a balanced way, the development of agriculture and rural-related enterprise, biodiversity, the rural landscape, and the built and cultural heritage.”*
- High Amenity (HA): *“Protect and enhance high amenity areas”.*
- Greenbelt (GB): *“Protect and provide for a Greenbelt”.*

### Road Proposal Objective

The Fingal Development Plan includes an objective for a new road proposal indicatively located adjacent to the northern boundary of the Flemington LAP lands. The road proposal objective that commences at the roundabout in close proximity to the junction of the Clonard Road and Naul Road to the south, then travelling northwards and linking with Flemington Lane (adjacent to the south west corner of the LAP lands), and continuing along the northern boundary of the LAP lands and tying in with the R132 Route to the east. The section of the road proposal objective within the LAP lands will provide the opportunity to deliver a new link street that will integrate with the internal street network. The road proposal objective is addressed in Chapter 5 of this LAP.

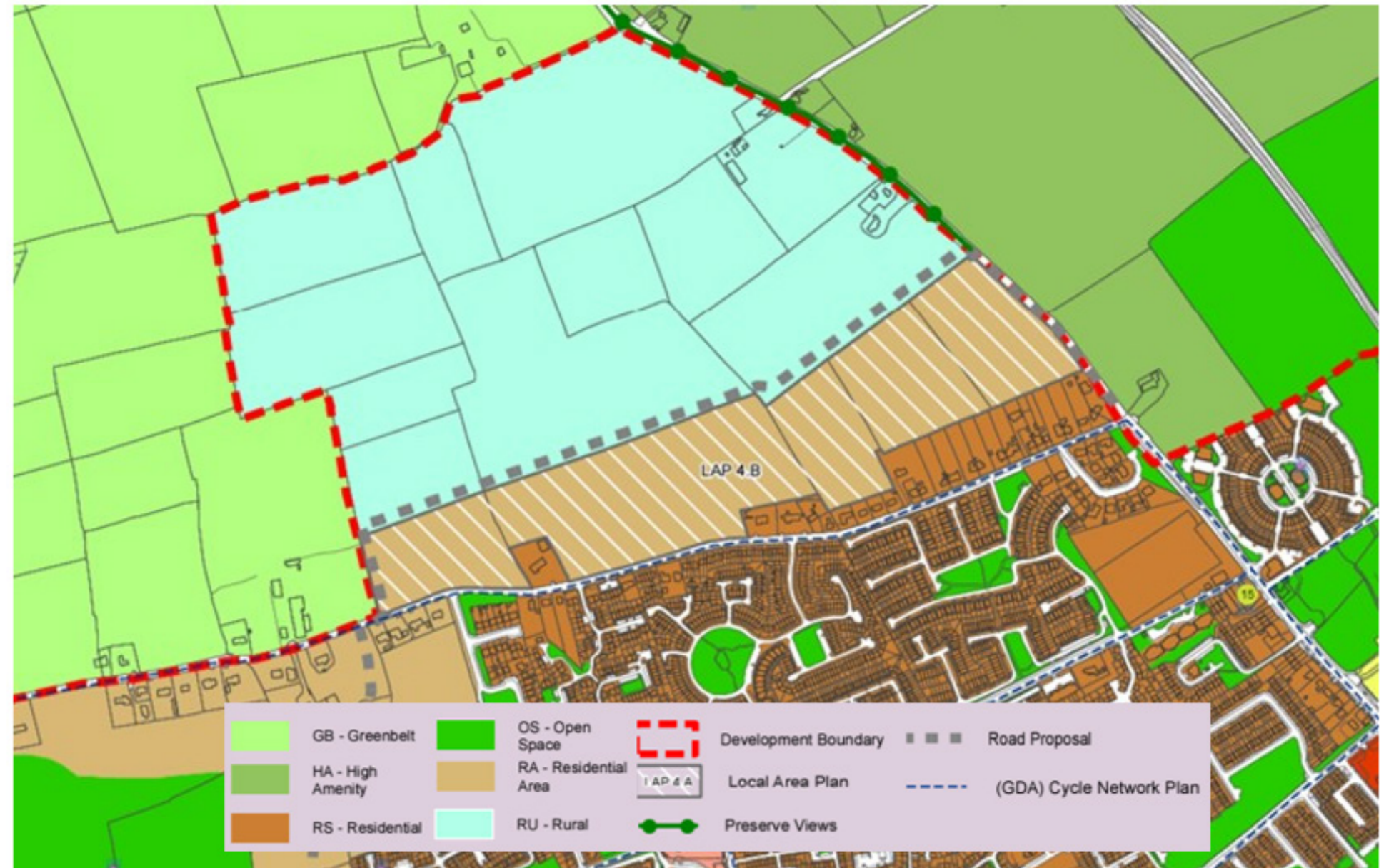


Figure 2.1: Land Use Zoning Map – Sheet 4 Balbriggan (Fingal Development Plan 2023 – 2029)

# 3 Vision, Key Themes and Strategic Objectives

## 3.1 Introduction

The Vision, Key Themes and Strategic Objectives for Flemington are intended to guide the long term and sustainable development of the identified LAP lands.

The LAP area comprises significant parcels of undeveloped land that are strategically located within the northern area of Balbriggan and directly adjacent to the existing urban footprint of the town. Existing residential areas are located to the south of Flemington Lane with rural lands situated to the north.

The lands are within walking and cycling distance of the coastal area to the east and town centre to the south. It is also noteworthy that the LAP lands are proximate to the proposed Fingal Coastal Way and Bremore Regional Park. The strategic and undeveloped nature of the LAP lands can offer new residents a good quality of life while respecting the amenities of those who presently reside in the local area.

## 3.2 Vision

The principal aim of the LAP is to facilitate the co-ordinated and sustainable development of the LAP lands through the provision of a framework of specific LAP policies and development objectives alongside those contained within the Fingal Development Plan.

The LAP is underpinned by a vision which is intended to guide the future growth of the lands as a new residential neighbourhood within the settlement of Balbriggan and to be consistent with its Residential Area (RA) zoning objective which seeks to “provide for new residential communities subject to the provision of the necessary social and physical infrastructure”.

The vision statement for the LAP has been principally informed by comments and feedback received during the public consultation process, a detailed analysis of the existing local context, the identification of key themes and requisite planning policy and guidance.

Comments received during the consultation process are important as they give the local community the opportunity to positively inform the shared vision and to shape the future development of their local area.

The Vision Statement is as follows:

*“The shared vision for Flemington is to promote the sustainable development of the LAP lands at a level that is appropriate for the existing local context through the delivery of a new residential neighbourhood that will offer a variety of new homes and a quality place to live. The new residential neighbourhood will be supported by community facilities, high quality public open space and active travel measures that will meet the needs of the future population in the area and generate a strong sense of community.”*

### 3.2.1 Achieving the Vision

Achieving this vision will incorporate a development approach for the LAP lands that will sustainably balance the need for a new residential neighbourhood alongside key environmental considerations through the application of objectives as set out in the following sections of this chapter and throughout this LAP.

Delivering new communities that will be sustainable over the long term and without significant environmental impact is critically important for both the LAP lands and the local area. As part of this approach, it will be important that proposals on the LAP lands complement both the existing built and natural environments. New proposals on the LAP lands shall exhibit a design and development approach that contributes positively to the quality of life for new and existing residents.

### 3.3 Key Themes

By undertaking an extensive assessment of the local context and urban environment in Flemington, a number of core themes emerged for this LAP which include the following:



### Homes for All

Housing delivery is one of the primary challenges that society faces today. A key objective of the LAP is to provide new homes within a new urban neighbourhood for people of all ages and to accommodate a variety of housing needs. At a national level, the NPF sets out the target for the delivery of 550,000 new households to 2040 (NPO 32). Aligned to this, the NPF seeks to prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location (NPO 33).

The Fingal Development Plan 2023-2029 states that Fingal County Council will ensure that suitable housing for older people is a mandatory inclusion in all future LAPs and Masterplans. Objective SPQHO19 ‘Range of Housing Options for Older People’ of the Development Plan seeks to promote a range of housing options within Fingal to cater for the housing needs and care requirements of older people. This includes independent and assisted living options and to support and promote the provision of specific purpose-built accommodation, including retirement villages, ‘right-sizing’ housing options and measures to ensure housing is adaptable to enable older people to continue living in their homes or in a home more suited to their needs. All LAPs and Masterplans will be assessed for suitability to provide housing for older people. Where there is an identified need or local demand, the appropriate housing option(s) will be included in the plan.

The objectives of the LAP will seek to encourage a mix of housing typologies, tenures, sizes and building heights while avoiding mono-type building typologies in accordance with SPPR 4 of the Urban Development and Building Heights Guidelines for Planning Authorities. This will assist with creating a sustainable community over the long term where a diverse mix of housing and variety in residential densities is required along with the delivery of innovative housing types to facilitate compact growth and provide greater housing choice in alignment with Policy and Objective 4.2 of the Sustainable Residential Development and Compact Settlements Guidelines

for Planning Authorities. Further information regarding residential density can be found at Section 5.3 of this LAP.

**Creating Communities**

The LAP is being brought forward to ensure the co-ordinated and proper planning of the identified lands. This approach can positively assist with creating communities within a liveable neighbourhood where people will feel welcome and part of a new place.



The NPF seeks to promote a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services (NPO 28). Similarly, the Development Plan places an important focus on social inclusion stating that it is embedded in the Plan with policies in particular, focused on improving access for all groups within society, impacting positively on the lives of citizens. The LAP will align with the provisions of the Development Plan in that respect.

The creation of a new sustainable community in Flemington will be dependent on a number of factors. In particular, it will be important that the new resident population is supported by the delivery of an appropriate level of social infrastructure. It will also be important that the design of the new buildings and open spaces, for example, on the LAP lands promotes social inclusion especially in terms of accessibility and use. Such development can generate a strong sense of community spirit.



**Active Travel**

Changing the ways we move around from place to place through the utilisation of more sustainable modes is a key challenge for society.

Active travel is a positive climate action. Facilitating active modes of travel along with reducing reliance on the private car for journeys can deliver significant benefits such as reducing carbon emissions, promoting healthier lifestyles and creating

high quality public realm.

The objectives of the LAP will seek to ensure that active travel infrastructure is identified for the LAP lands so that residents have realistic alternative options to the private car. This accords with the Development Plan that seeks to secure the development of a high-quality, connected and inclusive pedestrian and cycling network and provision of supporting facilities / infrastructure across the County.

As illustrated at Figure 3.1, an active travel spine has been identified to run centrally through the LAP lands. This infrastructure provision will enable sustainable connectivity to all character areas within the LAP lands and to other active travel proposals along the R132 Route to the east, thereby promoting increased levels of pedestrian and cyclist activity.

**Green Spaces & Public Spaces**

Amenities for people are an intrinsic part of our cities, towns and villages. They provide areas for people to walk, cycle, meet and spend time and provide an important complementary function by supporting the built form.



Green spaces in urban areas can provide multiple benefits, including enhancing human health and climate resilience of towns. The impact of the recent Covid-19 pandemic demonstrated the importance of public open spaces and how they are valuable for our health and well-being. The pandemic also highlighted the need for quality walking and cycling infrastructure.

The character areas proposed within the LAP lands will provide a variety of green and public spaces for future residents to enjoy. It is anticipated that the existing community in Flemington will avail of these areas also. A key element regarding the open space areas in general is to ensure they are shared spaces that are welcoming and inclusive to all. Their design and quality will play an important role in how successful these spaces are, so it is imperative they are visually attractive,

safe and secure, well maintained and accessible for people of physical abilities.

The green spaces and public spaces that will be brought forward on the LAP lands will provide a key infrastructural role supporting the future population growth in Flemington. They will also make a positive contribution to healthy placemaking that forms a key part of the strategic vision of the Fingal Development Plan.



**Environment & Climate Action**

Environment is a term that encompasses a number of matters including climate change, green and blue infrastructure, biodiversity, landscape, archaeology, the built heritage and sustainability. Strategically, the preparation of an LAP for Flemington will ensure that its future development as a new residential neighbourhood will be undertaken in a sustainable manner that affords as much protection as possible to the natural environment and provides for a climate resilient environment.

As set out in Chapter 1, this LAP has been subject to a number of environmental assessments which demonstrate there will be no significant impact upon Natura 2000 sites and that the LAP lands will not be subject to fluvial or coastal flooding or give rise to future flooding events.

The recently published Climate Action Plan 2024 states that our climate is changing rapidly due to the increase in average global temperatures which is being propelled by increases in greenhouse gases. The Action Plan advises that at a national level there is a commitment to achieving climate neutrality by 2050 with a significant reduction in greenhouse emissions by 2030. The built environment, along with other sectors such as transport and land use in general, has a key role to play in achieving stated climate change objectives. The Action Plan states that the residential sector alone contributed 9% of the total greenhouse gas emissions at a national level in 2022. Therefore, decarbonising our existing built environment is a key priority.

### 3 Vision, Key Themes and Strategic Objectives

For example, a key performance indicator (KPI) is for all new dwellings, by 2025, to be designed and constructed to NZEB (Nearly zero-emission building) standard. New housing that is delivered on the LAP lands can play a role in achieving the KPI as mentioned.

Similarly, providing active travel infrastructure, such as cycling and walking connections and Active Travel Hubs, can assist with making sustainable modes of transport more attractive for people and help to facilitate a shift away from the private car for journeys.

#### 3.4 Character Areas

The development strategy for the LAP lands is proposed through the creation of 4 no. character areas that will comprise a variety of residential typologies, open space areas, active travel routes, community uses and Active Travel Hubs. Gateway buildings are proposed at key locations in order to accommodate increased building height and to enhance the visual quality of the urban environment. Each character area will respond specifically to its defined area within the LAP lands.

Advantages of implementing a strategy centred around different character areas will ensure that future development is, inter alia, defined by providing variety in the built form and avoiding monotony in architectural design and scale. It also assists in creating a mix of residential typologies across the LAP lands, uses that can be spatially arranged and placed in the optimum locations, a diversity of open space areas that support residential buildings and ensuring all areas are accessible by active travel infrastructure.

The character areas are summarised as follows and are identified opposite and on Figure 3.1. Detailed information in respect of the character areas is provided in Chapter 5 of this LAP.

