

Greater Dublin Drainage Scheme

Planning Policy Review for Potential Development Sites

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1. Introduction

This report was prepared by AOS Planning on behalf of Jacobs Engineering Ltd. and TOBIN Consulting Engineers to investigate potential planning and land use constraints associated with each of the nine sites selected as part of the Phase 1 Alternative Sites Assessment (ASA) process for the Greater Dublin Drainage Regional Wastewater Treatment Plant.

2. Methodology

The methodology adopted for the preparation of this report entailed a detailed review of relevant planning and land use considerations as set out in the Fingal County Development Plan (2011-2017) including:

- land use zoning (for the site itself and for surrounding areas)
- the presence of any specific Local Objectives in, or in the vicinity of each site
- the proximity of the site to Airport Public Safety and Noise Zones

It should be noted that while this report does provide an overview of the main planning issues associated with each site it does not address the detailed development management standards which may be relevant to a project of this type. In addition, the report does not attempt to address other issues addressed in the Development Plan (such as ecology, flooding, visual impact, archaeology, architectural heritage, etc.) which, although related to planning and land use policy, are assessed by the relevant suitably qualified experts.

3. Relevant Planning Considerations

This section of the report will provide a brief overview of the relevance of the criteria listed above in reviewing planning policy associated with each of the nine land parcels beginning with the land use zoning designations set out in the Fingal County Development Plan.

3.1 Land Use Zoning

According to Chapter 9 of the Fingal County Development Plan 2011-2017, *"the purpose of zoning is to indicate the land use objectives for all the lands within the County"*. The Plan goes on to state that *"zoning aspires to promote the orderly development of the County by eliminating potential conflicts between incompatible land uses and to establish an efficient basis for investment in public infrastructure and facilities"*.

The issue of *"potential conflicts between incompatible land uses"* is an important principle in planning policy which is addressed in Section 9.3 of the Plan 'Transitional Zonal Areas' as follows:

"While the zoning objectives and control standards indicate the different uses permitted in each zone, it is important to avoid abrupt transitions in scale and use in the boundary areas of adjoining land use zones. In dealing with development proposals in these contiguous transitional zonal areas, it is necessary to avoid developments that would be detrimental to the amenities of the more environmentally sensitive zone".

In light of these considerations, it should be noted that in preparing this report regard was had not only to the development potential of each site / land parcel with regard to land use zoning etc. but also to the potential impact of the development of the proposed wastewater treatment

plant on the amenities of more environmentally sensitive zones in the area. This approach was considered as being particularly appropriate due to the following Fingal County Development Plan policies in relation to the development of Wastewater Treatment Plants:

Objective WT07 *Review implementation of Fingal's Odour Control Policy for wastewater treatment plants and ancillary facilities and provide recommendations on the optimum development exclusion zone dimensions around existing and future wastewater treatment plants and ancillary facilities.*

Objective WT10 *Establish a buffer zone around all Wastewater Treatment Plants suitable to the size and operation of each plant. The buffer zone should not be less than 100m from the odour producing units.*

For the purposes of this report, a larger 300m buffer zone was established around each potential development site to identify potentially sensitive receptors (such as residential and commercial units) in the vicinity of each site. As part of the precautionary approach adopted in this report, a review was also carried out of the relevant land uses and zoning objectives within 1km of each land parcel in order to identify potential planning constraints across a wider area.

In relation to the wording of the Development Plan zoning objectives themselves and how they seek to regulate what uses are permitted at a given location, the Plan explains that:

"each land use zoning objective has a supporting Vision which elaborates on the zoning objective and sets the context for the type of development which would be acceptable. Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision".

The Fingal County Development Plan sets out a total of twenty one different land use zoning objectives. While fourteen of these objectives appear on the individual site maps contained in this report, because of the rural nature of many of the sites the most important zoning objectives for the purposes of this review are the **RU (Rural)** and **GB (Greenbelt)** objectives. Due to their relevance to all of the potential development sites / land parcels these objectives will be dealt with in detail in the following paragraphs starting with the RU zoning.



Objective RU: Agriculture and Rural-related Enterprise, Biodiversity, the Rural Landscape, and the Built and Cultural Heritage

The land use zoning objective for RU as set out in Section 9.6 of the Fingal County Development Plan is 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'*. The supporting vision for the RU objective is to:

Protect and promote the value of the rural area of the County. This rural value is based on:

- *Agricultural and rural economic resources*
- *Visual remoteness from significant and distinctive urban influences*
- *A high level of natural features*

Agriculture and rural related resources will be employed for the benefit of the local and wider population. Building upon the rural value will require a balanced approach involving

the protection and promotion of rural biodiversity, promotion of the integrity of the landscape, and enhancement of the built and cultural heritage.

Section 9.6 also sets out classes which are 'Permitted in Principle' or 'Not Permitted' within each zoning objective. Wastewater Treatment plants nor any other waste type facility are listed as either 'Permitted in Principle' or 'Not Permitted'.

However, it should be taken into consideration that a note which accompanies the Use Classes Table for the RU zoning objective states that "*Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan*".

Furthermore, Section 8.3 of the Development Plan 'Rural Living' (p. 305) makes reference to the potential impacts on rural dwellers from the carrying out of 'infrastructural works' in rural areas, stating that:

The Council recognises the situation of rural dwellers whose houses must be acquired, whether compulsorily or by agreement, to facilitate infrastructural improvements and works which are in the interest of the common good.

It can be seen therefore that, while the RU zoning objective generally seeks to restrict the provision of industrial and waste management facilities, the Development Plan does allow for the development of "*infrastructural improvements and works which are in the common good*" and which also comply with the overall policies and objectives of the Development Plan.

Objective GB: Protect and Provide for a Greenbelt

The principle of Greenbelts is introduced in Chapter 8 of the Fingal County Development Plan which deals with Rural Fingal. Section 8.2 explains that there are several Greenbelts located within the rural area of Fingal and references the description of Greenbelts given in the Regional Planning Guidelines for the Greater Dublin Area 2010-2022 which states that Greenbelts "*divide the built up areas of towns from each other or the city (and) shall be identified as long term green belt lands to avoid their future coalescence and the loss of definition between rural and urban places*".

Section 8.2 of the Development Plan goes on to describe the function of Greenbelts as "*permanent areas*" based on the following principles:

- *Serve to ensure that existing urban areas within Fingal do not merge into one another*
- *Serve to demarcate the urban and rural areas notably between Fingal and the Dublin City Council area, and between rural Fingal and built-up areas of other bordering counties, and thus to ensure that any urban area does not encroach upon any adjacent urban or rural area*
- *Provide people, and residents of Fingal specifically, with areas close to where they live within which they can engage in recreation and enjoy the rural area*

Having regard to these key principles, the Development Plan goes on to specify that:

Proposed development within the Greenbelt must clearly demonstrate a functional need for such a location, and consistency with the character of the landscape within the Greenbelt. The location of public parks and outdoor sports facilities will be particularly encouraged within the Greenbelt which will support the emerging Green Infrastructure strategy. This will help to promote access to the countryside and assure the permanency of the Greenbelt which is one of its key attributes.

This policy statement forms the basis for three specific Greenbelt objectives namely:

Objective GB01

Promote development within the Greenbelts which has a demonstrated need for such a location, and which protects and promotes the permanency of the Greenbelt, and the open and rural character of the area.

Objective GB02

Promote public parks, outdoor sports facilities and other recreational uses within the Greenbelts in accordance with the Green Infrastructure Strategy and open space policy.

Objective GB03

Promote opportunities for the enhancement and protection of biodiversity and natural heritage within the Greenbelt.

With regard to the actual land use zoning designation for Greenbelt, the stated objective of the GB designation is to “protect and provide for a Greenbelt”. The supporting Vision for GB as set out in Section 9.6 of the Development Plan is to:

‘Create a rural/urban Greenbelt zone that permanently demarcates the boundary (i) between the rural and urban areas, or (ii) between urban and urban areas. The role of the Greenbelt is to check unrestricted sprawl of urban areas, to prevent coalescence of settlements, to prevent countryside encroachment and to protect the setting of towns and/or villages. The Greenbelt is attractive and multifunctional, serves the needs of both the urban and rural communities, and strengthens the links between urban and rural areas in a sustainable manner. The Greenbelt will provide opportunities for countryside access and for recreation, retain attractive landscapes, improve derelict land within and around towns, secure lands with a nature conservation interest, and retain land in agricultural use. The zoning objective will have the consequence of achieving the regeneration of undeveloped town areas by ensuring that urban development is directed towards these areas’.

The ‘Use Classes Related to Zoning Objective’ Table for the GB zoning lists Waste Disposal and Recovery Facility (High Impact) and both High and Low Impact Industry classes as ‘Not Permitted’. GB does not list Wastewater Treatment plants as either ‘Permitted in Principle’ or ‘Not Permitted’.

As with the RU zoning, a note at the end of the ‘Use Classes Table’ states that “Uses which are neither ‘Permitted in Principle’ nor ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan”.

However unlike the RU zoning, the Development Plan does not provide additional policy statements (such as the development of infrastructure works in the common good) to mitigate against the restrictive nature of the GB zoning category.

An example of a policy statement relates to the 'South Fingal Fringe' area (an umbrella term for Charlestown, Meakstown, Ballymun, Santry, Clonshaugh, Belcamp, Balgriffin and lands between the Airport and M50) which is referred to in Section 1.6 of the Development Plan 'Settlement Strategy'. According to this section, Fingal County Council's vision for the South Fingal Fringe (much of which is zoned Greenbelt) is for:

"a 'Green Lung' for the whole of the north side – the Airport apart, South Fingal Fringe has a strong regional spatial and green space role for the populations of the urban areas which bound it to the north and south."

This emphasis on the preservation of the 'green space role' in the South Fingal Fringe could present planning challenges for land parcels in this area. Notwithstanding this, it is appropriate to review the particular greenbelt, its size and location and the size of the proposed development. It is possible that the proposed development may in fact support some of the objectives for the greenbelt.

3.2 Airport Safety and Noise Zones

Airport Public Safety Zones

According to Chapter 2 of the Fingal County Development Plan, Public Safety Zones (PSZs) for Ireland's three main airports (Dublin, Cork and Shannon) were first introduced in a 2003 report prepared by ERM for the Department of Environment, Heritage and Local Government and the Department of Transport.