Character Area 1	Character Area 2
Character Area 1 (CA1) is located at the eastern end of the LAP lands. CA1 measures an area of c.4.38 ha (net) and will comprise a mix of residential, commercial and community uses, public open space including playground and plaza and an Active Travel Hub.	Character Area 2 (CA2) is situated within the eastern portion of the LAP lands. CA2 measures c.2.26 ha in area (net) and will provide a mix of residential typologies including Age Friendly Housing and public open space areas such as community gardens and a teenager space.
Character Area 3	Character Area 4
Character Area 3 (CA3) is located centrally within the LAP lands. CA3 measures c.2.8 ha in area (net) and will provide a mix of residential typologies, community uses and public open space including a community park.	Character Area 4 (CA4) is located at the western end of the LAP lands measuring c.3.27 ha in area (net). CA4 will comprise a mix of residential and community uses, public open space including MUGA/games recreational area and an Active Travel Hub.





Figure 3.1: Proposed Flemington LAP Development Layout



**3.4 Strategic Objectives**

Strategically, the LAP lands will assist with meeting the identified need for new housing in Balbriggan as set out by the Core Strategy of the Fingal Development Plan. It is imperative that new residential development is brought forward at a density that is appropriate for its location and local context. New and existing local residents will benefit from the proposed areas of open spaces, active travel infrastructure, proximity to local services and amenities both within the LAP lands and within the wider area. Phasing information is provided in Chapter 9 of this LAP.

The LAP is underpinned by the following strategic objectives emerging from the key themes that will deliver the Vision and guide the future sustainable development of the LAP lands.

Key Theme	Strategic Objective
<b>Homes for All</b>	Promote mixed typologies, tenures and sizes of residential development that will accommodate a diverse range of identified local housing requirements and assist with promoting balanced community development.
<b>Creating Communities</b>	Support the provision of socially inclusive community development and associated infrastructure that will contribute to the growth and development of a new residential neighbourhood, thereby creating a sustainable community where residents will enjoy a good quality of life.
<b>Active Travel</b>	Facilitate the use of active modes of travel through the delivery of physical infrastructure that promotes sustainable movement by walking and cycling modes within a connected, legible and accessible residential neighbourhood.
<b>Green Spaces &amp; Public Spaces</b>	Identify the appropriate locations within the LAP lands to facilitate a variety of high quality green spaces and public spaces that appropriately complement the built form and which provide attractive, safe and inclusive amenity areas for residents.
<b>Character Area</b>	Implement a development approach for the future growth of the LAP lands that identifies individual character areas that will support a variety of residential, commercial and community development, public open space areas and active travel infrastructure in order to achieve balanced community development.
<b>Environment</b>	Ensure the future growth of the LAP lands are undertaken in a manner that is sustainable over the long term, where new development proposals can assist with decarbonising the built environment while mitigating any significant impacts upon the natural green and blue environment.

## 4 Environment and Sustainability

### 4.1 Introduction

The LAP lands offer the opportunity to bring forward a new residential neighbourhood that can assist with meeting Balbriggan’s housing requirements over the current Development Plan period. However, the development of the identified lands must be undertaken in a manner that promotes long term sustainability while minimising carbon emissions and mitigating its impact on the natural environment in so far as possible.

### 4.2 Existing Environmental Context

The LAP lands are situated on the northern periphery of Balbriggan and comprise of a number of agricultural fields with an overall rectangular shape. The lands are primarily enclosed by a combination of mature hedgerow and trees. Individual field boundaries are also defined by hedgerow and any alterations to same will need to be sensitively treated in accordance with the policies and objectives of the Fingal Development Plan. Existing hedgerows within the LAP lands are illustrated within Figure 4.3.

In terms of physical characteristics, the topography of the LAP lands gradually fall in a west to east direction towards the Irish Sea, from a high point of c.41m OD to c.24m OD over a distance of c.1,000 metres. Having regard to the local context, the LAP lands are situated in close proximity to established residential areas and one-off dwellings including Bremore Cottages located off Flemington Lane to the south. The R132 Route runs parallel to the eastern boundary of the LAP lands. The coastline is situated approximately 700 metres to the east.

Lands situated to the north are zoned as ‘Rural’ (RU) which seeks to *‘protect and promote in a balanced way, the development of agriculture and rural-related enterprise, biodiversity, the rural landscape, and the built and cultural heritage.’*

### 4.3 Climate Change

The Climate Action Plan 2024 establishes that Ireland is committed to achieving climate neutrality no later than 2050 along with a 51% reduction in greenhouse gas emissions by 2030. Key sectors for targeted emissions reductions include, inter alia, residential buildings and transportation.

Having regard to the matter of new buildings, the Action Plan states that the Government is working towards the use of best-practice carbon management and reduction practices across the construction sector including ensuring carbon is minimised in the design of projects, the materials used, building practices, and ultimately throughout the lifetime of the building or infrastructure being built.

The Fingal County Council Climate Action Plan 2024-2029 establishes key climate targets for the County as illustrated at Figure 4.2. The development of the LAP lands can make a positive contribution in meeting targets through action areas such as energy and buildings, transport, nature-based solutions and community engagement in particular.

This LAP will align with the current Development Plan to ensure that future development should be resilient to climate change. It is an objective of this LAP that new development should maximise active travel and public transport use where possible and that all new buildings are designed to be as energy efficient as possible and be constructed from materials that have low to zero embodied energy and CO2 emissions. The natural environment plays a key role in carbon sequestration through, for example, the retention of established trees and hedgerows



Figure 4.1: Existing hedgerows located within the LAP lands

whereby carbon is isolated in roots and organic matter below ground. Open space areas can also sequester carbon through providing natural habitats that absorb carbon.

and connected network of amenity space through the LAP lands to ensure the design of green spaces are not fragmented. The active travel spine through the LAP lands will provide a sustainable route for accessing open green areas.

The design of the new built environment will be encouraged to implement green and blue design solutions where possible to include, but not limited to, active travel routes, green roofs, green walls and water harvesting. In terms of green infrastructure, the individual character areas will provide a range of green and public spaces that will support nature-based solutions for the new residential and community development brought forward.

Having regard to blue infrastructure, new proposals will be required to demonstrate water sensitive design and sustainable management measures. All development proposals will be required to demonstrate conformity with the guidance provided within Fingal County Council's Green/Blue Infrastructure for Development Guidance Note (December 2020). This approach will assist with reducing and managing run-off from new developments to the surface water drainage network where possible, reduce the risk of downstream floods and improve water quality.

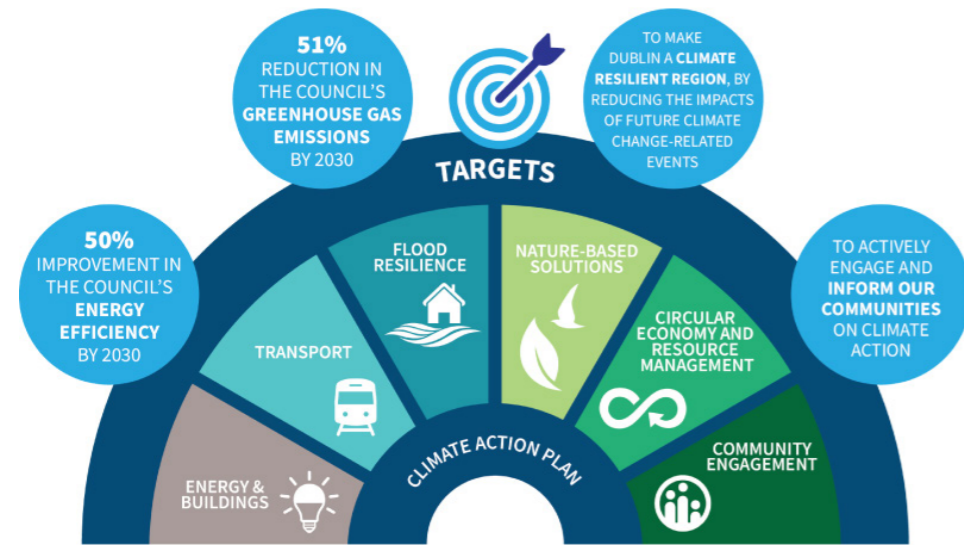


Figure 4.2: Targets and Action Areas of the Fingal County Council Climate Action Plan 2024-2029.

#### 4.4 Green & Blue Infrastructure

As set out within the RSES, the term 'green and blue infrastructure' can be broadly defined as a strategically planned network of high quality natural and semi-natural areas, designed and managed to deliver a wide range of ecosystem services and protect biodiversity in both rural and urban settings.

As outlined in the Fingal Development Plan, the overarching benefit of the provision of a multi-functional green and blue network is the opportunity to contribute to urban sustainability and climate resilience while increasing access to nature and providing a good quality of life for people.

The objectives of this LAP seek to afford protection to the natural environment while balancing the need for development. Green and blue areas will form an integrated

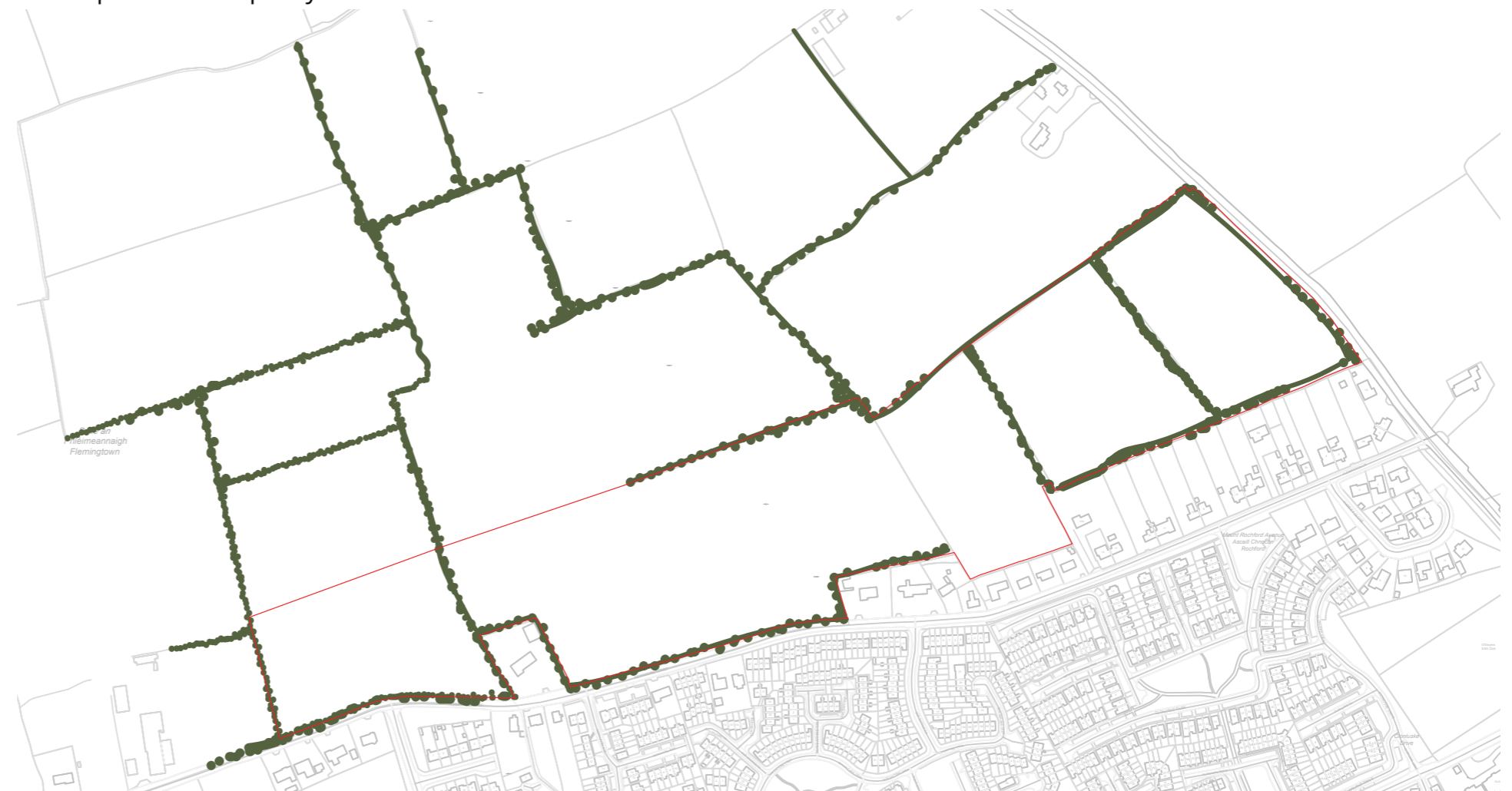


Figure 4.3: Hedgerow locations

## 4 Environment and Sustainability

### 4.5 Biodiversity

Biodiversity relates to the variety of all living things and the living systems they form part of. This includes all plant and animal species as well as their habitats, ecosystems and landscapes. The maintenance of healthy natural ecosystems provides rich environmental benefits including the purification of water and air, soil regeneration, food production and decomposition of wastes, for example. Biodiversity also assists in the creation of healthy urban environments which is significant for the context of the LAP lands.

At a strategic level, the Natura 2000 network affords protection to natural habitats through the designation of Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). Table 4.1 details the Natura 2000 sites in order of proximity to the Flemington LAP lands.

Natura 2000 Site	Site Category	Approx. Distance & Direction
North-West Irish Sea	SPA	c.1.2km to the East
River Nanny Estuary and Shore	SPA	c.3.6km to the North West
Skerries Islands	SPA	c.8.2km to the South East
Rockabill to Dalkey Islands	SAC	c.9.3km to the East
Boyne Coast and Estuary	SAC	c.9.6km to the North West
Rockabill	SPA	c.9.8km to the East

Table 4.1 LAP lands proximity to selected Natura 2000 Sites

The objectives of the Fingal Development Plan seek development proposals to result in a net biodiversity gain. Consideration for biodiversity in the future development of the LAP lands is important given its existing greenfield character

and location adjacent to the rural area.

The design of future proposals must incorporate nature-based solutions that can both protect and enhance biodiversity and, in turn, produce environmental benefits within the new urban environment. This can include sustainable urban drainage systems (SuDS), areas of urban greening, retaining mature trees and hedgerow where possible and new planting schemes. The identification and delivery of the appropriate green and blue infrastructure will also play a key role in the promotion of biodiversity on the LAP lands and in healthy placemaking.

Planning applications will be expected to clearly demonstrate how development proposals will enhance biodiversity while also minimising or avoiding impacts on natural habitats and be supported by the requisite ecological assessments. Proposals will also be required to comply with Objective DMSO138 of the Fingal Development Plan which seeks to ensure all development and infrastructure proposals include measures to protect and enhance biodiversity leading to an overall net biodiversity gain. Cognisance of the objectives and actions of the Fingal Biodiversity Action Plan 2023-2030 will be required for new proposals.