The purpose of the ERM report was to update to previous approach to risk assessment at airports based on '**Red Zones**' by providing a more scientifically robust approach to accident risk based on statistically calculated 'Public Safety Zones'.

The report sets out clear guidelines for the types and intensity of development that is permitted in Inner and Outer Public Safety Zones. The purpose of these zones is to ensure that the risks to the public of possible aircraft related accidents do not become unacceptable by controlling future land-use within areas seen to be at higher risk.

The extent of **Inner PSZs** is set at an individual risk of an accident occurring of 1 in 100,000 per year. Within these areas existing developments are to be allowed to remain but further development is to be prevented.

The extent of **Outer PSZs** is set at an individual risk of 1 in one million per year. Existing developments are to be allowed to remain within the outer PSZs, but land use will be tightly restricted. High density housing development and the building of schools, hospitals and facilities attracting large numbers of people will not be allowed. Detailed development standards for each of these zones are set out in tables 6.1 and 6.2 of the ERM report (see **Figure 1** below za).

Table 6.1 Permitted Developments (applicable to new applications for development)

Permitted Developments	Public Safety Zone (PSZ)	
	Inner PSZ	Outer PSZ
All developments	No further development (existing developments remain)	see below (existing developments remain)
		Outer PSZ
1. Housing		≤ 60 persons/half hectare
2. Holiday Accommodation		≤ 100 beds per development
3. Retail/Leisure Facilities		≤ 85 persons/half hectare
4. Working Premises		≤ 110 persons/half hectare
5. Institutional Accommodation		No further development
6. Sports Stadia		No further development
7. Limited Use		≤ 220 persons/half hectare
	No restrictions on development beyond Outer PSZ	
Notes		
1. Housing - i.e. residential accommodation, persons at home.		
2. Holiday Accommodation - i.e. hotels, caravan parks.		
3. Retail/Leisure Facilities - i.e. shopping centres, sports halls, sports grounds, swimming pools, bowling alleys, golf clubs.		
4. Working Premises - i.e. factories, offices and facilities where persons are expected to congregate, such as railway stations.		
5. Institutional Accommodation - i.e. hospitals, schools, nurseries, care homes, prisons.		
6. Sports Stadia - i.e. football/rugby stadia.		
7. Limited Use - use not exceeding (approximately) a maximum of 12 hours in one week. i.e. Sunday markets, car boot sales, day fairs.		

Table 6.2 Proposed Developments - Summary of Permitted Developments (applicable to new applications for development)

	Inner PSZ			Outer PSZ ¹		
	Industry ²	Housing	Vulnerable ³	Industry ²	Housing	Vulnerable ³
Ireland	NO	NO	NO	YES	YES	NO
Netherlands	NO	NO	NO	YES	NO	NO
UK	NO	NO	NO	YES	YES	YES

NO - development not permitted YES - development permitted

1. For the UK, the Outer PSZ refers to land beyond the single PSZ.

2. Industry - includes offices.

3. Vulnerable - hospitals, schools and sports stadia, etc.

Figure 1: Summary Tables of Permitted and Proposed Development in Inner and Outer Public Safety Zones (Source: ERM, 2005: 40).

With regard to the planning policy status of PSZs, Section 2.10 of the Fingal Development Plan states that as government Guidelines for the actual implementation of PSZs is yet to be finalised, Fingal County Council will "continue to follow the advice of the Irish Aviation Authority regarding the effects of proposed development on the safety of aircraft and the safe and efficient navigation thereof."

It is important to note however, that although the PSZ Guidelines have yet to be issued, both Fingal County Council and An Bord Pleanála have had regard to the ERM report in refusing planning permission for applications located within public safety zones around Dublin Airport (FCC ref. F07A/0377/ABP ref. PL06F.223973, ABP ref. PL06F.210366).

Such decisions have important implications for the development prospects of sites / land parcels situated in Public Safety Zones (and in particular in Inner Public Safety Zones) by demonstrating that regardless of zoning or other planning considerations, An Bord Pleanála is prepared to refuse applications for development on the basis of the recommendations of the ERM report.

Airport Noise Zones

Section 2.10 of the Fingal County Development Plan 2011-2017 states the following in relation to Airport Noise Zones;

'Two noise zones are shown in the Development Plan maps, an Outer Zone within which the Council will continue to restrict inappropriate development, and an Inner Zone within which new provisions for residential development and other noise sensitive uses will be actively resisted'.

Due to the nature of the proposed development, it is unlikely that the location of a potential development site / land parcel in either the outer or inner airport noise zones will have any significant bearing in planning policy terms on the site selection process.

3.3 Local Objectives

In addition to land use zoning and airport public safety noise zones, Fingal County Development has designated specific objectives or 'Local Objectives' to guide the development of particular sites or areas. The objectives are indicated on Development Plan Maps with numbered symbols and also within the written statement. Local objectives for the provision of Green Infrastructure such as parks and recreational spaces are also indicated on Development Plan maps with numbered 'GIM' symbols. Details of all these local objectives are listed in Appendix 6 to the Development Plan 2011-2017.

3.4 Other Relevant Objectives

Other relevant Development Plan objectives which were taken into account as part of this planning review include 'Road Proposals', 'Preserved Views' and 'Indicative Cycle / Pedestrian Route' objectives. However, these were only considered in brief due to the fact that they relate to specific technical issues and are considered elsewhere in the ASA Report.

4. Planning Review of Potential Development Sites

The remainder of this report will consist of a series of detailed planning policy reviews of each of the nine potential development sites identified as part of the Phase 1 ASA Process (see **Figure 2** overleaf). The reviews of each land parcels and specific sites within the land parcels are presented in the following sections of this report in alphabetical order as follows:

- Annsbrook
- Baldurgan
- Cloghran
- Clonshagh
- Cookstown
- Newtowncorduff
- Rathartan
- Saucerstown
- Tyrelstown Little.

To clarify there are references to 'Land Parcels' and 'sites'. The 'sites' refer to the area considered for development (approximately 20Ha) ***within*** the actual land parcel identified in the first stage.

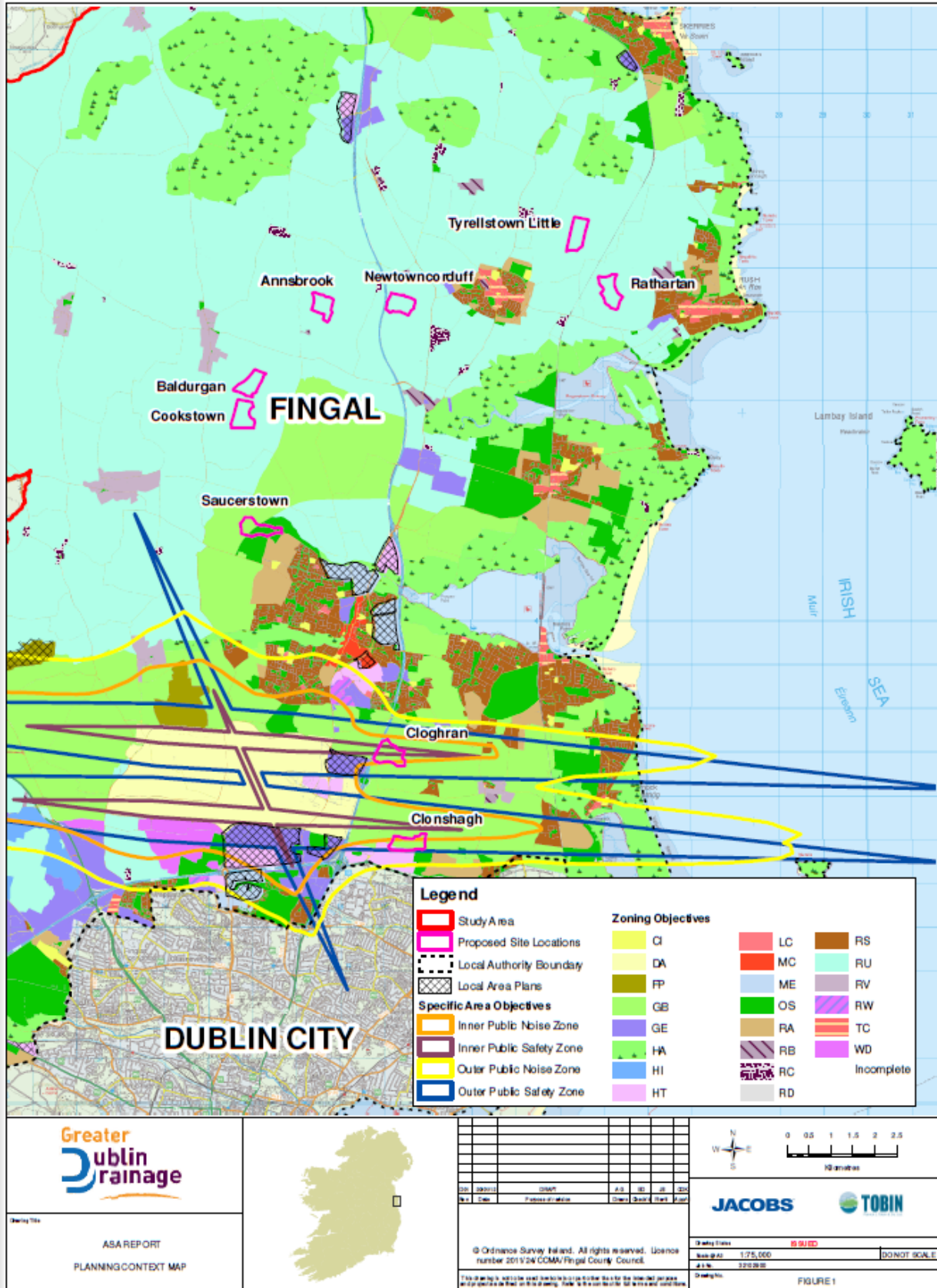


Figure 2 – Map of Potential Development Sites

4.1 Annsbrook

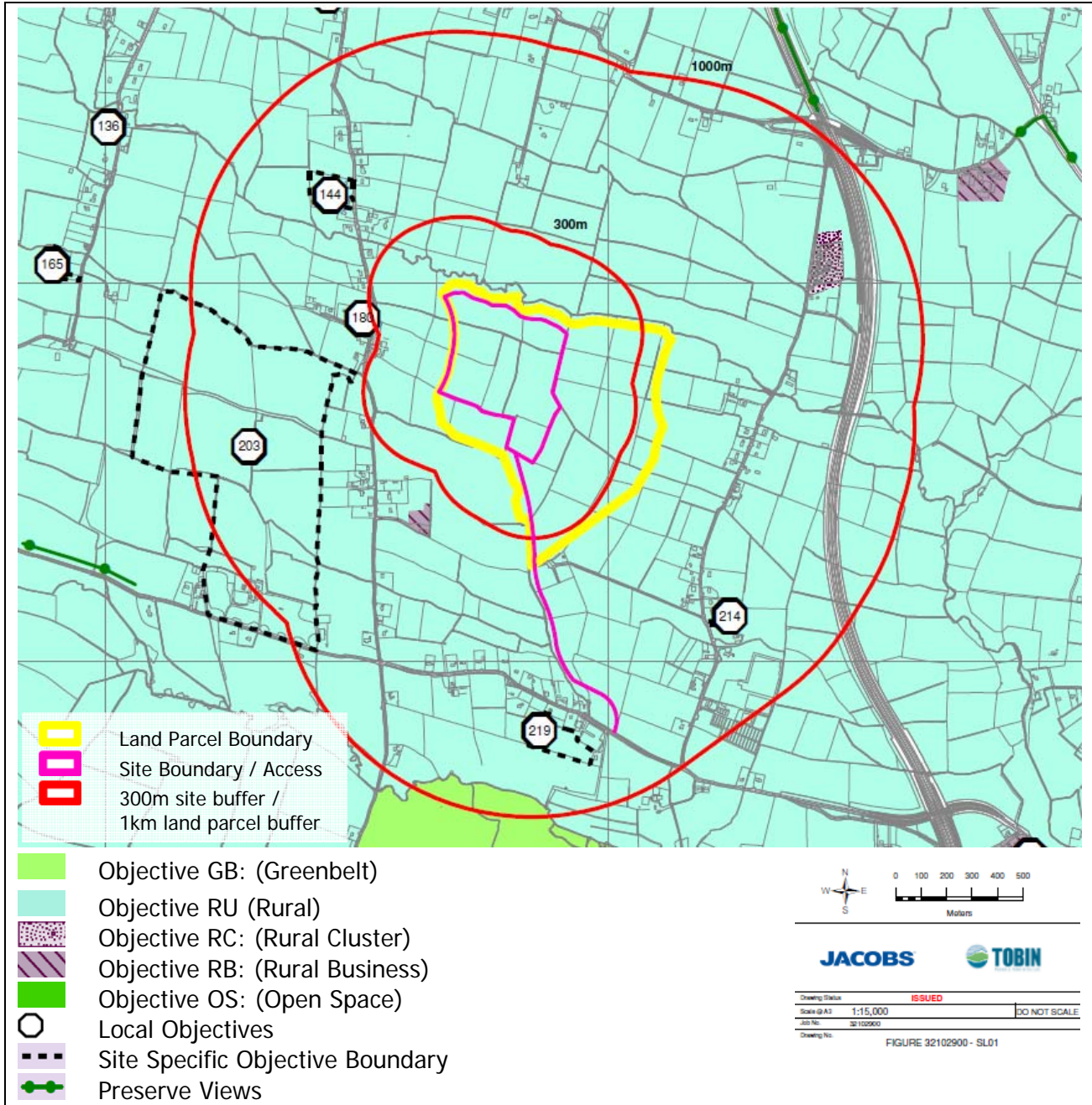


Figure 3 – Annsbrook Site and Land Parcel

4.1.1 Site Size and Location

The Annsbrook site is approximately 20 ha in size, is situated approximately 2.5km north east of Ballyboghil (Ballyboughal) and is currently characterised by agricultural use. There are a number of residential / farming properties situated along the local roads to the west, south and east of the land parcel.

4.1.2 Land Use Zoning

The entire land parcel including the actual site is zoned RU (Rural). Other land use zonings in the area include an area of land to the southwest of the land parcel which has been designated RB (Rural Business) as well as a site to the northeast which has been zoned RC (Rural Cluster).

4.1.3 Local Objectives

A total of five local objectives have been designated within 1km of the boundary of the site including the following:

- **144** - Allow for a treatment facility for end of life vehicles;
- **180** - Provide for the construction of 2 (two) only dwelling houses subject to a requirement of occupancy of seven years upon the applicant;
- **203** - Provide for a high quality and integrated sports training facility with ancillary directly related uses where such development does not have a negative impact on the surrounding environment, landscape or local amenities;
- **214** - Provide for one house only subject to a requirement of occupancy of seven years upon the applicant;
- **219** - Provide for rural based economic and employment opportunities subject to prior archaeological investigation.

4.1.4 Other Objectives

No other relevant Development Plan objectives have been identified within a distance of 1km from the land parcel in question.

4.1.5 Airport Safety and Noise Zones

The proposed site is not located in any of the designated airport safety or noise zones.

4.1.6 Overview of Potential Planning Issues

There does not seem to be any planning constraints associated with the land parcel itself.

There are no residential properties within 300m of the actual site.

4.2 Baldurgan

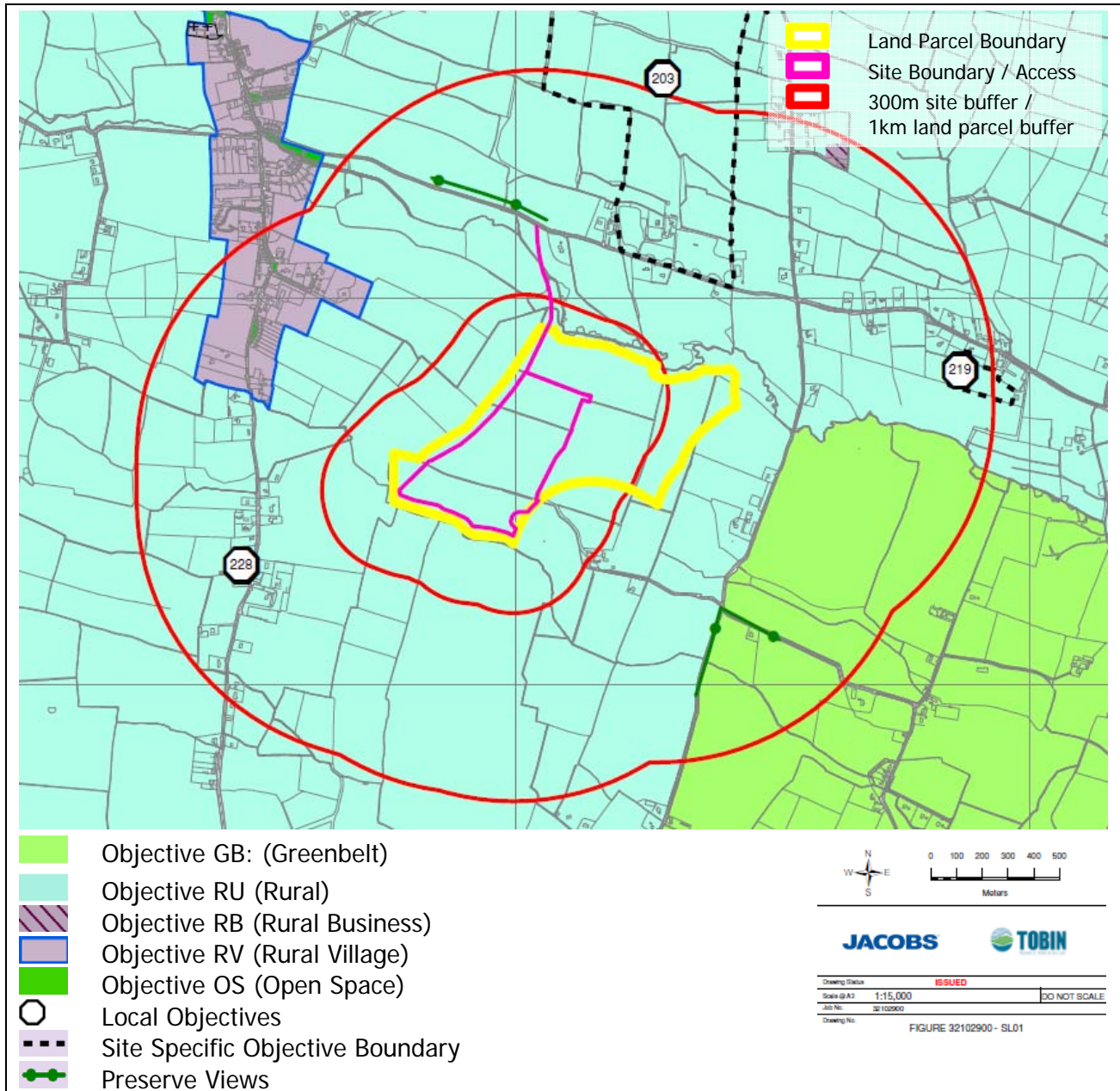


Figure 4 – Baldurgan Site and Land Parcel

4.2.1 Size and Location

The Baldurgan site is approximately 21 ha in size, is situated approximately 1 km south east of the rural village of Ballyboghil and is currently used for agricultural purposes. Farm buildings are located ca 250m to the southeast of the site while there are a number of residential units and agricultural structures along the local roads to the east and north of the land parcel (57Ha) but outside of the 300m buffer.

4.2.2 Land Use Zoning

The entire land parcel including the site is zoned RU (Rural). Other land use zonings in the area include GB (Greenbelt) to the east, a small area of RB (Rural Business) to the north east and RV (Rural Village) with OS (Open Space) in Ballyboghil Village to the northwest of the subject site.

4.2.3 Local Objectives

The Development Plan indicates, there are three Local Objectives within a 1km of the land parcel boundary including:

- **203** - Provide for a high quality and integrated sports training facility with ancillary directly related uses where such development does not have a negative impact on the surrounding environment, landscape or local amenities;
- **219** - Provide for rural based economic and employment opportunities subject to prior archaeological investigation;
- **228** - Provide for one house only.