### 4.6 Archaeology & Built Heritage

In relation to archaeology and built heritage matters, the Development Plan and Historic Environment Viewer does not indicate the presence of any protected structures, monuments or heritage structures situated within the LAP lands. However, the locality within which the LAP lands are located has a rich variety of built heritage assets. Selected assets are summarised at Table 4.2 (source: National Inventory Architectural Heritage).

While no archaeological or built heritage matters are linked to the LAP lands, as referred to, the onus will be on planning applications to clearly demonstrate that no archaeological or built heritage impacts will arise as a result of future development proposals.



Figure 4.4: Bremore Castle, Balbriggan (Source: Bremore Castle Heritage Guide, FCC)

Heritage Asset	Summary Descriptor	Distance from LAP Lands
Bremore Castle	Manorial seat of the Barnewall family from 14th-Century. Comprises an L-shaped range of buildings. The castle suffered badly in the Confederate wars in 1641 but was later renovated.	500m to South East
Bremore Bridge	Single-arch railway bridge, c.1850 Rock faced granite voussoirs and pillars & parapet walls with plain metal railings. Depressed arch opening, with rock faced granite soffit.	700m to East
Bremore Graveyard	Disused graveyard SW of Bremore Castle which is reputed to be the early monastic site of 'Lann Beachaire' possibly founded by St. Molaga in the 7th-century.	750m to South East
St. Molaga's Church	Located in the disused graveyard south of Bremore Castle. Remains are of a late medieval church, which was the manorial chapel for Bremore.	750m to South East
Bremore Cottage	Detached eight-bay single-storey thatched house, c.1845. Reputed to be one of the longest thatched houses in Ireland.	500m to South East

Table 4.2: Summary of selected Built Heritage Assets in the LAP Lands locality

#### 4.7 Landscape

The Landscape Character Assessment (LCA) as set out within the Development Plan defines the LAP lands as being located within the 'Coastal' landscape character type. The landscape value of lands in the 'Coastal Type' is defined as being 'exceptional' with landscape sensitivity of same noted as being 'high'. Further, the Development Plan defines the LAP lands as being located in the Historic Landscape Character study area of 'Balbriggan' with a small portion of the lands situated at the western periphery being within the Highly Sensitive Landscape area of Balscadden.

Taking account of the LCA pertaining to the LAP lands, the Development Plan sets out, at Policy GINHP9, that green infrastructure provision responds to and reflects landscape character including historic landscape character, conserving, enhancing and augmenting the existing landscapes and townscapes of Fingal which contribute to a distinctive sense of place.

High quality landscape design is paramount in creating a sustainable and resilient environment. A key factor in the

treatment of the landscape will be the incorporation of green and blue infrastructure. Measures such as swales and rain gardens, for example, can achieve both aesthetic and ecological advantages including the protection and creation of biodiverse habitats and support for flora and fauna while also adding to the visual quality of new development proposals. The implementation of the sustainable elements, as mentioned, will encourage a connection between residents and their surroundings while also taking cognisance of the location of the LAP lands adjacent to the rural area.

#### 4.8 Sustainability

Sustainability has a positive influence over a range of areas concerning the future development of the LAP lands including such matters as, but not limited to, building design, placemaking, materiality, energy efficiency, construction techniques, modes of travel, climate resilience and hydrology. At a strategic level, delivering sustainable outcomes such as achieving compact growth within the overall spatial planning of the LAP lands and the creation of long term cohesive communities will also be key.

The aforementioned matters will require careful consideration for development proposals brought forward on the LAP lands. Aligning with the objectives of the Development Plan, the use of energy efficiency and conservation in the design and development of all new buildings will be promoted in accordance with relevant building regulations, national policy and guidance and the targets of Fingal's Climate Change Action Plan 2024-2029. Further, the Development Plan also advises that proposals will be expected to minimise energy use and emissions that contribute to climate change during the lifecycle of the development with an aspiration towards zero carbon, and ensure the reduction, re-use or recycling of resources and materials, including water, waste and aggregates.

## 4 Environment and Sustainability

### 4.9 Environment and Sustainability Objectives

No.	Objective
4.1	Development of the LAP lands will be undertaken in a sustainable manner so as to support the implementation of the Climate Action Plan 2024 and National Adaptation Framework 2024 so as to assist with the County's decarbonisation targets as set out within the Fingal County Council Climate Action Plan 2024-2029.
4.2	Planning applications for new proposals should, in terms of best practice, be accompanied by a Sustainability Statement (or similar) detailing the overall sustainability of the proposed scheme.
4.3	Development of each character area should seek to maximise its biodiversity value through the inclusion of an interconnected network of green and blue infrastructure that will maximise the biodiversity value of the LAP lands.
4.4	Development proposals within each character area shall be accompanied by botanical tree and hedgerow surveys and should seek to retain existing trees and hedgerows, including townland boundaries, in so far as possible in order to protect the biodiversity value of the LAP lands and its historical context.
4.5	Planting plans will accompany development proposals and provide detailed information regarding the retention, removal and new planting of hedgerow and trees and other vegetation as appropriate. Development proposals shall be also accompanied by bird surveys.
4.6	Development proposals shall be sensitively designed in order to account of the existing local landscape character of the LAP lands.
4.7	Planning applications shall clearly demonstrate that development proposals on the LAP lands will not result in any adverse impacts upon archaeology or the built heritage.
4.8	All new buildings shall be designed to be as energy efficient as possible and to be constructed from materials that have low to zero embodied energy and CO2 emissions.
4.9	Support and promote best practice in the use of renewable energy infrastructure and technologies in all new residential, commercial and community buildings.
4.10	New residential, commercial and community developments will be encouraged to explore the possibility of providing on-site energy production, where feasible, as part of development proposals.
4.11	The objectives and actions as contained within the Fingal Biodiversity Action Plan 2023-2030 shall be taken into consideration for all development proposals.
4.12	It is a general objective of this LAP to support the achievement of the key messages as contained within the State of the Environment report and any subsequent editions of the report.

# 5 Character Areas

## 5.1 Introduction

As referenced in Chapter 3 of this LAP, the identified development strategy for the LAP lands is focused on the creation of 4 no. character areas (refer to Figure 5.1). Together with the character areas, this chapter of the LAP also sets out guidance in relation to housing, urban design, placemaking and public realm, open space and recreation, and community uses. It should be noted that agricultural entrances for lands located to the north of the LAP lands will be facilitated.

## 5.2 Character Areas

Detailed information regarding each of the 4 no. character areas is provided as follows along with associated indicative character area layouts.

Specific objectives have been formulated as a means of guiding proposals to ensure the proper planning and sustainable development of each area and the LAP lands as a whole.

As referred to, indicative development layouts are provided for each character area. These layouts, as illustrated, are strategic in nature and it is not the intention of this LAP for such layouts to be of a prescribed nature. However, it is the intention of this LAP that any development proposal that comes forward should adhere to both the strategic and specific objectives as provided for within this Plan and associated policies and objectives contained within the Development Plan.

### Character Area 1

Character Area 1 (CA1) is located at the eastern end of the LAP lands and has frontage to the adjacent R132 route that provides onward access to Drogheda to the north and Balbriggan town centre to the south. The existence of mature vegetation to the eastern boundary obscures views of CA1 from the public road. Adjacent and south of CA1 is a long established ribbon of detached and semi-detached dwellings accessed via Flemington Lane and which are set on elongated plots. To the

east of CA1 and on the opposite side of the R132 route are the new grounds of O'Dwyers GAA Club incorporating new playing pitches and clubhouse building. The Club has relocated from its previous site on Hamlet Lane to the south of Flemington.

CA1 measures an area of c.4.38 ha (net). Residential development within this character area will comprise a mix of residential typologies and may include townhouse, duplexes and apartment typologies with unit sizes generally ranging from 1-4 bedrooms.

In terms of public open space, CA1 will provide c.0.35 ha along with c.1,000 sqm - c.1,100 sqm of commercial floorspace and c.700 sqm - c.800 sqm of community floorspace. An active travel hub adjacent to the R132 route is proposed alongside the community use. CA1 will provide the eastern point for accessing the active travel spine that will be accessible from the R132.



Figure 5.1: Character Areas

Key considerations for CA1 include, *inter alia*:

- Proposed frontage of new buildings that will address
- the existing R132 route, in particular the scale and height of
- proposed gateway buildings.
- Proposed internal streetscapes that will address the new
- link street running along the LAP northern boundary and new
- internal streets.
- Relationship of gateway buildings and dwellings.
- Ensuring new development does not impact upon the
- residential amenity of properties located on Flemington Lane to
- the south.
- Facilitating the eastern access point for the east-west
- active travel route through the LAP lands and connectivity with
- CA2.
- Accommodating a new active travel hub.
- Provision of new commercial and community floorspace.
- Retention of mature vegetation in so far as possible and appropriate replacement and augmentation to accommodate new proposals.
- Planting proposals situated on the eastern R132 Route
- boundary.
- Provision of quality public open space and playground.
- Incorporation of a SuDS garden.



Figure 5.2: Character Area 1

Character Area 1	
Gross Development Area	c.5.6 hectares
Net Development Area	c.4.38 hectares
DPH Range	c.37 dph - c.45 dph
Approximate Unit Nos	c.162 no. - c.197 no.
Infrastructure	c.0.35 hectares of public open space. c.0.55 hectares of active travel route. c.1,000 sqm - c.1,100 sqm of commercial floorspace. c.700 sqm - c.800 sqm of community floorspace. Eastern section of new link street. Plaza area. Playground. SuDS garden. Active travel hub. Ancillary car park.

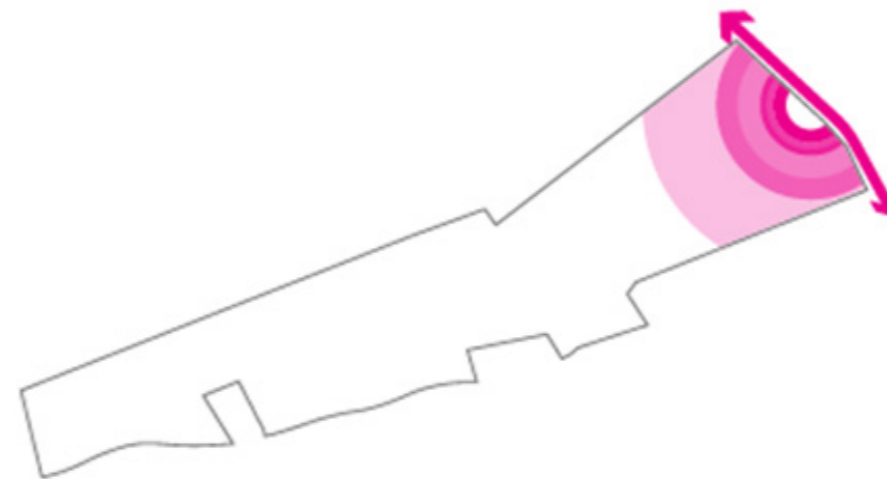


Figure 5.3: New Focal Point and Access onto the R132 Route

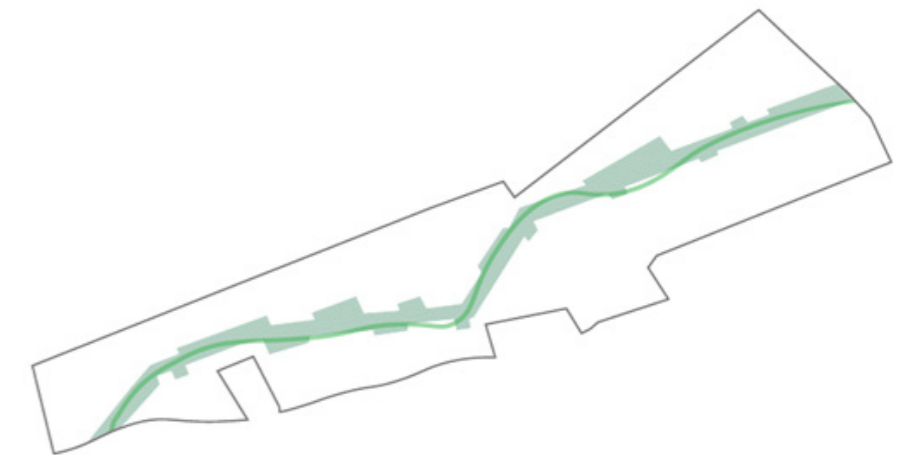


Figure 5.4: Active Travel Spine



# 5 Character Areas

## Character Area 2

Character Area 2 (CA2) is situated within the eastern portion of the LAP lands and west of CA1. The southern boundary of CA2 adjoins the aforementioned ribbon of dwellings on Flemington Lane. Access to this agricultural field is taken via an informal laneway off Flemington Lane. For clarity, this laneway is not included within the boundary of the LAP lands.

CA2 measures an area of c.2.26 ha (net). Residential development within this character area will comprise a mix of residential typologies such as townhouses and duplex units with unit sizes generally ranging from 2-4 bedrooms. Areas of public open space in CA2 measure c.0.34 ha.

Key considerations for CA2 include, *inter alia*:

- Proposed internal streetscapes that will address the
- proposed new link street running along the LAP northern boundary and new internal streets.
- Ensuring new development does not impact upon the residential amenity of properties located on Flemington Lane to
- the south.
- Facilitating Age Friendly Housing.
- Universal design and access considerations for Age Friendly Housing.
- Facilitating connectivity for the east-west active travel route between CA1 and CA3.
- Retention of mature vegetation in so far as possible and appropriate replacement and augmentation to accommodate new proposals.
- Provision of quality public open space including community gardens and teenager space.
- Incorporation of a SuDS garden.



Figure 5.5: Character Area 2

Character Area 2	
Gross Development Area	c.3.2 hectares
Net Development Area	c.2.26 hectares
DPH Range	c.32 dph - c.40 dph
Approximate Unit Nos	c.72 no. - c.90 no.
Infrastructure	c.0.34 hectares of public open space. c.0.37 hectares of active travel route. Section of new link street. Community Gardens. Teenager space. SuDS garden.

## Character Area 3

Character Area 3 (CA3) is located centrally within the LAP lands and has frontage to Flemington Lane and existing dwellings situated at Dún Saithe View. This character area is located west of CA2.

CA3 measures c.2.8 ha in area (net). Residential development in this character area will comprise a mix of typologies such as townhouse and duplex units ranging in size from 2-4 bedrooms. Community use floorspace (c.1,500 sqm – c.1,600 sqm) will be provided within CA3. Areas of public open space measure c.0.62 ha

Key considerations for CA3 include, *inter alia*:

- Proposed internal streetscapes that will address the
- proposed new link street running along the LAP northern boundary and internal streets
- Where new residential buildings are to be proposed in
- proximity to the southern boundary, such buildings should be of an appropriate scale and height so as to maintain and protect the residential amenity of properties located on Flemington Lane to the south.
- Provision of vehicular, pedestrian and cyclist accesses onto Flemington Lane.
- Provision of new community floorspace within a new local centre.
- Facilitating connectivity for the east-west active travel route between CA2 and CA4.
- Retention of mature vegetation in so far as possible and appropriate replacement and augmentation to accommodate new proposals.
- Provision of quality public open space including community park.
- Incorporation of a SuDS garden.



Figure 5.6: Character Area 3

Character Area 3	
Gross Development Area	c.4 hectares
Net Development Area	c.2.8 hectares
DPH Range	c.39 dph - c.50 dph
Approximate Unit Nos	c.109 no. - c.140 no.
Infrastructure	c.0.62 hectares of public open space. c.0.37 hectares of active travel route. c.1,500 sqm - c.1,600 sqm of community floorspace. Section of new link street. Community park. SuDS garden.

**Character Area 4**

Character Area (CA4) is situated within the western portion of the LAP lands and north of the established Dún Saithne and New Haven residential developments. This character area has direct frontage to Flemington Lane and measures c.3.27 ha in area (net).

CA4 will provide a mix of residential typologies such as townhouses, duplexes and apartment units, with unit sizes generally ranging from 1-4 bedrooms.

Key considerations for CA4 include, *inter alia*:

- Proposed frontage of new buildings that will address Flemington Lane and associated established residential development.
- Proposed internal streetscapes that will address the proposed new link street running along the LAP northern boundary and new internal streets.

- Provision of vehicular, pedestrian and cyclist accesses onto Flemington Lane.
- Ensuring new development does not impact upon the residential amenity of properties located on Flemington Lane to the south.
- Facilitating the western access point for the east-west active travel route through the LAP lands and connectivity with CA3.
- Accommodating a new active travel hub.
- Provision of new community floorspace.
- Retention of mature vegetation in so far as possible and appropriate replacement and augmentation to accommodate new proposals.
- Planting proposals situated on Flemington Lane.
- Provision of quality public open space including MUGA/ games recreational area.
- Incorporation of a SuDS garden.



Figure 5.7: Character Area 4

# 5 Character Areas

Character Area 4	
Gross Development Area	c.4.4 hectares
Net Development Area	c.3.27 hectares
DPH Range	c.37 dph- c.47 dph
Approximate Unit Nos	c.121 no. - c.154 dph
Infrastructure	c.0.47 hectares of public open space. c.0.36 hectares of active travel route. c.400 sqm - c.500 sqm of community floorspace. Section of new link street. MUGA. SuDS garden.

## 5.3 Housing

The LAP lands are designated within the Development Plan as ‘Residential Area’ (RA) which has the objective to provide for new residential communities subject to the provision of the necessary social and physical infrastructure.

Since the 1990s, there has been a significant quantum of residential development brought forward within the general locality of the LAP lands. The focus of this new residential development has been to the south (for e.g. Mount Rochford, Clonuske) and south west (for e.g. Dún Saithne, Newhaven, Flemington Park) along with the Cardy Rock development to the east.

Taking account of the associated zoning objective, the LAP lands have been identified as being appropriate lands to accommodate a large number of new homes that can help to alleviate housing pressure in Balbriggan.



Figure 5.8: Existing Housing – New Haven Avenue



Figure 5.9: Residential development, Hollywoodrath Road, Tyrellstown

One of the strategic objectives within this LAP is to provide homes for all so that a variety of local housing needs and requirements can be suitably accommodated. This approach will also assist with promoting balanced community development over the long term. It is important that good quality housing is available to everyone.

The Development Plan contains a number of key objectives in relation to housing which, in summary, seek to ensure that adequate and appropriate housing is available to meet the needs of people of all incomes and needs including marginalised groups, and the needs of older people and those with disabilities.

As per the character area information, a variety of residential typologies, tenures and sizes in accordance with national planning policy with units sizes ranging from 1-4 bedrooms. Each character areas will have a different mix of typologies and unit sizes that will provide housing options while helping to create communities. Further information regarding housing typologies is available at Appendix IV.

Having a diversity of typology and variety of unit size will assist with meeting a range of local housing requirements. Having regard to housing, it is envisaged the LAP lands will bring forward between c.465 no. - c.581 no. units. Having regard

to the location of these lands and the desire to optimise the development potential of same, residential densities across the site will range from 36 dph to 50 dph (net). This is in line with the policy and objective for suburban and urban extension locations of Key Towns and Large Towns as set out in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.

## 5.4 Urban Design

It is imperative that future development proposals on the LAP lands are characterised by good urban design and sustainability. These qualities can help with the creation of attractive urban environments where people will want to reside, spend time and socialise, helping to foster community spirit.

The design of new buildings must conform to the highest possible standards of energy efficiency and to minimise resource consumption, reduce waste, water and energy use in order to align with the overarching sustainability objectives of the Fingal Development Plan. The NZEB standard will apply to all new residential buildings.



Figure 5.10: Residential development, The Green, Hollywoodrath, Tyrellstown

The design process should bring forward buildings that are responsive to the local context. A key element within this process will be materiality and the appearance of new buildings within newly created streetscapes. The use of natural materials, such as stone and brick, possess an inherent durability and longevity, ensuring the architectural integrity of buildings is maintained over time. They also resonate with the surrounding context of Flemington. Beyond its functional benefits, brick embodies the principles of sustainability, aesthetics, and cultural heritage, thereby enriching the built environment.

The design process may also identify potential opportunities to bring forward landmark buildings within the character areas and this should be explored subject to compliance with the relevant planning policy and guidance.

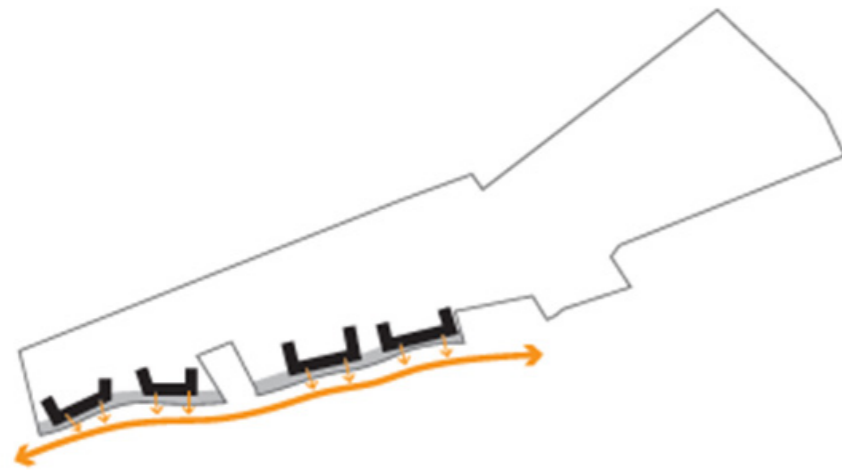


Figure 5.11: Proposed frontage onto Flemington Lane

The layout of new proposals within the character areas must also demonstrate alignment with the key principles of sustainable development. The design of proposed layouts should illustrate an efficient and effective use of land, and include elements such as, *inter alia*, green and blue infrastructure, options for active travel, retention of existing vegetation, new planting schemes, sustainable urban drainage systems, and measures to improve the health and well-being of future residents such as play/recreation areas and spaces for social interaction. The character areas outlined in Section

5.2 should guide the location and general layout for these proposals.

An assessment of local character and context will positively influence the layout design of the character areas. There will be a requirement to adequately demonstrate how the proposed layouts have responded to the context and characteristics of the site. This will be particularly important in respect of CA3 and CA4 where new development will have frontage onto Flemington Lane (refer to Figure 5.11). The design of new development must enhance the visual quality of the streetscape at this location.

In general, the design of new buildings and their spatial composition should be focused on bringing forward sustainable benefits for the LAP lands. Innovative design solutions for the development of each character area will be promoted subject to compliance with the relevant planning policy and guidance.

### 5.5 Placemaking and Public Realm

The undeveloped nature of the LAP lands provides a unique opportunity to create a new sustainable, inclusive and visually attractive urban environment in the Flemington locality.

A key factor in the creation of a new place is not only the new buildings that are constructed but equally their relationship with the spaces between buildings, i.e. the public realm. These are the spaces that people have access to such as streets, pathways, access routes, plazas, parks, gardens, play and recreation areas and informal green spaces, for example.

The variety of public spaces within the individual character areas will significantly contribute to their overall quality, identity and liveability for future residents. These new spaces must be safe, inclusive and accessible to those who will use them. They must also be properly managed and well maintained in order to remain useable and attractive over the long term.

A key consideration for the overall quality of the new public realm will be to ensure that new spaces are not simply viewed as a network of individual areas but rather they are designed to represent a shared environment throughout the LAP lands. This approach is supported by the proposed active travel spine that runs through the centre of the character areas ensuring each area is linked and is sustainably connected.

At a strategic level, the placemaking approach for the LAP lands is one that must conform with the principles of healthy placemaking as established within the Fingal Development Plan. This approach underpins the design and functionality of new communities.

### 5.6 Open Space and Recreation

The Flemington locality has a good network of existing open space and recreation areas that residents and visitors can enjoy. As the crow flies, the LAP lands are situated c.500 metres from Bremore Bay Beach to the east and c.1km from Tankardstown Bay Beach which provide primary amenity areas. The LAP lands are situated in proximity to the proposed location of Bremore Regional Park and the Fingal Coastal Way projects. When brought forward, these projects will provide a significantly valuable amenity resource for the Flemington locality and its population. The new grounds of the O'Dwyers GAA club are located opposite and east of proposed CA1. Upon completion, the club will provide a significant modern recreational community facility for the local area.

There is an existing network of open space areas, primarily soft landscaped areas, located within the established residential neighbourhoods in proximity to the LAP lands. As referred to, the new built form located within the character areas will be complemented and supported by a variety and hierarchy of open space and recreational areas including local equipped areas of play. These areas will, ideally, be multi-functional and be utilised by the future resident community and serve for the purposes of socialising, congregational space, formal and informal play, landscaping, movement, sustainable urban

## 5 Character Areas

drainage, for example. These areas will also make a positive contribution to the health and well-being of the future resident community.

The quality and variety of proposed open space and recreation areas will suitably add to the existing provision of same within the Flemington area. The hierarchy of open spaces and their associated characteristics will align the guidance as contained within Table 4.2 of the Fingal Development Plan. Delivery of active open space and play provision within the LAP lands should accord with the requirements of the Fingal Development Plan. Financial contributions levied through the development management process in relation to such amenities will be used to improve existing facilities in Bremore Regional Park which lies within 0.5 km of the lands.



Figure 5.12: MUGA/games recreational area & play facility, Hollywoodrath Road, Tyrellstown

### 5.7 Character Areas Objectives

No.	Objective
5.1	Facilitate the sustainable development of the LAP lands in collaboration with landowners and stakeholders.
5.2	Support new proposals that have due regard to the identified character areas in order to promote a co-ordinated development strategy across the entirety of the LAP lands.
5.3	Ensure proposals provide for an appropriate level of connectivity and sustainable linkage between the character areas in order to prevent piecemeal development.
5.4	Proposals within each character area must provide a variety of residential development that will be suitably complemented by shared open space areas, public realm and active travel routes.
5.5	Design of new proposals must take account of the requirement to facilitate the development of a central active travel spine through the entirety of the LAP lands commencing in CA4 at Flemington Lane (west) and terminating in CA1 on the R132 Route (east).
5.6	Provide good quality housing that can accommodate specific needs through the provision of a range of typologies and unit sizes and, in particular, the housing requirements of the elderly, marginalised groups and those with disabilities.
5.7	Promote and encourage a Universal Design approach for all new development within each character area in order to facilitate an inclusive and sustainable urban environment (as per Policy SPQHO6 of the Fingal Development Plan).
5.8	Design of new housing should take account of the occupier as they age and incorporate flexible and adaptable layouts.
5.9	Enhance the visual quality of the streetscape by requiring residential development to have frontage onto Flemington Lane so as to assist with fostering a sense of community engagement within a pedestrian-friendly streetscape.
5.10	Promote high standards of building facade design to ensure integration with the existing local context thereby enhancing visual character and sense of place.
5.11	Ensure that public open space and recreation areas are appropriately located so as to avail of passive surveillance so as to safeguard the welfare and safety of users.
5.12	The hierarchy of proposed open space areas within the character areas shall conform with Table 4.2 ('Public Open Space and Play Space Hierarchy and Accessibility Standards') of the Fingal Development Plan.
5.13	Planning applications for all medium to large scale proposals shall be accompanied by a Design Statement that clearly demonstrates compliance with Development Plan Standards and addresses the contextual and design issues that have been considered as part of the proposal.
5.14	Proposals for residential development within each character area will be required to accord with the density ranges as set out for Key Town/Large Town (Suburban/Urban Extension) within the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (or any update thereof).

# 6 Movement and Transport

## 6.1 Introduction

This chapter sets out the Movement and Transport considerations and objectives for the LAP lands. Aligned with the overall vision, the LAP seeks to deliver an exemplar sustainable development, providing future residents with a range of travel choices. This approach is aligned with key strategic proposals as set out in the National Transport Authority's (NTA) Greater Dublin Area Transport Strategy 2022-2042 and supports the delivery of the transport objectives of the Fingal Development Plan 2023-2029.

## 6.2 Existing Infrastructure

### 6.2.1 Road Network

The road network comprising Flemington Lane, Dún Saithne View and Bremore Cottages (boundary road) are each one segment of a continuous road that runs in an east-west direction and forming a part of the southern boundary of the LAP lands (refer to Figure 6.1). This boundary road connects with the R132 Route to the east and Flemington Road to the west.

Flemington Lane and Road are characterised as rural access roads. Flemington Lane has some public lighting for existing housing and is the western-most segment of the continuous boundary road to the south of the LAP lands. Bremore Cottages is the eastern-most segment of the boundary road. It is characterised as a typical suburban style road, with a dashed white centre-line and double-yellow lines located at some points along the route. Public lighting is provided, and footpaths can be found on either side of the road.