4.2.4 Other Objectives

Development Plan mapping indicates that two separate views within a 1km radius of the land parcel boundary have been designated for preservation.

4.2.5 Airport Safety and Noise Zones

The proposed site is not located in any of the designated airport safety or noise zones.

4.2.6 Overview of Potential Planning Issues

There does not seem to be any significant planning constraints associated with the Baldurgan site.

There are no residential developments within 300m of the site. There is a designation of the site to the northwest as a recreational facility under local objective 203 – however this is outside the 1km land parcel as seen in **Figure 4** above.

In addition, while the preserved views are at some remove from the land parcel, the potential landscape and visual impact of any proposed development will be a consideration in the assessment of this site for the proposed development.

4.3 Cloghran

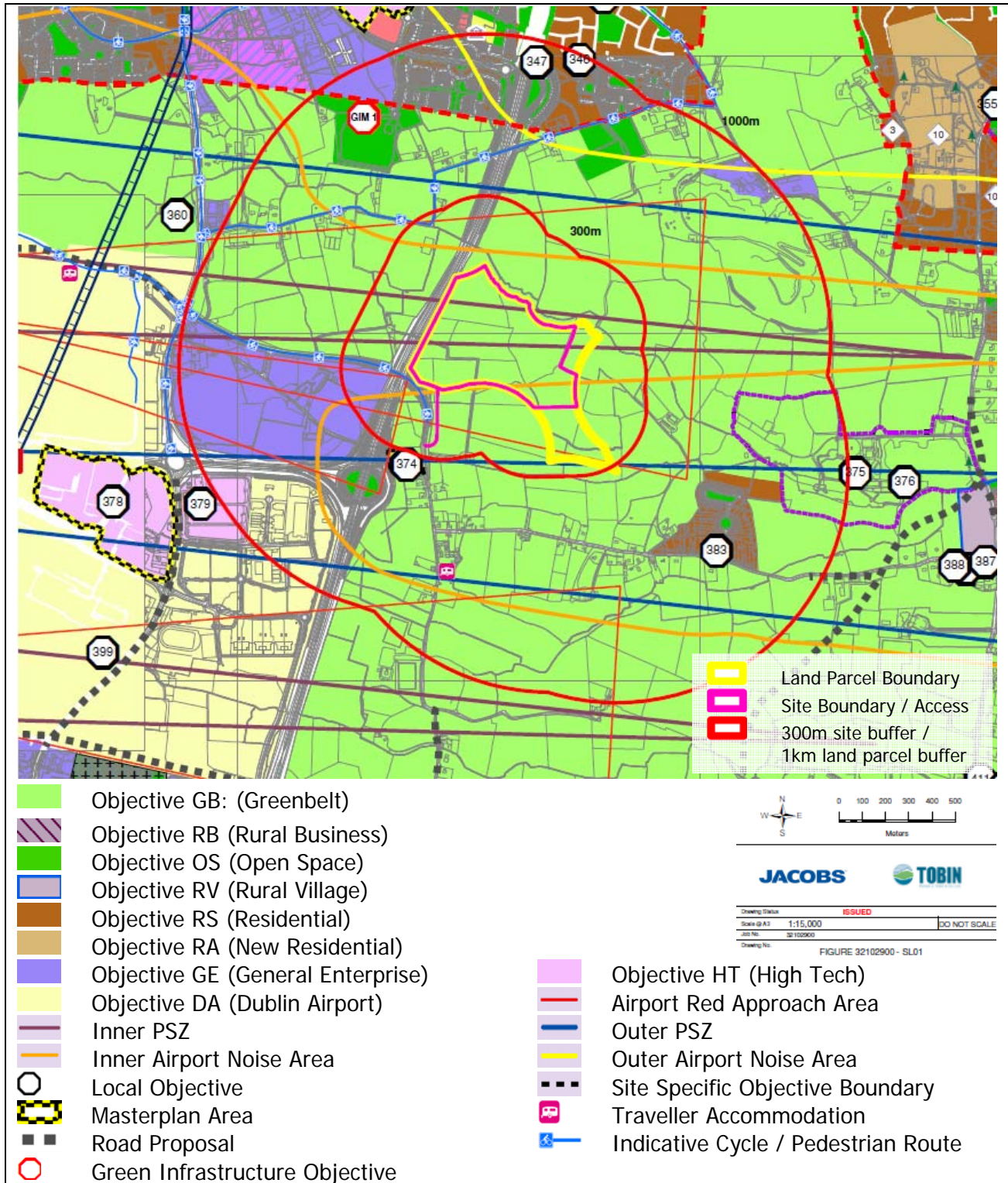


Figure 5 – Cloghran Site and Land Parcel

4.3.1 Size and Location

The Cloghran site is an approximately 24 ha greenfield site located approximately 2.2km east of Dublin Airport and 3.3km south of Swords. The site is bounded to the west by the M1 motorway.

With regard to existing development in the area, the residential area of Drynam Hall is located to the north of the site, to the northeast is a large quarry facility, to the southeast is the small suburban residential development of Baskin Cottages / Ashgrove, to the south are a number of residential properties along Stockhole Lane / Clonshaugh Road, and to the south west is the eastern fringe of the Dublin Airport area. In addition, a traveller accommodation site is situated approximately 1km to the south of the land parcel on the Clonshaugh Road.

4.3.2 Land Use Zoning

The entire land parcel and the site is zoned GB (Greenbelt) the objective for which is to 'Protect and provide for a Greenbelt'. Nearby Landuse zonings include:

- RA (Residential) to the north at Drynam Hall and to the southwest at Baskin Cottages/Ashgrove;
- OS (Open Space) to the north at Holywell Lawn and Drynam Hall and to the southwest at an M1 roundabout;
- GE (General Enterprise) to the northeast at the quarry and to the west across the M1 motorway;
- DA (Dublin Airport) with HT (High Tech) across the motorway on the eastern edge of Dublin Airport.

4.3.3 Local Objectives

There are a total of seven standard Local Objectives and one Green Infrastructure Objective situated within a 1km radius of the land parcel boundary. These objectives are as follows:

- **346** - No access will be provided through the existing cul de sacs of the estates except for the provision of a pedestrian and cycle route through the cul de sac at the Green, Melrose Park, Kinsealy.
- **347** - Develop a pedestrian link from Nevinstown to Drinan.
- **374** - Facilitate the development of a step-down nursing care facility with future access to development only permitted via existing local road network. An adequate setback on the western boundary of the site should be provided for potential future road upgrades.
- **375** - Protect the mature trees and parkland at Abbeyville.
- **376** - Provide for an integrated tourism and recreational complex on Abbeyville Demesne, incorporating facilities which may include: Hotel / Conference Centre, Golf Course, Fitness Centre and at least one other extensive tourist/recreational facility. A strictly limited number of dwelling units, preferably grouped in a courtyard type configuration, a majority of which shall be reserved for tourism use. The nature and extent of the facilities to be provided shall be determined primarily by the need to conserve the house and its surroundings, which are of major architectural importance, and the special landscape character and heritage features of the demesne.
- **383** - Encourage the provision of a local shop at Baskin Cottages
- **GIM1** - Provide new Active Recreation Hubs in Bremore Regional Park, St. Catherine's Park (Rush), Lusk, Donabate, Mooretown/Oldtown (Swords), Drinan, Baldoyle Racecourse Park and The Phoenix Park Racecourse.

4.3.4 Other Objectives

The Development Plan also includes an objective for the provision of an indicative cycle / pedestrian route to the directly to the southwest of the Cloghran land parcel.

4.3.5 Airport Safety and Noise Zones

Cloghran land parcel is located within the Dublin Airport Red Approach Area. The entirety of the site is situated in the Outer Public Safety Zone while the northern portion of the site is located in the Inner Public Safety Zone.

Development Plan mapping also indicates that the entire Cloghran land parcel is located within the Outer Airport Noise zone and the majority of the land parcel is also located within the Inner Airport Noise Zone.

4.3.6 Overview of Potential Planning Issues

This land parcel is located adjacent to the M1 motorway, and there are few residential premises in direct proximity to the site. However, a key planning policy associated with this site is its location in the 'South Fingal Fringe' the Development Plan vision for which is to provide a "*Green Lung for the whole of the north side*". As well as this particular Greenbelt Zoning its location in the South Fingal Fringe will need to be considered for the siting of a large new wastewater treatment plant on the Cloghran land holding.

Secondly, the Fingal Development Plan places considerable emphasis on the need to protect the operational capacity of the airport, stating that a fundamental consideration for future development in this area is "*safeguarding the current and future operational, safety, technical and development requirements of Dublin Airport.*"

In addition, Development Plan Objective EE54 seeks to '*restrict development which would give rise to conflicts with aircraft movements on environmental or safety grounds on lands in the vicinity of the Airport and on the main flight paths serving the Airport, and in particular restrict residential development in areas likely to be affected by levels of noise inappropriate to residential use*'.

As the entire site is situated in the airport red safety and outer public safety zones for the airport, considerable restrictions are in place as to the type of development that is likely to be permitted within these areas.

Finally, the location of a large number of residential properties to the north and northeast of the site as well as local objectives for a nursing care facility and tourism centre at Abbeyville must be considered. However there are no residential properties within 300m of the site itself.