The R132 Route is situated east of the boundary road, forming a partial eastern boundary of the LAP lands. Access is provided via a priority junction connecting to Bremore Cottages.

The R132 Route is a regional distributor road and forms the spine of Balbriggan Town Centre. This road is used by several

bus routes and is an alternative route to the M1 Motorway. The R132 Route travels from Dundalk in the north to Dublin City in the south. Access to the M1 Motorway is provided at Junction 6, which is located c.2 km south of the intersection with Flemington Road and c.2.8 km of the intersection with the R132. The M1 Motorway provides key road access to Dublin City and Belfast, as well as several other large settlements located along Dublin – Belfast Economic Corridor.



Figure 6.1: Flemington Lane Public Road

### 6.2.2 Active Travel Routes

There is currently no cycle infrastructure located along the Flemington Lane, Dún Saithne View, Bremore Cottages route.

A two-way segregated cycle track exists along the eastern side of the R132 Route immediately south of the LAP lands (refer to Figure 6.2). This cycle track is narrow and lacks in continuity.

The footpaths along Flemington Lane, Dún Saithne View, Bremore Cottages are sporadically laid out and various parts of the road have differing levels of infrastructure provision. The typical width of the paths along the Dún Saithne View and

Bremore Cottages portion are c. 1-2 metres (refer to Figure 6.3).

Pinch points cut into the available space on these footpaths including overgrown hedgerows, lamp posts, and worn pavement. These combine to detract from the pedestrian experience. Along Flemington Lane there are no footpaths present. Pedestrians and locals must walk on the road pavement, sharing with cars. The speed limit on this road is 50 km. A footpath is provided to the northbound bus stop on the R132, however the waiting area space and facilities are poor, and cross facilities are absent (refer to Figure 6.4). Contained within the GDA Transport Strategy 2022-2042 are several proposals that are related to the Flemington LAP lands. These include:

- BNC2 Primary Cycle Route - R132 (between Flemington Lane/Bremore and Lambeecher/Breacan Close).
- BCN10 Secondary Cycle Route - Flemington Lane/ Bremore Cottages.
- Objective RS4 – Junction Improvements.
- There is no footpath provision to the north of the junction with the boundary road. The construction of the new GAA grounds for O'Dwyers GAA Club in this area means that pedestrians attempting to walk here via active modes have to share the road with high speed traffic.



Figure 6.2: Cycle tracks along R132 Route



Figure 6.3: Narrow footpath width on Bremore Cottages

### 6.3 Public Transport

#### 6.3.1 Railway Service

Rail services can be accessed via Balbriggan train station which is located c.1.6km south east of the LAP lands. Travel times from the LAP lands to Balbriggan town centre and train station by active modes are c.20-30min walking, c.6 mins driving, c.9min cycling and c.16 mins by public transport (refer to Figure 6.5 illustrating walking distances from the LAP lands).

Balbriggan is serviced via rail by the Dublin and Dundalk commuter services operated by Irish Rail (Iarnród Éireann). The frequencies of the north-south service on morning peak hour (7-8am) are five trains and three trains in the afternoon (4-5pm). Meanwhile, the south-north services are two trains in the morning and three trains in the afternoon. Service frequencies outside of peak hours can be sparse, with one train per hour per direction at off-peak times and on weekends.

The Dublin – Belfast ‘Enterprise’ service does not stop at the town, meaning train travel to Belfast requires a connection at either Dundalk or Drogheda train stations.

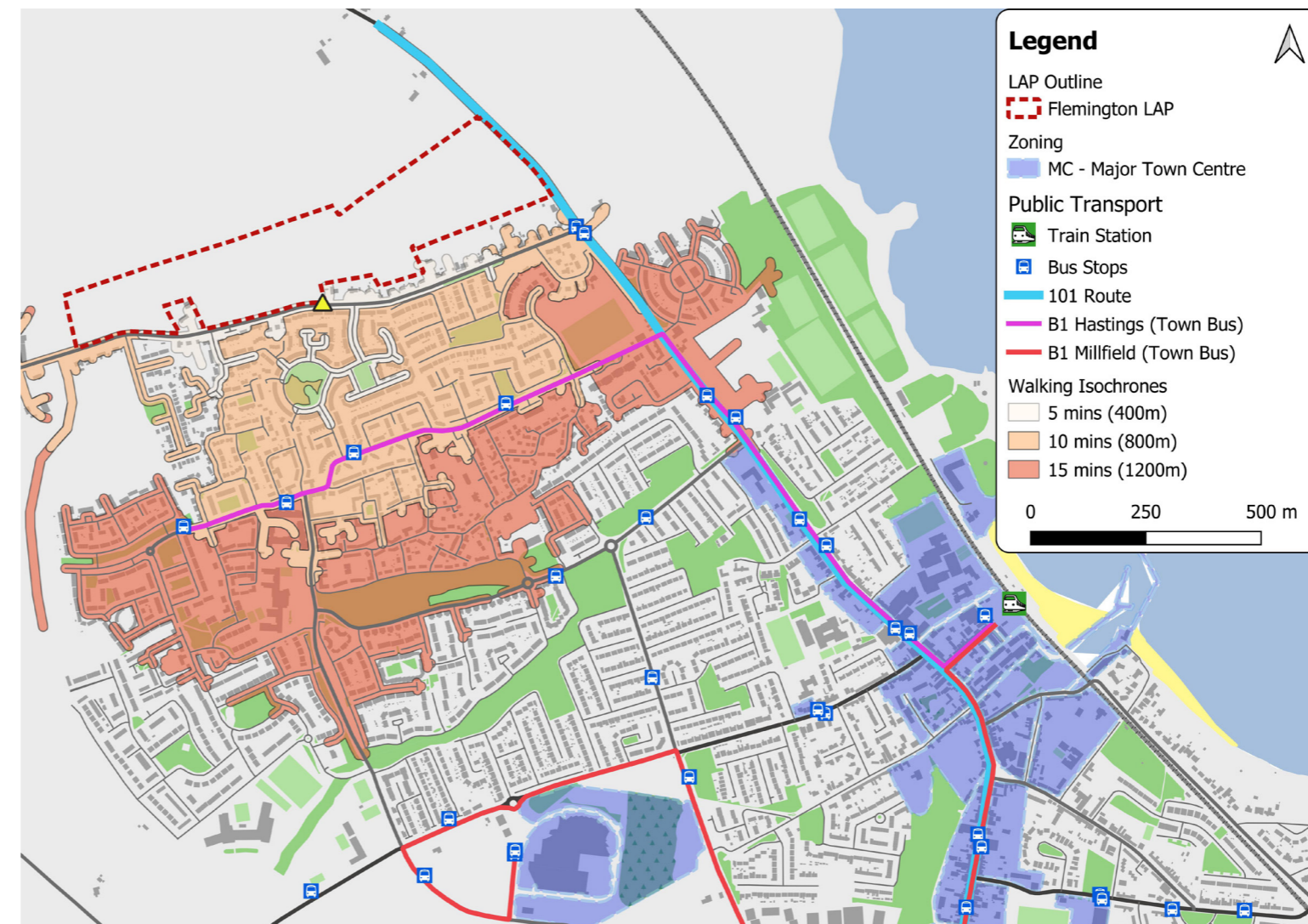


Figure 6.5: Walking Isochrones Map



Figure 6.4: Footpath on R132 Route finishes just north of Bremore Cottages junction



## 6 Movement and Transport

### 6.3.2 Bus Éireann

Bus Éireann operate numerous routes in Balbriggan. The services operated are as follows:

- Service 101 from Busáras, Dublin City Centre to Drogheda Bus Station. It is a 24hr operating route, with services every hour at night-time and every 30 minutes during the day from Monday-Friday with higher frequencies at peak hours.
- Service 101x from Wilton Terrace, Dublin City to Termonabbey (Aston Village), Drogheda via Balbriggan Town Centre. Operating as an express commuter service, and complementing the standard 101 service at peak times in the morning and evenings, Monday-Friday with 25-30 minute frequencies from 06:00 to 08:00 and 16:00 to 18:00. As part of the assessment of local conditions, it was identified that two informal bus stops are located beside the Bremore Cottage junction as indicated as Figure 6.6. However, these bus stops do not benefit from bus stop facilities.



Figure 6.6: Northbound Bus Stop

### 6.3.3 Dublin Bus

Dublin bus operates the 33, 33x and 33n services within Balbriggan. These routes provide access to Dublin City via local destinations such as Swords, Skerries Lusk, Rush, as well as more rural locations south of Balbriggan town.

The bus stops in closest proximity to the LAP lands are those situated at the Old Market Green and Balbriggan Church which are located c.2km south east and c.300m south of the town centre respectively.

### 6.3.4 Local Town Bus

The B1 local town bus operates at frequencies of around two buses per direction, per hour. The local bus has spurs off its main routes to service less densely populated areas of the town. The service provides residents with a means of travelling to the town centre, train station and Millfield Shopping Centre by public transport. The B1 bus stops are found in the 'Brega' estate, located c. 340m south of the site. Access to the B1 bus stops south of the site is achieved by travelling south from Flemington Lane towards Hamlet Lane, using the local access roads of the housing estates. This provides access to bus stops on Hamlet Lane, and thus access to Balbriggan town centre and train station.

### 6.3.5 TFI Local Link

The TFI Local Link provides community-based transport services within Fingal and Balbriggan helping to promote social inclusion. Balbriggan is served by 2 no. local link routes Nos. 192 and 195. These routes provide a number of stops in the town (including the train station, Chapel Street and Millfield Shopping Centre) while providing a wider link to the settlements of Ashbourne and Swords.

### 6.3.6 NTA – Public Transport

As part of Connecting Ireland, which is a major public transport initiative developed by NTA, the two informal bus stops beside the Bremore Cottage junction will be upgraded by the provision of bus poles.

### 6.3.7 Dart + Coastal North

Dart + North is the plan to expand DART services north of Malahide and onwards to Drogheda. This will bring electrified/ battery-powered trains to Balbriggan and more frequent services to Dublin City Centre, and Drogheda. The Railway Order application for Dart + North has recently been lodged with An Bord Pleanála for their consideration.

### 6.3.8 Bus Connects

As part of Bus Connects Dublin project, the current 33/33n routes serving Balbriggan are set to be replaced with the L85, following the same route as these routes but with a more consistent 30 min frequency throughout most of the day.

## **6.4 Road/Street Network**

### 6.4.1 Balbriggan Ring-Road

The Balbriggan Ring-Road is a transport scheme proposed in the Fingal Development Plan 2023-2029. The proposed alignment of the road starts from the R122 roundabout northwards to Flemington Lane, then eastwards along Flemington Lane for c.50m, and north of the LAP lands to the R132 Route.

It is intended for the new link street to be provided within the LAP lands with active frontage, landscaping and the provision of pedestrian and cyclist infrastructure. To avoid traffic increasing along Flemington Lane, the staggered junction should be designed to give priority to drivers along the Ring Road, thus indicating that Flemington Lane should be for local access only.

6.4.2 Street Hierarchy

The internal street network serving future development proposals within the character areas will be designed in accordance with the Design Manual for Urban Roads and Streets (2019) (DMURS).

DMURS sets out guidance regarding the design of roads and streets in urban areas and that same should prioritise the needs of sustainable travel and reduce the dominance of the private car. The guidance also supports a network-based approach to designing streets.

DMURS is complemented by the Cycle Design Manual (NTA, 2023). The street classification system as per DMURS is defined as follows:

- Arterial Streets – Distributor Roads.
- Link Streets – Collector Routes.
- Local Streets – Access Routes.

For the LAP lands, the proposed routes (refer to Figure 6.8) are predominately Local Streets. The proposed Link Street will be the main access point to the LAP lands from the R132 Route to the east and the main access point from Flemington Lane to the west.

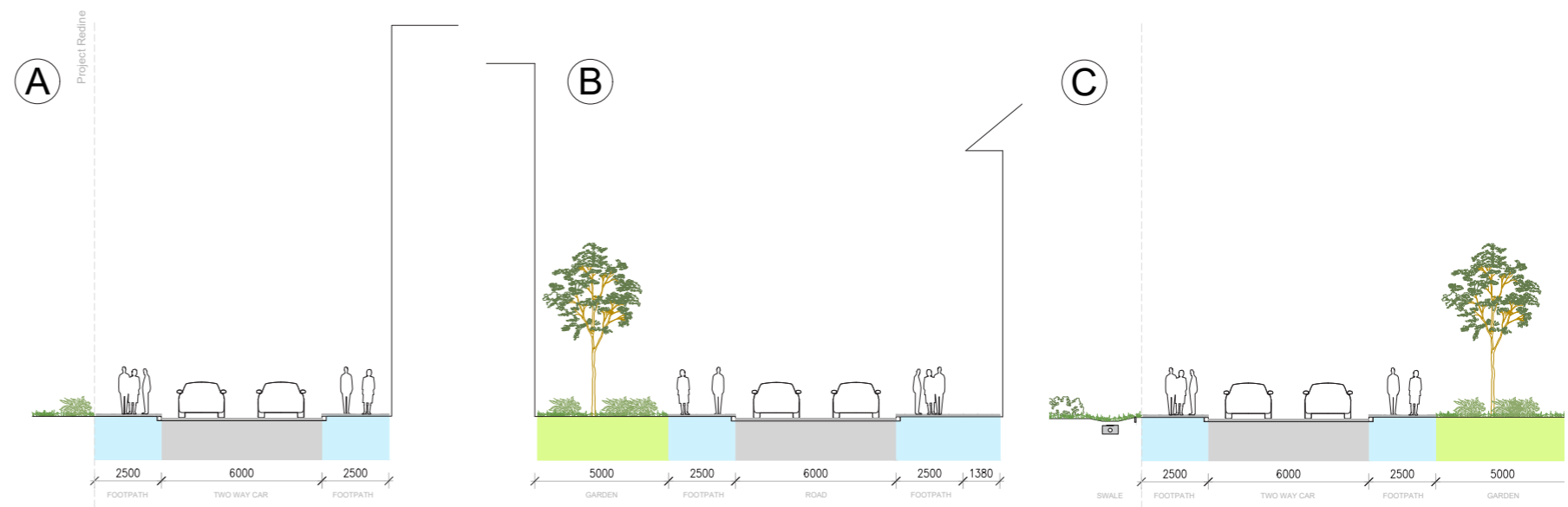


Figure 6.7: Link Street cross section details (indicative)



Figure 6.8: LAP Street Hierarchy

## 6 Movement and Transport

### 6.5 Walking and Cycling Network

The LAP seeks to provide an integrated network of continuous and safe pedestrian/cyclist routes, connecting the LAP lands to the wider community.