4.4 Clonshagh

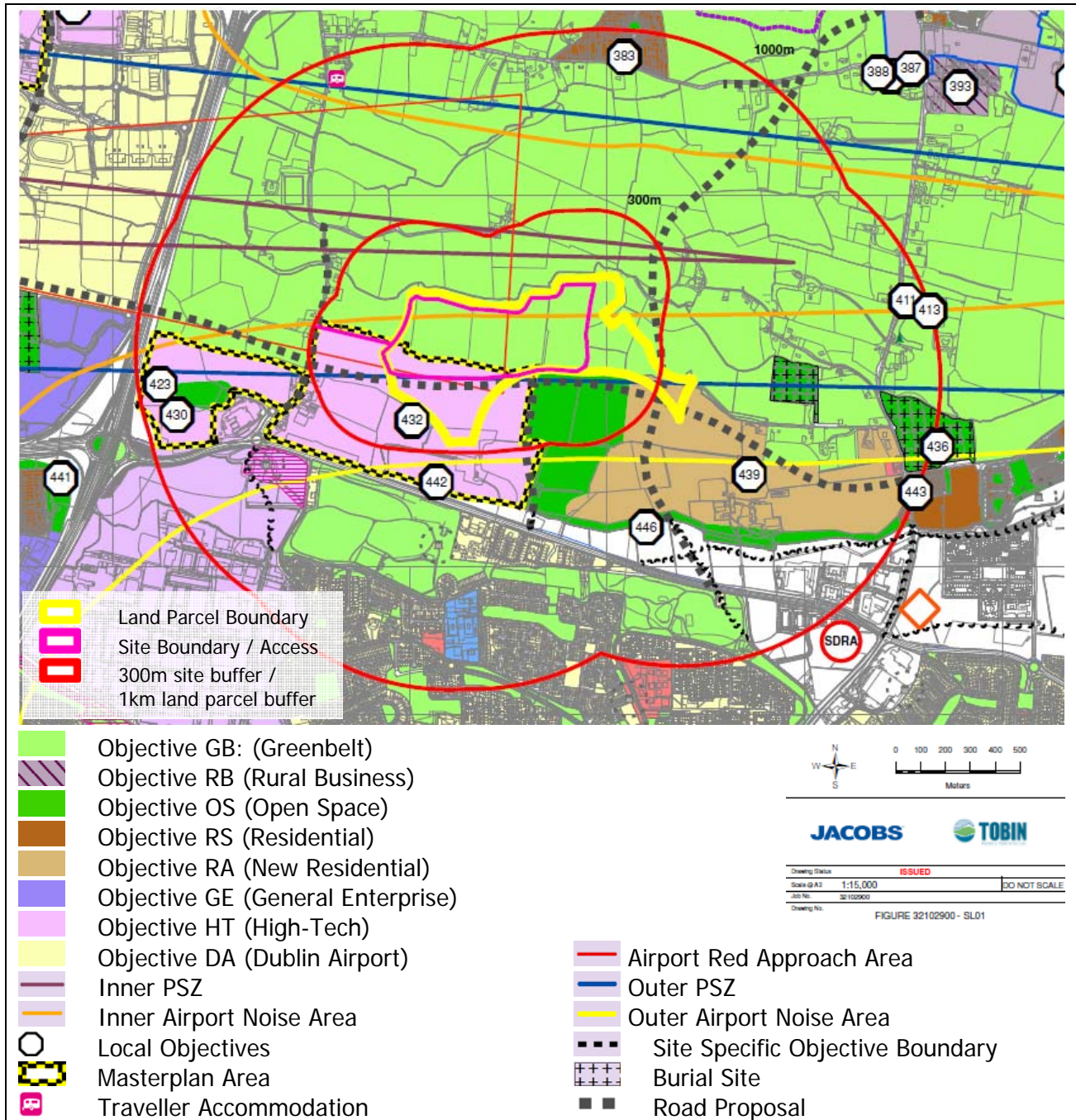


Figure 6 – Clonshagh Site and Land Parcel

4.4.1 Size and Location

The Clonshagh site is a greenfield site of 22 ha situated approximately 2.5km east of Dublin Airport and 1.3km north of Belcamp and Darndale.

There are a number of residential / farming properties located directly to the north of the land parcel along a local road and to the west along the Clonshaugh Road. To the southwest of the land parcel close to the junction of the N32 and M50 is a large multi-storey hotel and directly to the south of the site on the N32 is the Belcamp Lane / Tara Park residential development. Balgriffin Cemetery and a GAA playing field are located to the east of the land parcel.

4.4.2 Land Use Zoning

The majority of the land parcel is zoned GB (Greenbelt). The southwest section of the land parcel is zoned HT (High Technology) with a requirement to prepare a Masterplan. Furthermore, a small section in the southeast section of the land parcel is zoned RA (New Residential) and the southern section of the land parcel borders lands zoned OS (Open Space).

Surrounding land use zonings include Greenbelt to the north, High Technology and Open Space to the south and southwest, New Residential to the southeast and a burial ground to the east. Further to the south across the Fingal County Council, Dublin City Council administrative border are areas of land designated for residential, community and town centre uses.

4.4.3 Local Objectives

There are a total of 11 Local Objectives within approximately 1km of the boundary of the Clonshagh land parcel, namely:

- **383** - Encourage the provision of a local shop at Baskin Cottages.
- **411** - Upgrade and provide for a pedestrian path.
- **413** - Provide for the further development of the existing nursing home to the north of the Village.
- **423** - Provide for in the Masterplan, office based, research and development, and high technology type employment, and facilitate hotel with ancillary dancehall and public house uses, education, petrol station, and uses to support the significant local employment base such as restaurant, cafes and childcare uses.
- **430** - Facilitate the provision of public transport to the lands north of the M50 Extension.
- **432** - Prepare a Masterplan for these lands and ensure that development is phased having regard to the capacity of the road network.
- **436** - Provide for an extension to Balgriffin Cemetery.
- **439** - A minimum of 30% of the RA zoned lands are to be developed for High Technology uses.
- **442** - Any development within the flood plain of the Mayne River to be restricted in accordance with the recommendation of the Greater Dublin Strategic Drainage Study and the flood study of the Mayne River carried out as part of the GSDSDS.
- **443** - Provide for local shops and community facilities.
- **446** - Develop a riverside walkway to Balgriffin Cottages.

4.4.4 Other Objectives

Other objectives relating to the land parcel include Roads Objectives to the south and east of the site which provide for a new Malahide Road Realignment, Balgriffin Bypass and East-West Distributor Road (Malahide Road to Stockhole Lane). It should be noted that sections of these proposals encroach onto the extreme eastern portion of the land parcel but not the proposed site itself.

An additional relevant objective includes the provision of traveller accommodation on the Clonshaugh Road.

4.4.5 Airport Safety and Noise Zones

The Clonshaugh land parcel is partially located within the Dublin Airport Red Approach Area. While the entirety of the land parcel is situated the Outer Public Safety Zone, it is just south of the Inner Public Safety Zone.

The Clonshaugh land parcel is also located within the Outer Airport Noise zone and a portion of the northern section of the land parcel is located within the Inner Airport Noise Zone.

4.4.6 Overview of Potential Planning Issues

The Clonshaugh land parcel shares many of the same planning policies associated with the Cloghran site due to its Greenbelt zoning designation and its location in the South Fingal Fringe.

The proximity of the site to Dublin Airport and its associated public safety zones must be considered. While a strong case could be made that (unlike a residential development for example) the development of a wastewater treatment plant on this site would not expose people to unnecessarily high safety risks, this argument would first need to be verified by qualified aviation risk experts in consultation with the Irish Aviation Authority and the Dublin Airport Authority.

In addition, the zoning designations of lands in close proximity to the land parcel include High-Tech, Open Space / Burial Ground and New Residential which must be considered with the development of a large wastewater treatment facility in terms of screening and quality of design etc. The site itself encroaches on an area of land zoned for high technology use which also includes specific local objectives requiring the preparation of a Masterplan and Flood Risk Assessment for any development on site.

Finally, the site is also bounded by road objectives (none of which encroach on the site itself) but must be considered in the overall design of any potential further development.

4.5 Cookstown

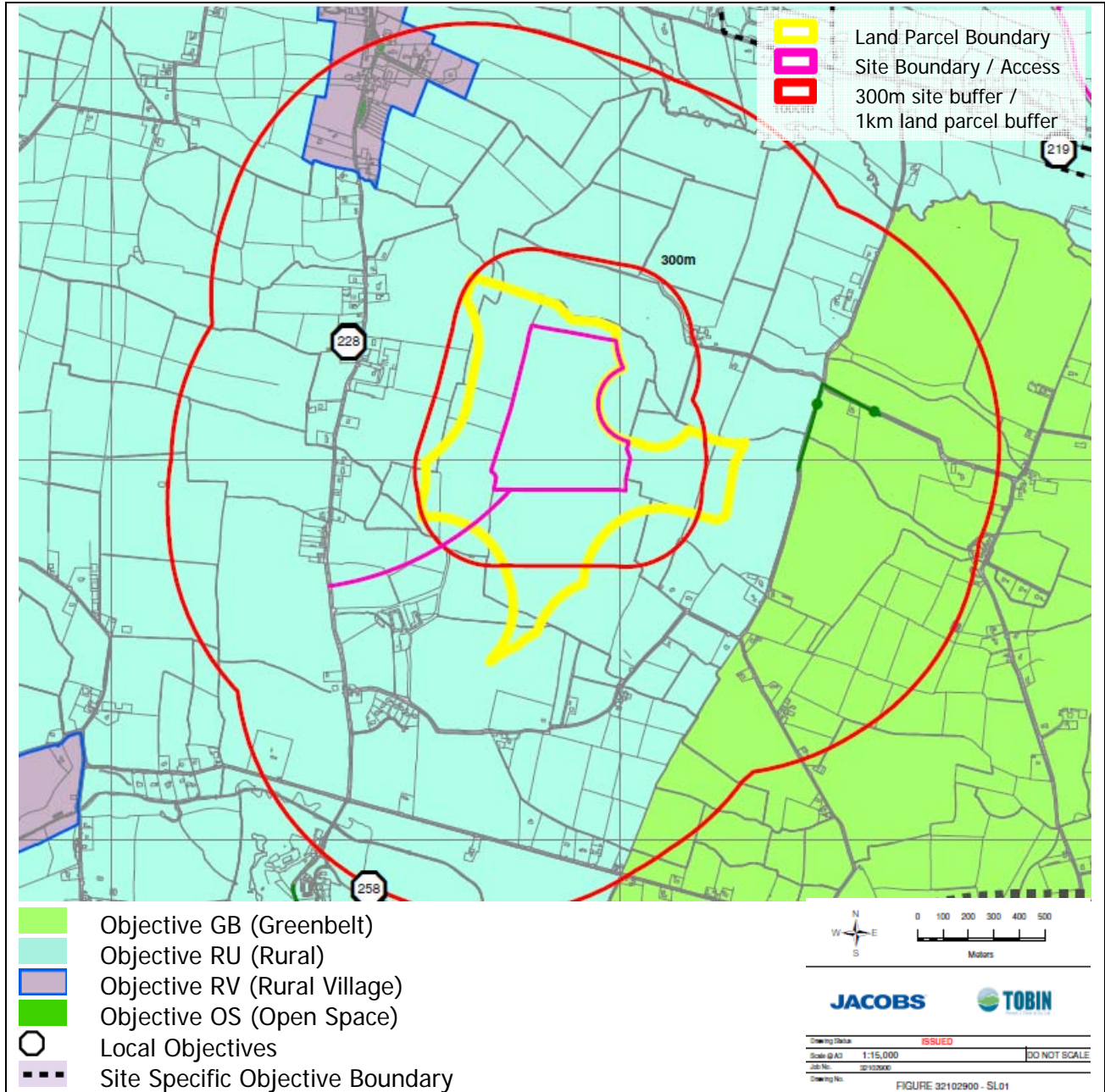


Figure 7 – Cookstown Site and Land Parcel

4.5.1 Size and Location

The Cookstown land parcel is a greenfield / agricultural site of approximately 25ha situated approximately 2.5km south east of the village of Ballyboghil.