#### 6.5.1 External Walking and Cycling Links

Fingal County Council is developing two active travel schemes along the R132 Route – the first will run from Bremore Castle to Delvin Bridge and the second from Dublin Road roundabout to Bremore Castle. This will create a continuous cycle route along the spine of Balbriggan and will provide sustainable access from the site to the town centre.

The Greater Dublin Area (GDA) Cycle Network Plan, consisting of the Urban Network, Inter-Urban Network and Green Route Network, was adopted as part of the GDA Transport Strategy 2022-2042.

The cycle network plan for the Balbriggan/Skerries area is at Figure 6.9. A Secondary Route is proposed along the Flemington Lane, Dún Saithne View, Bremore Cottages route and along the R132 Route connecting to the town centre.

Fingal County Council is currently preparing an active travel strategy for Balbriggan in accordance with the overall requirements of Objective CMO4 of the Development Plan. The strategy will promote and enable a shift to sustainable modes of transport in Balbriggan. Emphasis is placed on creating a high-quality and sustainable public realm and transport network that supports the town economically, socially, as well as protecting the environment through a shift away from reliance on private internal combustion engine vehicles.

In order to facilitate connectivity and alignment between existing and proposed active travel infrastructure adjacent to the R132 Route and the LAP lands, the provisions of Section 48 including Section 48(2)(c) of the Planning and Development Act, 2000 (as amended) to generate financial contributions towards

the capital costs of upgrading existing pedestrian and cycle infrastructure, will be implemented. It should be noted that contributions will be sought from all landowners/developers in this regard.

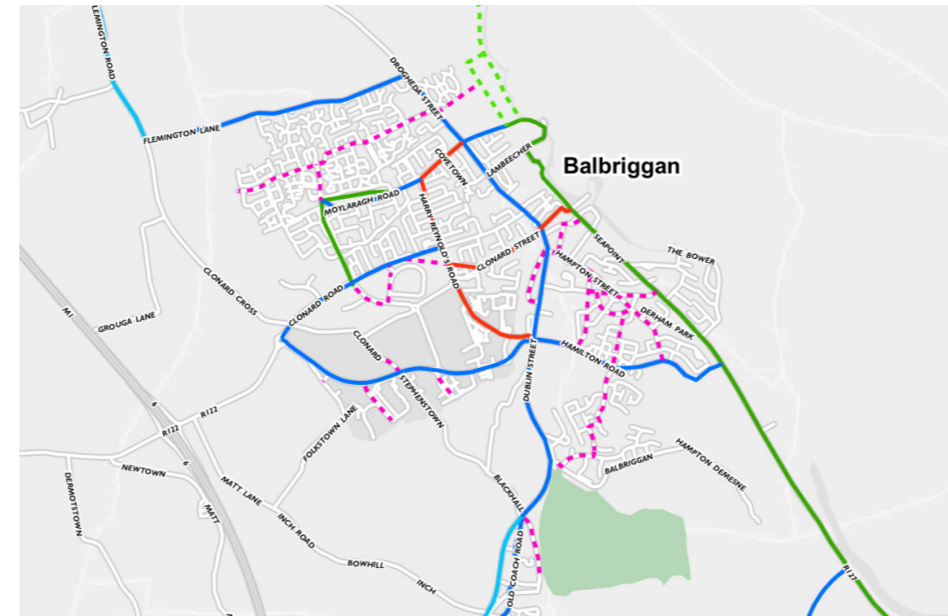


Figure 6.9: Balbriggan Cycling Network Plan

#### 6.5.2 LAP Internal Walking and Cycling Links

The internal linkages of the LAP lands have been designed to maximise permeability for pedestrians and cyclists. Pedestrian and cyclist facilities are provided along the street network and a central active travel spine that will connect the LAP lands from west to east (refer to Figure 6.10). In addition, filtered permeability for cyclists and pedestrians will be provided between the different character areas.

The proposed active travel spine should be complemented by a crossing facility on the R132, thereby creating a link with the Bremore Regional Park Development Project, facilitating safe access to sports facilities, central open spaces, recreational areas, and ancillary infrastructure. This connection will also enable access to the future Fingal Coastal Way.

Fingal County Council will work cooperatively with neighbouring authorities in order to successfully deliver active travel

infrastructure and to increase pedestrian and cycle connectivity both within the locality of the LAP lands and the wider area.

### 6.6 Parking Strategy

#### 6.6.1 Bicycle Parking

Residential bicycle parking will be provided based on the ratio as outlined in the Fingal Development Plan in order to encourage more trips via active modes. The Fingal Development Plan indicates that minimum bicycle standards for residential is 1 per bedroom for long-stay.

Similar to the Fingal Development Plan, the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) sets guidance to provide a minimum standard of 1 cycle storage space per bedroom within a development. The Fingal Development Plan also indicates the minimum bike parking required for community centres, being 1 per 5 staff and Retail 1 per 100 m<sup>2</sup>.

Visitor cycle parking should also be provided on the different character areas, with parking stands near main destinations, like the community and retail areas.

Bicycle parking shall be secure and sheltered and options to facilitate parking spaces for cargo bikes within the character areas should be provided. Bicycle parking for all uses shall be provided for as per Table 14.17 of the Fingal Development Plan.

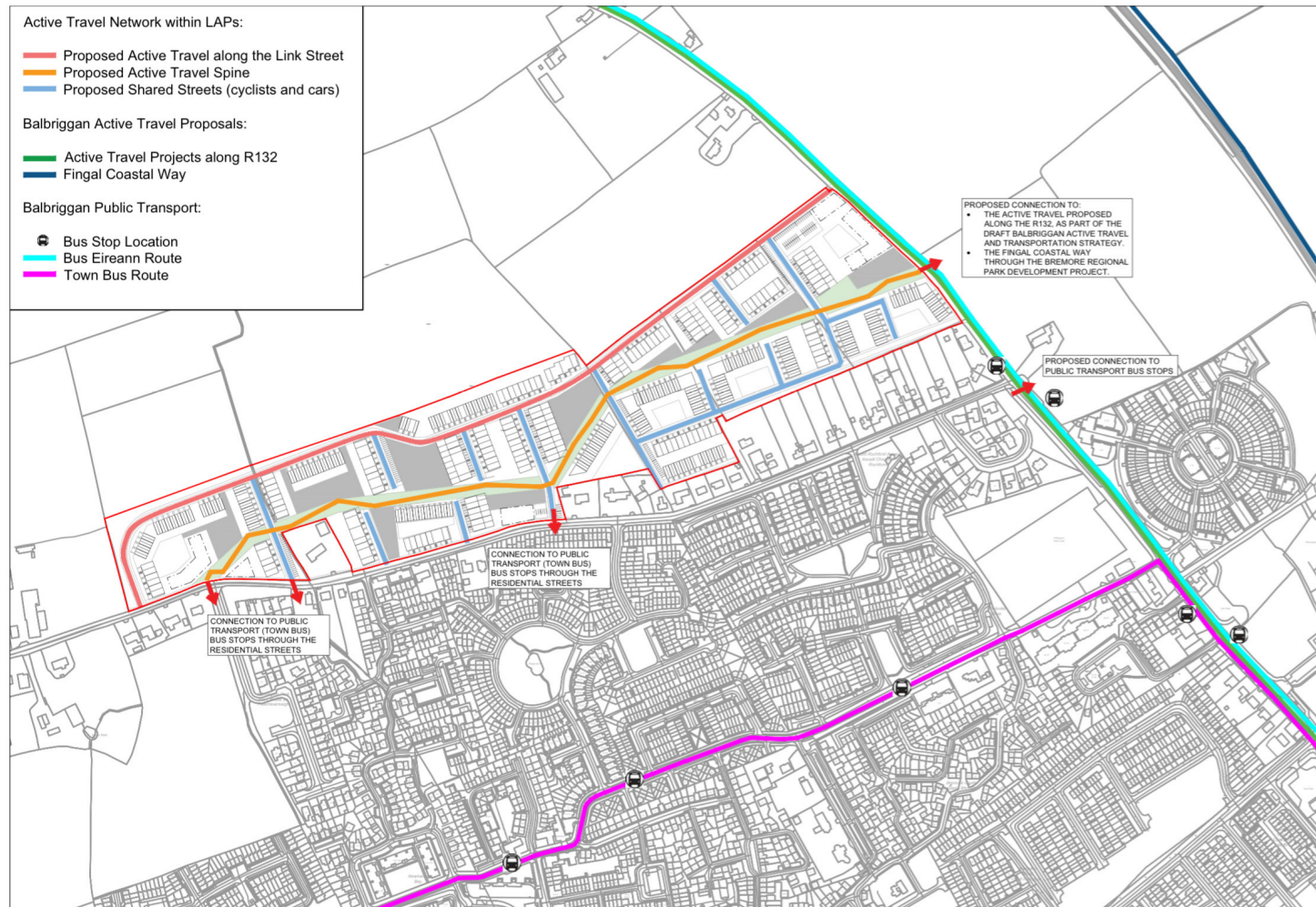


Figure 6.10: Options for Active Travel Linkages onto Flemington Land and the R132 Route

6.6.2 Residents' Car Parking

The LAP lands offers the opportunity to deliver a sustainable development providing future residents with a range of mobility choices and a reduced dependence on private car travel.

The Fingal Development Plan sets out the residential parking standards for cars and bicycles for new developments. The LAP lands are situated within c.1.6km of Balbriggan train station (that will avail of future DART services). Providing reduced car parking will have benefits in terms of minimising car use, increasing the physical activity of future residents, safeguarding

the environment, improving air quality and road safety outcomes and maximising the use of available space.

6.6.3 Public Car Parks

Public car parking shall be provided within local Active Travel Hubs and through the allocation of strategic on-street parking.

6.7 Active Travel Hubs

The implementation of Active Travel Hubs into a number of character areas will embody a forward thinking approach to sustainability and transportation management.

The Climate Action Plan 2024 (CAP24) includes several actions to expand the availability of shared mobility options at a

national level. Active Travel Hubs are strategically placed at locations that integrate various forms of transportation, such as bicycle/car sharing, bus stops, electric vehicle (EV) charging points, car-sharing services, car drop-off bays, pedestrian-friendly amenities (such as benches, waiting areas) and other services like café or newsagents. This creates a seamless and efficient network for residents, visitors, and local businesses.

This concept is particularly relevant for newly planned communities like Flemington where the need for sustainable and accessible transportation options is increasingly important.

6.7.1 Integration into the Local Area Plan

Active Travel Hubs will be incorporated at key locations that are accessible and convenient for the majority of the local population. These hubs should be situated near housing, community and commercial buildings, and other points of interest. Two potential locations for Active Travel Hubs have been identified in CA1 near the R132 Route, existing bus stop and proposed residential and community areas. The second, in CA4, is located at the western access point to the central active travel spine.

6.7.2 Implementation Considerations

To ensure the success of Active Travel Hubs, several key considerations must be addressed:

- **Stakeholder Engagement:** Engaging with residents, businesses, and transportation providers is crucial to understanding their needs and ensuring that the Active Travel Hubs serve the community effectively.
- **Design and Aesthetics:** The design of Active Travel Hubs should be user-friendly and aesthetically pleasing, with clear signage, sheltered waiting areas, and secure facilities for bikes and other personal mobility devices.
- **Technology Integration:** Incorporating technology such as mobile apps and digital displays can provide users with real-time information on transportation schedules, availability of services, and route planning.

- **Safety and Security:** Ensuring the safety and security of active travel hub users is paramount. This includes adequate lighting, surveillance systems, and emergency services access.
- **Sustainability:** Hubs should prioritise sustainable materials and practices in their construction and operation, aligning with broader environmental goals.
- **Maintenance and Management:** Ongoing maintenance and management of Active Travel Hubs are essential to keep them functional, clean, and user-friendly.

### [6.7.3 Benefits for Residents](#)

For residents, Active Travel Hubs offer a range of benefits that can significantly enhance their quality of life. By providing a centralised location for various transportation options, residents can enjoy greater flexibility and convenience in their daily commutes. This can lead to reduced reliance on private vehicles which in turn can decrease traffic congestion and improve air quality in the area. This will be a key climate mitigating action within the new Flemington neighbourhood.

Moreover, Active Travel Hubs encourage the use of sustainable transportation modes such as cycling, walking, and public transit, contributing to a healthier lifestyle for the community. The availability of EV charging stations and car-sharing services at these hubs also facilitates the transition to low-emission vehicles, further promoting environmental sustainability.

### [6.7.4 Benefits for Visitors](#)

Visitors will find Active Travel Hubs to be a useful resource for navigating the area. With clear signage and real-time information on transportation options, visitors can easily plan their journeys and explore the locality without the need for a personal vehicle. This ease of access can enhance the overall visitor experience, making Flemington a more attractive destination for visitors.

6.8 Movement & Transport Objectives

No.	Objective
6.1	Ensure delivery of the appropriate infrastructure in line with the proposed hierarchy of streets and in accordance with the Design Manual for Urban Roads and Streets and the Cycle Design Manual to function as urban streets and to accommodate multi-modal movements, create a sense of place and contribute to the public realm.
6.2	Deliver the link street and necessary works for residential development as provided for within the Fingal Development Plan and in accordance with the Phasing Strategy set out in Chapter 9 of this Plan.
6.3	Provide safe walking and cycling links within the character areas in order to support a comprehensive sustainable movement network with appropriate directional signage including cyclist priority crossings and cycling parking.
6.4	Provide two new Active Travel Hubs, one at the northern gateway in CA1 along the R132 Route and a second hub on Flemington Lane in CA4.
6.5	Ensure that engagement with residents, businesses, and transportation providers is undertaken in understanding their needs and ensuring that the Active Travel Hubs serve the community effectively.
6.6	Facilitate a central active travel spine commencing in CA4 at Flemington Lane (west) and terminating in CA1 on the R132 Route (east) in order to promote sustainable movement for future residents.
6.7	Promote increased active travel linkages from the character areas onto Flemington Lane in order to facilitate increased permeability and sustainable travel patterns
6.8	Examine the feasibility of providing a new signalised pedestrian/cyclist crossing on the R132 Route so as to provide increased and safe connectivity with the LAP lands.
6.9	Promote the provision of reduced parking standards for residential and commercial land uses.
6.10	Minimise the requirement for surface car parking through innovative design and the implementation of a Mobility Management Plan for all residential developments.
6.11	Engage with transport providers regarding improvements in public transport accessibility within the LAP area, in order to develop an integrated, inclusive, and accessible network that supports all residents, including those with mobility challenges, to reach essential services, employment, and recreational destinations.