Farm buildings are situated approximately 250m to the southeast of the site while there are a number of residential units and agricultural structures along the local roads to the west and southwest but there are no residential units within 300m of the site.

4.5.2 Land Use Zoning

The entire land parcel and site is zoned RU (Rural). Other land use zonings in the area include GB (Greenbelt) to the east, and RV (Rural Village) with OS (Open Space) in Ballyboghil Village to the northwest of the subject site.

4.5.3 Local Objectives

Local objectives within approximately 1km of the land parcel boundary include:

- **228** - Provide for one house only.
- **258** - Facilitate the existing integrated tourism and recreational complex at Roganstown. The nature and extent of the facilities provided is confined by the primary use of the site for recreation and tourism use and the need to conserve the special landscape character and heritage features of the site.

4.5.4 Other Objectives

The Development Plan has designated a 'preserved view' to the east of the land parcel boundary.

4.5.5 Airport Safety and Noise Zones

The proposed site is not located in any of the designated airport safety or noise zones.

4.5.6 Overview of Potential Planning Issues

There are no residential dwellings within 300m of the site.

While the preserved views seem to be at some remove from the land parcel, the potential landscape and visual impact of any proposed development will be a consideration in the suitability of this site for any new development.

The potential landscape and visual impact of any proposed development on these views will be considered by the Landscape consultant.

4.6 Newtowncorduff

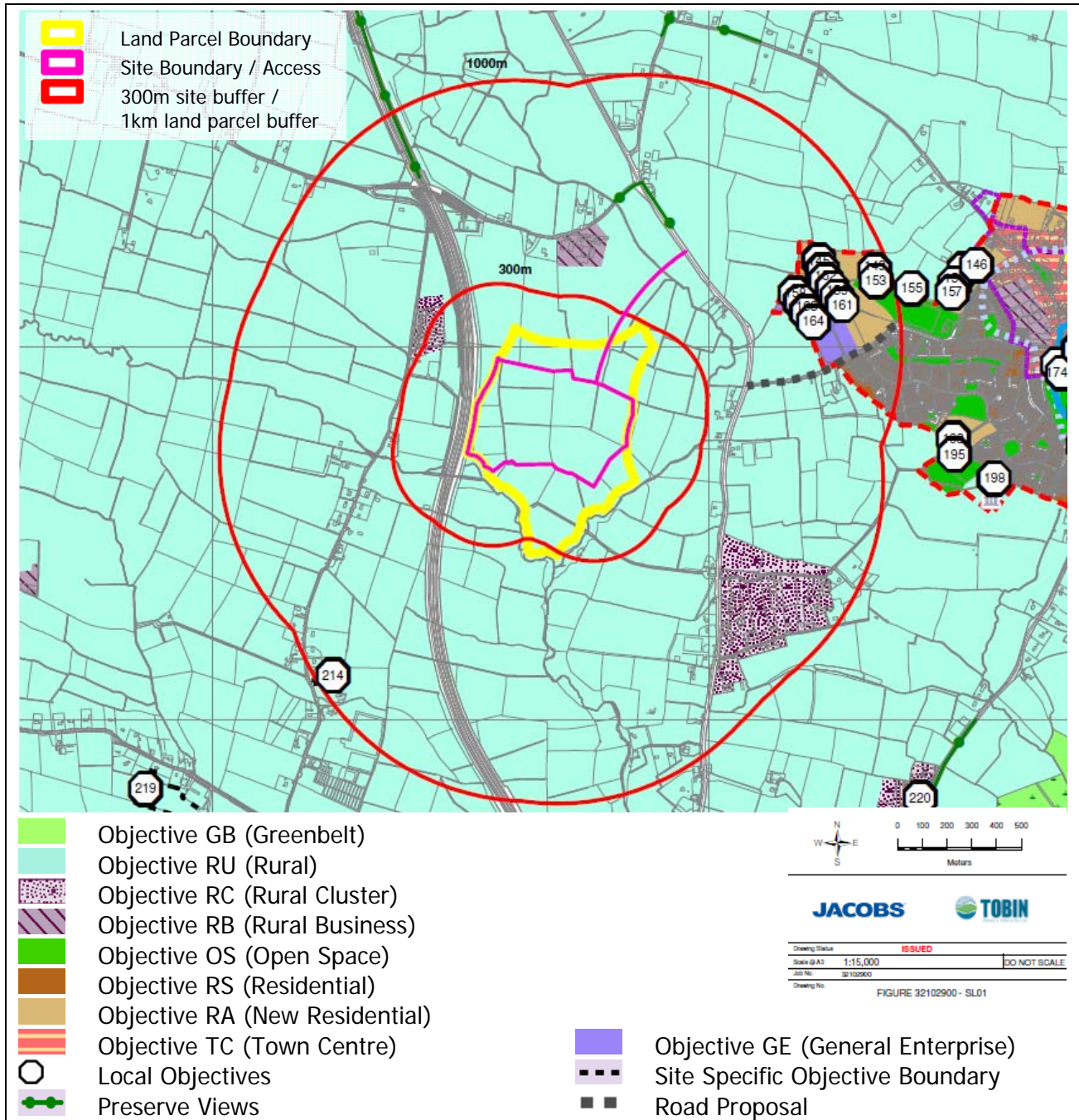


Figure 8 – Newtowncorduff Site and Land Parcel

4.6.1 Size and Location

The Newtowncorduff land parcel is located approximately 2.2km west of Lusk, and the site itself is approximately 21 ha in size and is currently used for agriculture.

The land parcel is bounded to the west by the M1 motorway. There are a number of residential / farming properties to the north along the Hedgetown / Ballough Road and to the east along the R132. To the southeast along the R132 is a cluster of residential / agricultural properties at Corduff and Kilhedge Lane.

4.6.2 Land Use Zoning

The entire land parcel including the site is zoned RU (Rural). Other zonings in the area include lands designated RC (rural cluster) to the northwest across the M1 motorway and to the southeast along the R132 road as well as a site zoned RB (Rural Business) to the north along the Ballough Road.

In addition, the development boundary for the town of Lusk is located within 1km of the land parcel boundary to the northeast. Land uses identified in this area include GE (General Enterprise), RA (New Residential), RS (Residential) and OS (Open Space).

4.6.3 Local Objectives

There are a total of 13 local objectives within 1km of the land parcel boundary. It should be noted however, that 12 of these objectives relate to the development of lands within the Lusk town development boundary. The full list of objectives is as follows:

- **145** - Ensure that residential development does not take place until such time as the Waste Water Treatment Plant at Portrane becomes fully operational and the required network upgrades to facilitate the development are completed.
- **148** - Ensure that residential development does not take place until such time as (a) work has commenced on the construction of a new permanent primary school beyond the existing schools currently operating within the Lusk catchment area, and a new secondary school within Lusk, and (b) the developer has undertaken an Educational Needs Assessment which demonstrates to the satisfaction of the Planning Authority that there is adequate school provision for the needs generated by the proposed development.
- **149** Provide for a new Community Facility with a minimum floor area of 300 sq m.
- **152** - Ensure an appropriate mix of housing is provided in the local housing market.
- **153** - Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.
- **156** - Ensure that development does not take place until the necessary improvement of Minister's Road as indicated on the Development Plan map is completed.
- **158** - Ensure that development does not take place until such time as the Waste Water Treatment Plant at Portrane becomes fully operational and the required network upgrades to facilitate the development are completed.
- **159** - Ensure that development does not take place until the playing pitch and the Community Facility on Ministers Road beside the GAA pitch have been constructed.
- **160** - Ensure that development does not take place until the necessary improvement of Minister's Road as indicated on the Development Plan map is completed.

- **161** - Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.
- **163** - Ensure that development does not take place until the playing pitch and the Community Facility on Ministers Road beside the GAA pitch have been constructed.
- **164** - Ensure that no development takes place until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures.
- **214** - Provide for one house only subject to a requirement of occupancy of seven years upon the applicant.

4.6.4 Other Objectives

Other significant Local Objectives within 1km of the land parcel boundary include two 'preserved views' to the north as well as a road objective to the east linking the residential development lands to the west of Lusk with the R132 road.

4.6.5 Airport Safety and Noise Zones

The proposed site is not located in any of the designated airport safety or noise zones.

4.6.6 Overview of Potential Planning Issues

There does not seem to be any significant planning constraints associated with the land parcel itself. With regard to the preserved views to the north of the land parcel, this will be considered by the Landscape Consultant.

The town of Lusk and in particular an area of land to the west of the town which has been designated as being suitable for further residential development is within 1km of the land parcel – but there are no residential dwellings within 300m of the site itself nor is it zoned for future residential development.

Section 8.1 of the Development Plan notes the strategic importance of rural areas for the production of food including the area around Rush and Lusk regarded as being "*particularly suited to horticulture.*" This is considered further within the Agronomy report.