# 7 Sustainable Water Management

## 7.1 Introduction

Water is a valuable natural asset. It is imperative that best practice is achieved in the conservation and sustainable management of water as part of the development of the LAP lands. The Development Plan supports this approach and promotes the sustainable use of water and water conservation and demand management measures in new and existing developments within the County, to promote water conservation by all users.

## 7.2 Existing Water Infrastructure

Uisce Éireann (UÉ) has responsibility for the provision of water and wastewater infrastructure in Fingal. The existing surface water drainage network from Balbriggan extends to Flemington Lane. The largest trunk in the vicinity of the LAP lands is a 900mm diameter concrete pipe located to the north of Cardy Rock residential development and outfalling to the Irish Sea via a culvert situated at Bells Lane.

Similar to the surface water drainage network, there is no existing foul sewer network on the LAP lands. The foul sewer network from Balbriggan extends as far as Flemington Lane with a 255mm diameter sewer running from Flemington Lane. It is noted there are a number of watercourses in the wider Flemington area and these are illustrated at Figure 7.1.

Regarding future proposals, there will be a requirement to separate surface water networks from foul networks, avoiding combined sewers insofar as possible. Given the proximity of the LAP lands to the Irish Sea coastline to the east, and taking account of the fact that the area comprises greenfield lands, there will be no requirement for a combined sewer to be utilised.

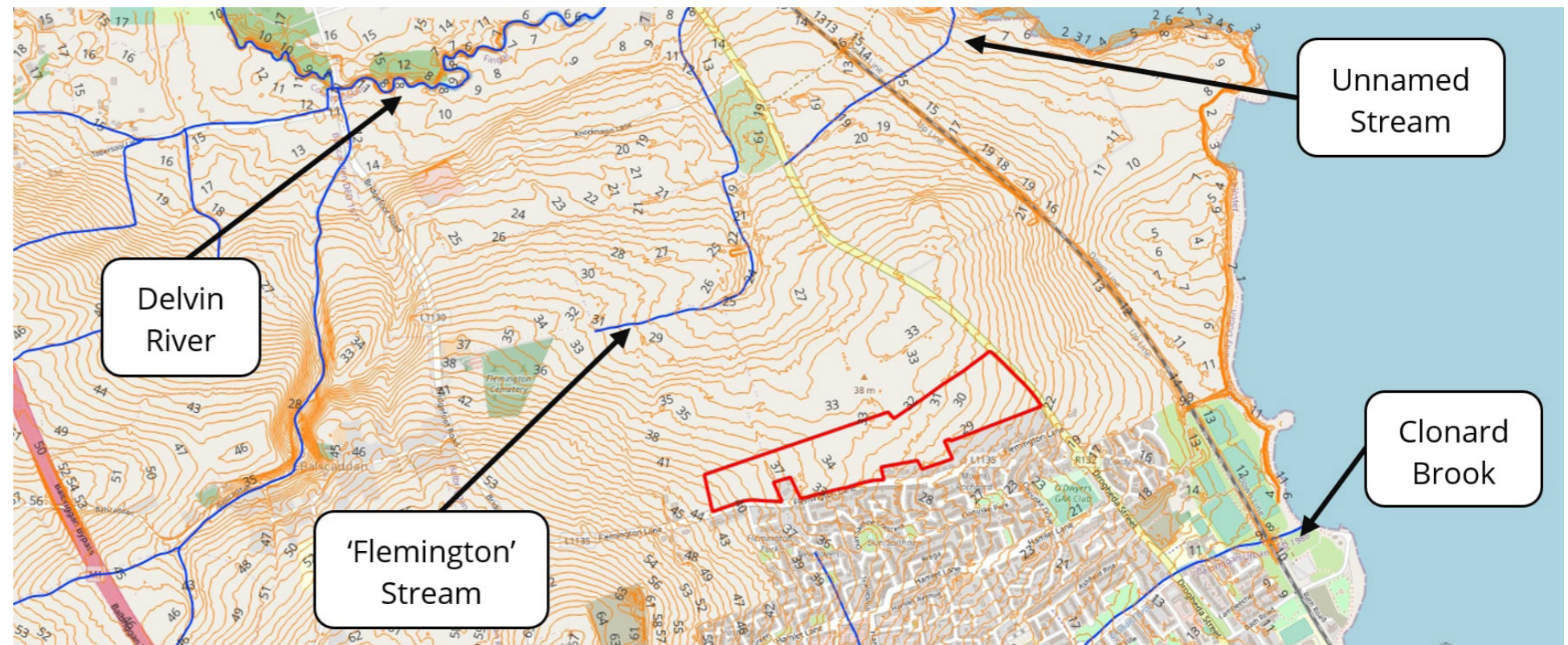


Figure 7.1: Watercourses in the Flemington Area and Surrounds (Source: EPA Maps)

## 7.3 Water Supply

Flemington Reservoir is located to the south west of the site. The main trunk main from the reservoir, a 400mm diameter ductile iron pipe, terminates at Flemington Lane with a 101.6mm diameter uPVC pipe along the length of the public road. It is proposed that the water mains for the LAP lands could possibly be connected to the mains where Dún Saithne Road adjoins Dún Saithne View, subject to engagement and agreement with Uisce Éireann and connection applications. As with the foul sewer network, calculations regarding capacity and supply requirements can be undertaken once further information regarding the nature and extent of development is known.

## 7.4 Foul Water Drainage

Having regard to foul water, it is most likely that the LAP lands will connect to the existing sewer network and go forward to Quay Street Pumping Station and then pumped forward to Barnageeragh Wastewater treatment Plant in Skerries.

Further assessment relating to the capacity of the existing network and the impact of the development of the lands on the network will need to be undertaken as development proposals come forward over time.

### 7.5 Surface Water Drainage

The future development of the LAP lands presents the opportunity to create a comprehensive sustainable urban drainage system (SuDS) for the area. In this case, the use of SuDS measures will be expected to greatly reduce the volume of surface water entering the surface water drainage network. Specific SuDS measures for new development proposals include, but are not limited to:

- Swales, ponds and wetlands – for use in the larger green areas of the site.
- Tree pits – suitable for open green areas, or smaller green areas.
- Permeable paving – recommended in areas that may typically be hardstanding such as footpaths, residential parking etc.
- Green and blue roofs – suited to buildings which typically have a flat roof design such as commercial or community buildings, however residential buildings may be suitable also.

The site is approximately 1km in length from east to west, so 3 – 5 swales or attenuation ponds can be located at natural low points within a number of the character areas. No significant topographical features are evident, so there is an opportunity to locate the SuDS measures in locations that are appropriate to density and type of buildings and roads.

Given the area of the LAP lands and the volume of surface water likely to be generated from the site, as proposals come forward, the feasibility of connecting into the network located to the north of Cardy Rock will need to be investigated. This process should be subject to consultation and agreement with the Local Authority following connection applications once the nature and extent of development is known.

Appendix 11 of the Development Plan provides Green and Blue Infrastructure guidance for development, particularly in the delivery of surface water drainage infrastructure

in collaboration with the provision of open space for new developments. Any new development proposals shall have regard to same.



Figure 7.2: Sustainable drainage swale at The Green residential development, Oldtown, Swords



# 7 Sustainable Water Management

## 7.6 Flood Risk Management

There is a low risk of flooding in the Flemington area. The SFRA advises that while the LAP area is affected by pluvial flooding, no fluvial or coastal flood risk has been identified. In accordance with the OPW Guidelines and the SFRA, the LAP lands are located wholly within Flood Zone C.

It should be noted that, as the current land use is agricultural, there is a possibility that minor flood events have occurred within the LAP lands but have not been reported. This may include ponding of water in localised low points of the site following heavy rainfall. However, the residual impact of surface water to future development and off-site receptors shall be mitigated through an effective surface water drainage network and surface water management.

## 7.7 Water Infrastructure Challenges and Opportunities

Key infrastructure challenges and opportunities include, *inter alia*:

### Challenges

- No flood risk areas or flood events for the site have been identified. However, localised flooding may be a risk at low points of the LAP lands, which were not previously reported due to the land currently being in agricultural use.
- There is no existing surface water drainage, foul drainage or water mains connections or networks for the LAP lands.
- The Sustainable Drainage Strategy (SDS) outlines that infiltration is likely to be feasible at the site (subject to standard infiltration / percolation testing as part of detailed design) which would be preferred to other forms of discharge from the site in line with the SuDS discharge hierarchy. In the event that infiltration is shown not to be entirely feasible, in the absence of open channel watercourses, any discharge would be to the surface water sewer network. In such event, the capacity of the existing surface water drainage network must be assessed

regarding the expected demand of the development. In the event of insufficient capacity and / or absence of available connection point, new connections / sections of sewer may be required. It is noted that in line with requirements of the SDS and Fingal CDP, flow from the site will be required to be limited to greenfield (i.e. pre-development) runoff rate and achieve sufficient pollutant removal in line with SDS and CIRIA SuDS Manual to ensure no increase in flood risk and enhancement of water quality both on- and off-site.

- Further calculations regarding capacity and supply requirements for surface water drainage, foul drainage or water mains cannot be completed until specific details of development proposals are known. All connections are subject to application and approval.

### Opportunities

- The LAP lands are situated within Flood Zone C and as such, appropriate for development of any vulnerability classification.
- As the LAP lands comprise a greenfield site, there is an opportunity to design a comprehensive SuDS scheme, reducing the required capacity of the surface water drainage network.
- Ongoing upgrades to the foul sewage network and treatment in the Balbriggan/Skerries areas are expected to have capacity to accommodate the development of the LAP lands.
- Subject to connection application and approval, it is expected that the development may connect to mains at Flemington Lane, served by Flemington Reservoir.

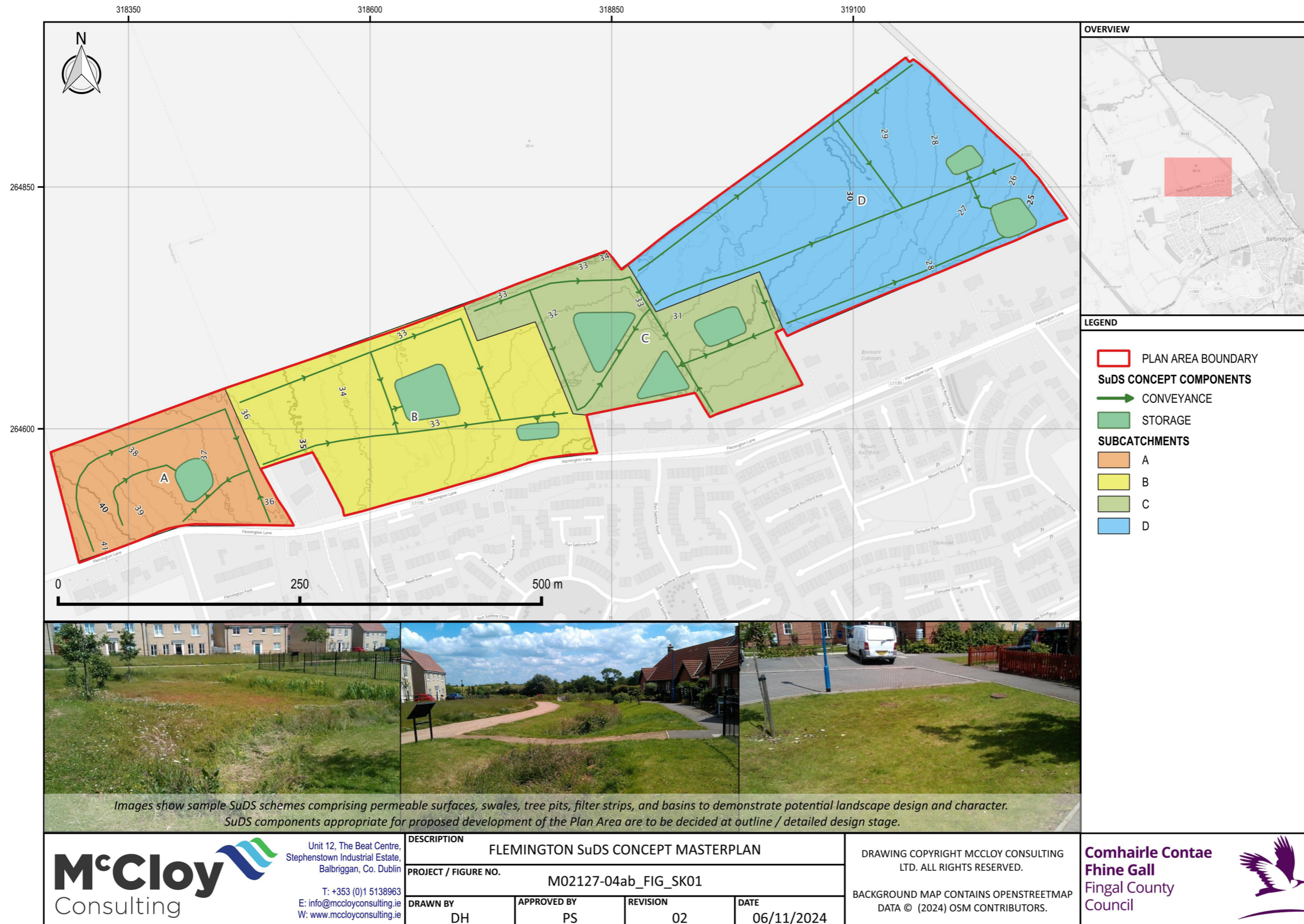


Figure 7.3: SuDS Concept Masterplan

# 7 Sustainable Water Management

## 7.8 Sustainable Water Management Objectives

No.	Objective
7.1	Development proposals shall incorporate Sustainable urban Drainage Systems (SuDS) measures in order to facilitate nature-based infrastructure solutions and an urban greening approach.
7.2	Development proposals shall be designed in accordance with the Greater Dublin Regional Code of Practice for Drainage Works (as amended) and have particular regard to Fingal County Council's Green and Blue Infrastructure for Development Guidance Note (November 2021) (and as subsequently amended).
7.3	Development proposals shall be supported by a Surface Water Management Plan that will comprehensively assess the existing and future surface water network conditions.
7.4	Development proposals shall provide for separate surface water and wastewater networks in accordance with the Fingal Development Plan and in agreement with Uisce Éireann.
7.5	Promote the inclusion of rainwater harvesting and grey water reuse measures and other appropriate water-efficient systems within the design of new buildings.
7.6	Development proposals will only be permitted where it can be clearly demonstrated there is availability of and adequate capacity within the water supply, surface water and wastewater disposal networks and in agreement with Uisce Éireann.
7.7	Require development proposals to demonstrate that, both individually and cumulatively with other developments, that it would not adversely impact the objectives of the Water Framework Directive.

## 8 Creating Communities

### 8.1 Introduction

The aspiration for the LAP lands is to bring forward a new residential neighbourhood within Balbriggan that will be home to a sustainable community for all people. There are many elements that must come together in order to create such a community over the long term. These include providing a variety of housing options, providing good quality amenity spaces that are socially inclusive and an urban environment that is accessible and legible regardless of age or ability.

As part of creating new communities, it is imperative that the associated level of supporting infrastructure is delivered. The Development Plan recognises the importance of social infrastructure, stating that, *“Community or social infrastructure within a County plays a significant role in facilitating spaces where citizens can come together to meet, enjoy group activities, find social support and public information, exercise and enjoy nature amongst other uses. Such facilities promote activity across all ages and promote inclusion, bringing together diverse groups of people from within the community”*.

### 8.2 Existing Community Infrastructure

The Flemington area and its residents are well served by existing social and community infrastructure including sport and recreational facilities, public open space, and educational facilities. A primary focus of community activity in the area is at Flemington Community Centre which is a c.10 minute walk from the LAP lands. The centre is a purpose built facility and is now firmly established having opened in 2013. Flemington Community Centre is funded by Fingal County Council. The centre provides a variety of functions including Irish language classes, child development and play, and sporting activities.

A number of primary schools are situated a short distance from the LAP lands including St. Molaga’s National School on Drogheda Street and Balbriggan Educate Together National School on Hamlet Lane. Secondary school provision is also catered for in the wider area including Loreto Secondary School

and C6laiste Ghl6r na Mara.

There are a number of childcare facilities for younger children in the immediate vicinity of the LAP lands including Cocoon Childcare and Snowdrops Creche and Montessori. Additional registered childcare facilities are situated in the wider context.

A summary of social and community infrastructure assets in the LAP lands locality is provided in Table 8.1. It should also be noted that the LAP lands are proximate to the proposed Bremore Regional Park and Fingal Coastal Greenway.

### 8.3 Future Community Infrastructure

New residential development on the LAP lands will provide new homes for a new community. Within any new residential area, the resident population must be provided with the appropriate infrastructure in order to create communities where people will want to live for the long term. Without the support of the necessary infrastructure, housing areas can become transitional areas where people stay for short term periods, before leaving for other areas where their needs can be fulfilled. This prevents sustainable communities from becoming established. The objectives of this LAP seek to avoid such an outcome.



Figure 8.1: Flemington Community Centre

This LAP will provide for new community infrastructure in tandem with new residential development within each of the character areas. The arrangement of infrastructure to be provided should include, *inter alia*, new buildings with dedicated community use floorspace providing facilities such as, but not limited to, multi-use sports/activity hall(s), meeting rooms, offices, studios, changing areas and creche facilities along with communal gardens, pocket parks, playgrounds/equipped areas for play, community gardens, MUGA/games/recreational areas, active travel routes, gathering areas, and multi-use areas. All open space and recreational/play areas must align with the requirements of the Fingal Development Plan. This is not a prescriptive list but rather an indication of how the character areas may develop and grow. Individual development proposals will need to carefully assess and identify necessary social and community infrastructure requirements. Proposals should be centred on the delivery of sustainable community generation.

Again, this floorspace area is not prescriptive and it should be assessed against identified community and childcare needs.

A key principle regarding the location and arrangement of new community buildings/floorspace has been to identify a number of potential locations rather than one primary location. It is envisaged this strategy will bring forward a number of long term benefits such as greater social interaction, generating community spirit throughout multiple character areas, creating variety and interest within the built environment and offering the opportunity to provide innovative architectural design.

Having specific regard to childcare facility requirements, development proposals will be expected to provide the appropriate provision of one childcare facility (with a minimum of 20 no. places) per 75 no. dwellings in accordance with associated guidance as contained in the Childcare Facilities Guidelines for Planning Authorities (2001) document.

It is recognised that applicants and developers may give due consideration to the provision of a single large creche facility (that can provide the appropriate number of places as required for all character areas) for reasons of commercial viability. This matter should be explored with Fingal County Council.

As referenced in Chapter 5, existing and future residents in the Flemington area will benefit greatly from the completion of lands and provide significant recreational benefits for future residents.

Category	Infrastructure Asset
Open Space	Tankardstown Bay Beach, Bremore Bay Beach, Victory Garden, Dún Saithne Avenue Playground
Sport & Recreation	O'Dwyers GAA Club, Balbriggan FC, Fingal Rowing Club
Education	St. Molaga's National School, Balbriggan Educate Together National School
Childcare	Cocoon Childcare, Snowdrops Creche and Montessori, Bremore Castle Pre-School
Community	Flemington Community Centre, Balbriggan Garda Station, Bremore Castle
Healthcare	New Haven Physiotherapy Clinic, Hamlet Lane Medical Clinic, McCartan's Pharmacy, Castlemill Dental Clinic

Table 8.1: Summary of Social and Community Infrastructure Assets in the vicinity of the LAP Lands



Figure 8.2: Balbriggan Educate Together National School

As mentioned, the development of the LAP lands will provide for new community floorspace, potentially within multi-use buildings situated in CA1, CA3 and CA4. In excess of c.2,000 sqm of new floorspace is proposed for community use.



Figure 8.3: Proposed Community Uses in Character Area 1 adjacent to Plaza Area and Active Travel Hub

### 8.4 Social Inclusion

Planning can play a key role in generating positive social outcomes and healthy balanced communities. Social inclusion is ensuring that everyone has equal opportunity to participate in and contribute to, community life. It is one of the four principal cross-cutting themes of the Fingal Development Plan. Aligned to this aim, community uses are vital in supporting new residential development and can play a key role in bringing people together and fostering community spirit.

While identifying the appropriate community infrastructure is important going forward, such infrastructure should be defined by qualities such as, but not limited to:

- Able to be used by all persons regardless of age or ability.
- Be welcoming, safe and accessible.
- Be accessed by active travel modes.
- Address identified local needs.
- Accommodate the principles of Universal Design, as per Objective SPQHO6 of the Fingal Development Plan.

Community facilities that exhibit these qualities will increase social interaction and will serve to reduce social isolation, particularly amongst the elderly. Fingal County Council will work in partnership with local community groups, agencies and the local population to ensure that the new community accommodation is utilised for identified requirements.

8.5 Creating Communities Objectives

No.	Objective
8.1	Proposals within each character area must clearly demonstrate how they promote balanced development and will contribute to the establishment of sustainable communities.
8.2	Engage with local community groups and residents and other interested parties to identify the optimal use of proposed community use floorspace.
8.3	Facilitate and deliver a range of community-related uses in character areas CA1, CA3 and CA4 to encourage community participation while promoting such uses as being flexible in nature to accommodate changing needs over time.
8.4	Large residential and mixed use development proposals shall be supported by a social infrastructure audit to identify community-related requirements.
8.5	Community amenities and facilities that will support the future resident population should be multi-functional in use in order to accommodate the needs of all age groups and to promote community cohesion.
8.6	Development proposals shall incorporate the principles of Universal Design so as to deliver accessible, useable, safe and connected streetscapes and public spaces that will positively influence the quality of life of future residents and promote social interaction.
8.7	Promote a variety of shared and inclusive open space and recreation areas within each character area that can be accessed by persons of all ages and abilities.
8.8	Childcare requirements shall be identified within development proposals and brought forward in accordance with the provisions of the Childcare Facilities: Guidelines for Planning Authorities (2001) (and as subsequently amended).
8.9	Community development proposals shall be supported by the required level of infrastructural services in agreement with the appropriate service providers.

# 9 Phasing of Development

## 9.1 Introduction

The phasing of development for the Flemington LAP lands is a key consideration in ensuring the proper planning and sustainable development of the area through the provision of the appropriate physical and social infrastructure.

Section 19(2) of the Planning and Development Act, 2000 (as amended) provides the statutory basis for the phasing of development within a Local Area Plan. Guidance regarding phasing is also provided within the Local Area Plans – Guidelines for Planning Authorities document which states that,

*“Local area plans for newly developing areas, in particular, should include a sequential development and phasing programme linked with any necessary investment in water services, public transport, community facilities, and schools.”*

## 9.2 Funding

It is acknowledged that funding is crucial to the delivery of the necessary infrastructure to support the growth of sustainable communities over the long term. The funding of physical and social infrastructure will be assisted via development contributions as provided for under Section 48 of the Planning and Development Act, 2000 (as amended), and potentially under Section 49 of the Act.

## 9.3 Key Principles

A key principle of the phasing of development is to ensure that new residential development is brought forward alongside associated amenities, active travel routes and open spaces, for the benefit of the new residents. This approach will ensure that quality residential areas are created that establish a foundation for community development. Physical infrastructure facilitating water supply, sustainable drainage and foul sewerage will require to be implemented in agreement with Fingal County Council and Uisce Éireann.

## 9.4 Phases of Development

The phased development of the LAP lands will be undertaken in 2 no. strategic phases. This phasing approach will promote the overall development of the LAP lands in a sequential, orderly and sustainable manner. Key factors regarding the development proposed to be undertaken within each phase relates to the completion of the central active travel spine and new link street proposal during Phase 1. Foul and surface water drainage critical infrastructure will be subject to agreement with Fingal County Council and Uisce Éireann.

The phasing of development is subject to the participation and engagement of individual landowners/developers.

The information in Table 9.1 provides detail regarding the quantum of residential development, critical infrastructure and supporting facilities that will be brought forward during each proposed phase of development.

PHASE 1	PHASE 2
c.232 no. - c.296 no. Residential Units c.2,600 sqm - c.2,900 sqm Community Floorspace c.1,000 sqm - c.1,100 sqm Commercial Floorspace	c.232 no. - c.296 no. Residential Units

Development to be undertaken during Phase 1	Development to be undertaken during Phase 2
Active Travel Spine Link Street Proposal Community Park Community Facilities and ancillary car park Commercial Floorspace Active Travel Hubs SUDS Garden Public Plaza Teenager Space Playground MUGA/games recreational area	Community Garden SUDS Garden Age Friendly Accommodation

Table 9.1: Phasing of Development Summary

## 9.5 Phasing of Development Objective

No.	Objective
9.1	It is an objective of this Local Area Plan that the central active travel spine and new link street are provided as part of the overall development proposals brought forward in Phase 1.



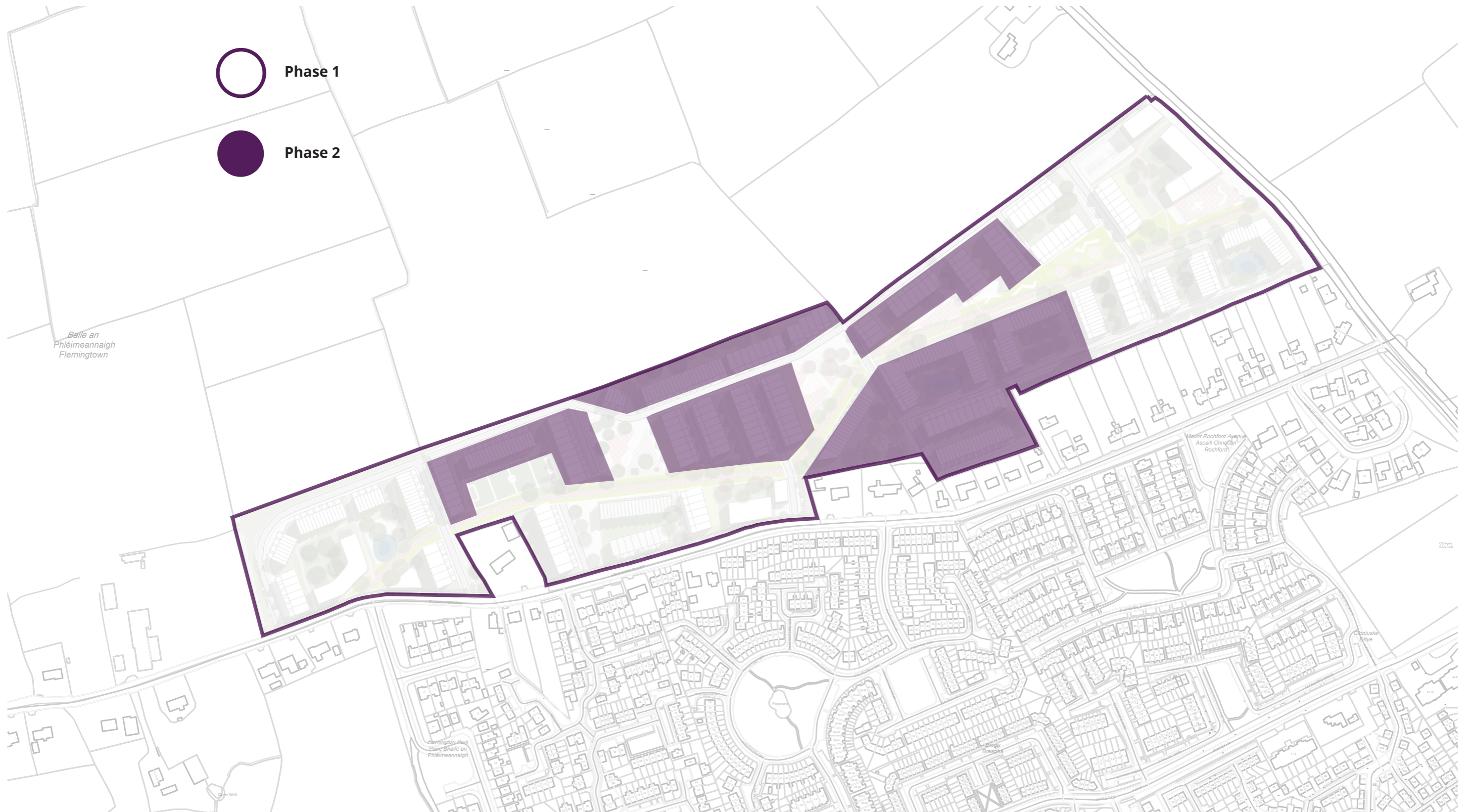


Figure 9.1: Phasing of Development

**Comhairle Contae Fhine Gall**  
Fingal County Council



**Fingal County Council, County Hall, Main Street, Swords, County Dublin, K67 X8Y2**