4.7 Rathartan

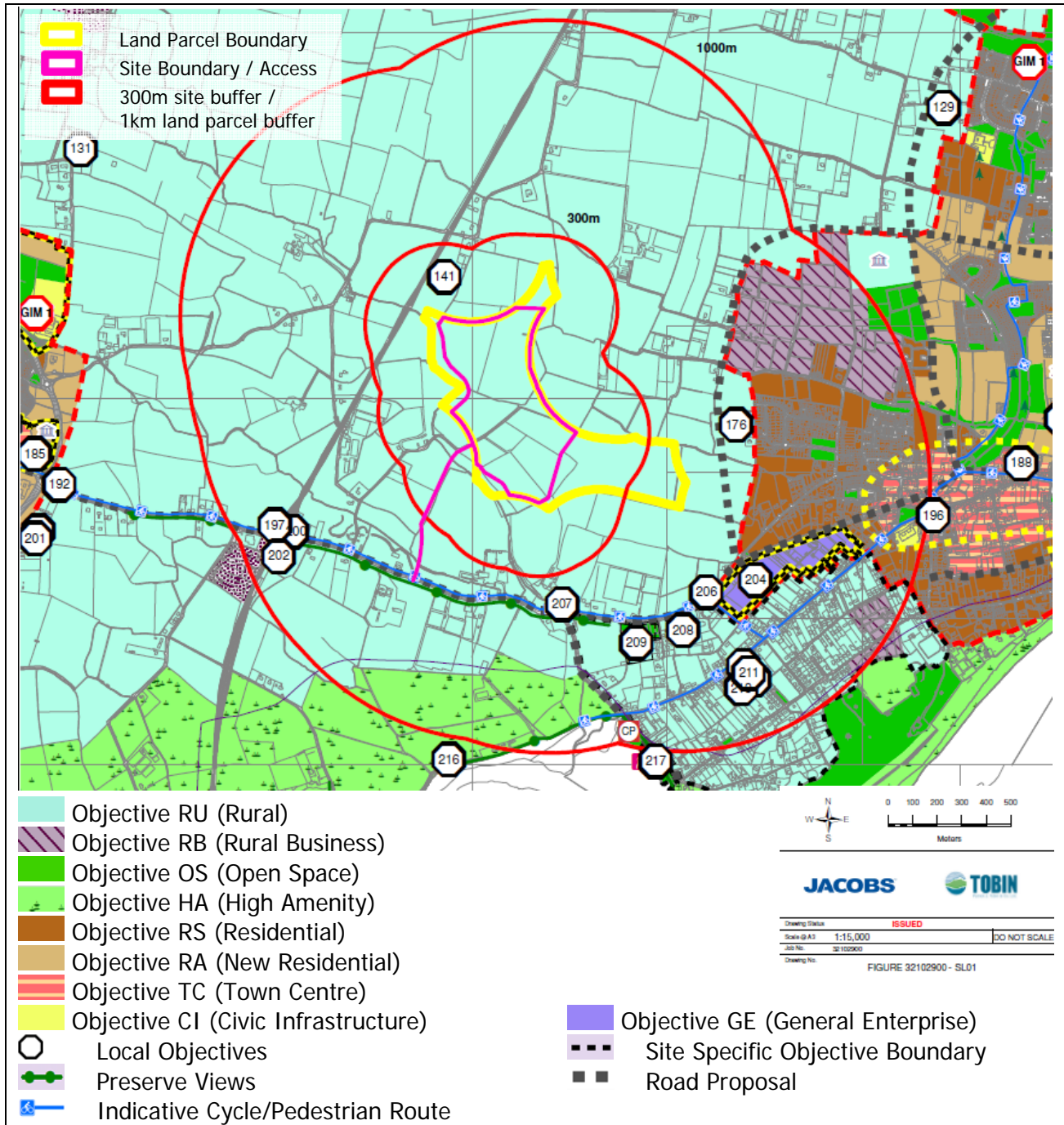


Figure 9 – Rathartan Site and Land Parcel

4.7.1 Size and Location

The Rathartan site is approximately 24 ha in size and is located approximately 2km to west of Rush and 3km to the east of Lusk.

The site is bounded to the west by the main Dublin-Belfast rail line. There is a single dwelling directly to the southwest of the land parcel (within 50m of the boundary) with additional dwellings situated further to the southwest along a local road but outside the 300m buffer zone.

Also to the southwest of the land parcel is a large agricultural / horticultural establishment which fronts onto the railway line. A number of similar horticultural uses are also situated to the east and northeast of the land parcel.

In addition, there are a number of dwellings to the south of the land parcel along the R128 Lusk / Whitestown Road which leads to the town of Rush.

4.7.2 Land Use Zoning

The entire land parcel including the site is zoned Rural (RU). Other land use zoning designations within 1km of the land parcel include RB (Rural Business), RS (Residential) and TC (Town Centre) to the east, HA (High Amenity) to the south and RC (Rural Cluster) to the southwest.

4.7.3 Local Objectives

There are 15 Local Objectives within 1km of the land parcel many of which relate to the development of the western edge of the town of Lusk. The 15 objectives include the following:

- **141** - Facilitate Agri Tourism.
- **176** - Carry out a study which will examine potential future use on these lands.
- **197** - Promote the development of a shuttle bus service linking Lusk and Rush to the rail station to avail of increased capacity in the rail service as it arises.
- **200** - Seek the provision of a pedestrian walkway over the railway adjacent to the existing bridge at the Rush/Lusk Railway station.
- **202** - Facilitate a café/newsagent within the railway station grounds to serve the needs of commuters using the station.
- **204** - Provide and facilitate the development of enterprise and business uses in accordance with an agreed Masterplan.
- **206** - Prepare a Gateway Strategy for the western approach to Rush.
- **207** - Prepare a Gateway Strategy for the western approach to Rush.
- **208** - Provide for and facilitate the development of a cemetery car-park and associated footpath linking to the graveyard.
- **209** - Provide for the extension of the existing cemetery at Whitestown subject to the suitability of the lands and the provision of screening and boundary treatment with adjoining properties.
- **210** – Require that an applicant for a house in the South Shore area demonstrates, to the satisfaction of the Planning Authority, that the site is not and will not be subject to flooding or erosion and that the impact of any proposed house will not adversely affect, either directly or indirectly, the ecological integrity of the Natura 2000 sites at Rogerstown Estuary.
- **211** - Exclude multiple unit housing estates in the South Shore area of Rush.

- **212** - Ensure that any new residential development in the South Shore, indicated on the map by a boundary line, is in compliance with the specific housing policy relevant to the South Shore area.
- **213** - Allow for new houses, subject to normal planning criteria, which have demonstrated to the satisfaction of the Planning Authority that they cannot connect to mains drainage within a reasonable period of time, on sites no less than 0.2ha in size.
- **GIM1** - Provide new Active Recreation Hubs in Bremore Regional Park, St. Catherine's Park (Rush), Lusk, Donabate, Mooretown/Oldtown (Swords), Drinan, Baldoyle Racecourse Park and The Phoenix Park Racecourse.

4.7.4 Other Objectives

Other significant local planning objectives include road objectives to the west of the land parcel which will link the centre of Rush to its western perimeter and the railway station at Station Road / the R148 / Lusk Road.

Views right along the R128 to the south of the land parcel have been designated as Protected Views under the Development Plan which has also identified this stretch of the R128 for the development of a pedestrian / cycling route.

4.7.5 Airport Safety and Noise Zones

The proposed site is not located in any of the designated airport safety or noise zones.

4.7.6 Overview of Potential Planning Issues

There does not seem to be any significant planning constraints associated with the land parcel itself. Consideration must be given to the site's location in the rural area between the towns of Lusk and Rush and its position adjacent to the main approach route to Rush as well as horticultural businesses.

With regard to its location between Lusk and Rush, it should be noted that the development Strategy for Lusk on page 51 states that "*existing and future development will be consolidated within well defined town boundaries and the distinct physical separation of Rush and Lusk will be maintained*". On the following page, the Plan states that "*the consolidation of Rush and the distinct physical separation of Rush and Lusk as separate towns is a fundamental principle of the development strategy*". These objectives as well as those relating to the need to protect existing horticultural uses in the area must be addressed if the proposal is to be considered in the fertile agricultural area which separates the two towns.

The location of the land parcel directly to the north of the R148 road on the outskirts of Rush must be considered in terms of the quality of design and screening in light of the local objective to prepare a "Gateway Strategy" for the western approach to the town and to preserve views along this stretch of the road.

4.8 Saucerstown

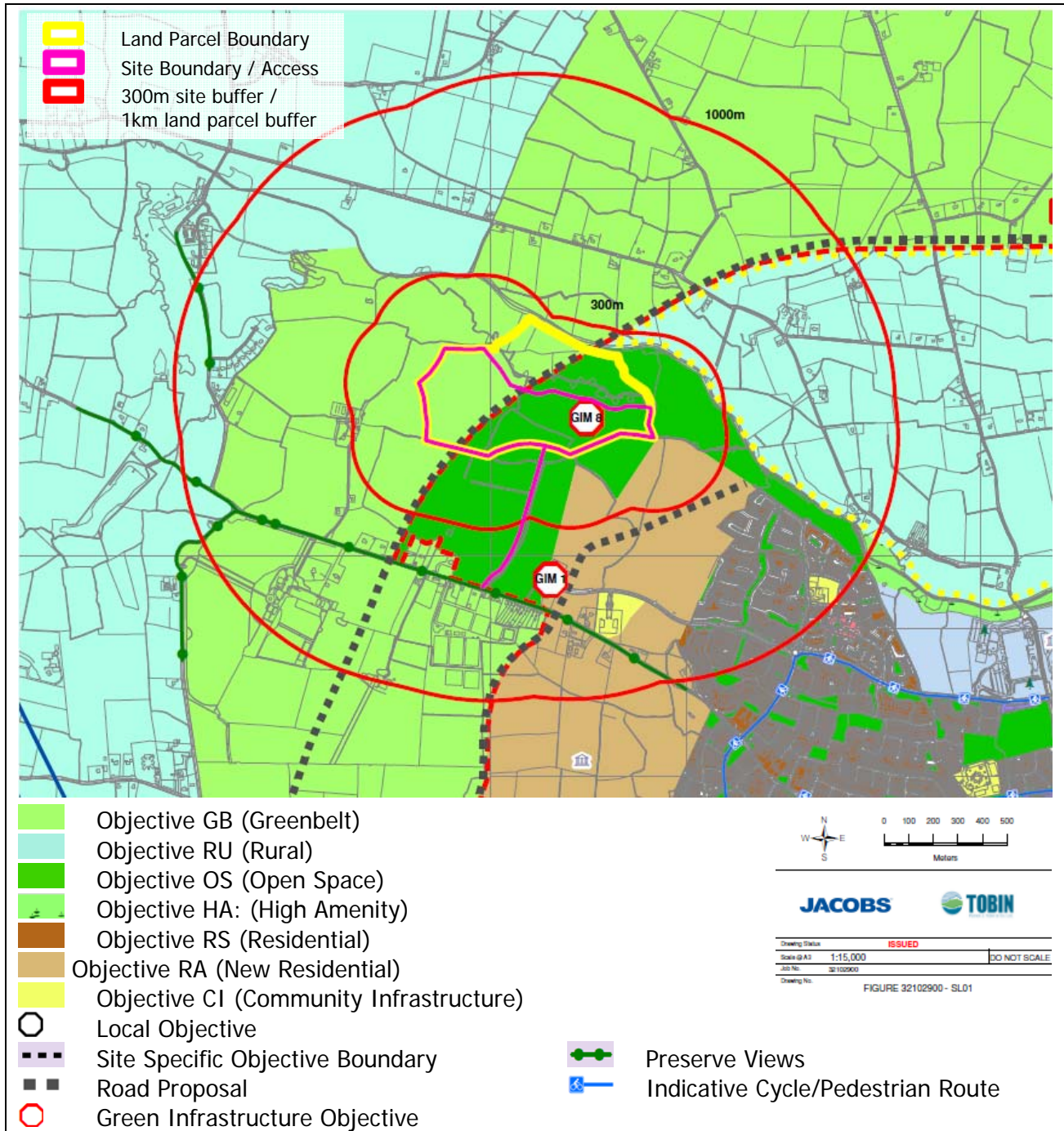


Figure 10 – Saucerstown Site and Land Parcel

4.8.1 Size and Location

The Saucerstown site is located on a ca. 22ha greenfield site approximately 3.3km northwest of Swords Town Centre. Existing land uses in the vicinity of the land parcel include Roganstown Golf Course and Country Club to the west and northwest, a number of dwellings along Balheary Avenue to the north, residential and horticultural properties along the R125 Rathbeale Road, a large school to the south along the same road, as well as residential areas of Swords Town to the east.

4.8.2 Land Use Zoning

The site is bisected by the Swords Town Development boundary with GB (Greenbelt) zoned lands to the west and OS (Open Space) zoned lands to the east. Other land use zoning designations within 1km of the boundary of the land parcel include RU (Rural) to the northwest and east and RS (Residential), RA (New Residential) and CI (Community Infrastructure) zonings within the Swords development boundary to the south and southeast.

4.8.3 Local Objectives

Due to its location partly within the Swords Town Development Boundary, there are only 2 Local Objectives within 1km of the land parcel boundary. These objectives (both of which relate to the provision of green infrastructure) are as follows:

- **GIM 1** - Provide new Active Recreation Hubs in Bremore Regional Park, St. Catherine's Park (Rush), Lusk, Donabate, Mooretown/Oldtown (Swords), Drinan, Baldoyle Racecourse Park and The Phoenix Park Racecourse.
- **GIM 8** - Provide new Regional Parks at the following locations: Baleally Lane, Mooretown/Oldtown (Swords), Baldoyle, and Dunsink subject to Appropriate Assessment screening.

4.8.4 Other Objectives

Other significant planning objectives within 1km of the boundary of the Saucerstown land parcel relates to the designation of a number of protected views along a stretch of the R125 Rathbeale Road to the south of the Saucerstown land parcel as well as an objective for the provision of a new road which will transect the land parcel.

This roads objective is set out in Section 1.6 of the Development Plan Objective 'Swords 13' which states that it is an objective of Fingal County Council to "*facilitate the development of the Swords Western Ring Road (SWRR) linking the R132 (east of the M1 and north of the Lissenhall interchange) to the N2 via the proposed 'Dublin Airport Box' road network.*" The Swords Bypass road is also listed in Section 4.1 under 'Road Construction and Improvement Measures'.

4.8.5 Airport Safety and Noise Zones

The proposed site is not located in any of the designated airport public safety or noise zones.

4.8.6 Overview of Potential Planning Issues

There are a number of planning policy challenges associated with the Saucerstown site not only due to its restrictive GB and OS land use zoning but also due to its location along the route of a proposed new Swords Bypass Road and to the local objectives which specify that a large area of

the site is intended to provide a new regional park. Furthermore there is zoning within the 300m buffer for new residential development.

4.9 Tyrelstown Little

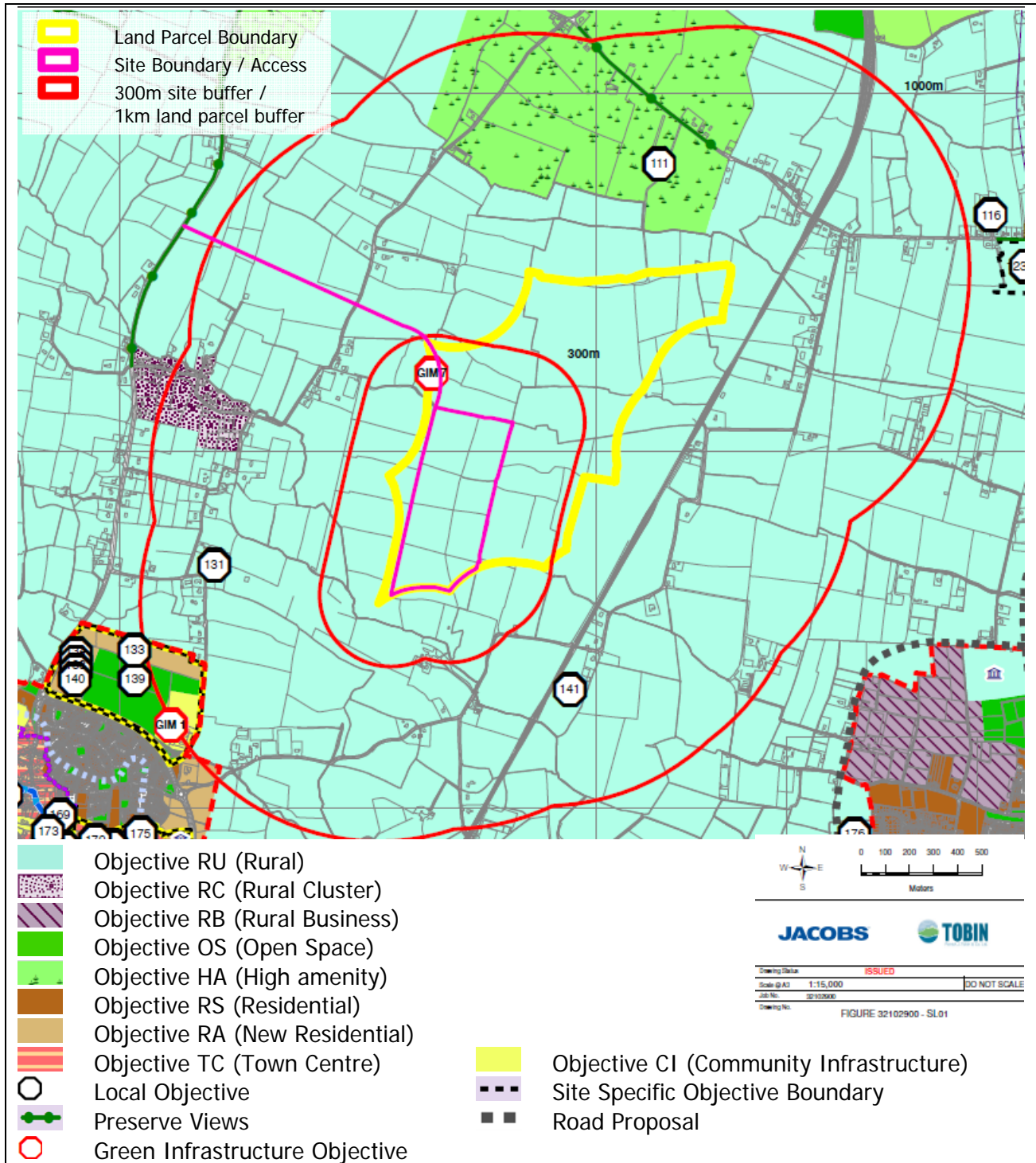


Figure 11 – Tyrelstown Little Site and Land Parcel

4.9.1 Size and Location

The Tyrelstown Little site is a greenfield / agricultural site which is located approximately 2.8km north east of Lusk and 3.6km north west of Rush and is approximately 23 ha in size. The main Dublin to Belfast railway line runs to the east of the land parcel.

Existing land uses in the vicinity of the land parcel include residential units to the north and northwest along the local Ballaghstown / Baldongan Road, a cluster of rural housing to the west at Greatcommon, and additional residential units to the southwest at Skerries, and additional residential units to the southwest along the Greatcommon Road. Directly to the south of the land parcel are a number of agricultural / commercial structures.

4.9.2 Land Use Zoning

The entire land parcel including the site is zoned RU (Rural). Other land use zoning designations within 1km of the land parcel include lands zoned HA (High Amenity) to the north, RC (Rural Cluster) to the west as well as lands zoned RS (Residential), CI (Community Infrastructure) and OS (Open Space) to the far southwest in an area which falls within the Lusk Town Development Boundary area.

4.9.3 Local Objectives

There are a total of five local objectives within 1km of the boundary of the land parcel namely:

- **111** - Permit a reasonable extension suitably and sensitively designed at the rear of the existing building of up to 400 sq m and improvement of the premises within the existing curtilage of the existing development
- **131** - Provide for one house only, sensitively designed and located on site
- **141** - Facilitate Agri Tourism
- **GIM1** - Provide new Active Recreation Hubs in Bremore Regional Park, St. Catherine's Park (Rush), Lusk, Donabate, Mooretown/Oldtown (Swords), Drinan, Baldoyle Racecourse Park and The Phoenix Park Racecourse
- **GIM7** - Undertake Historic Landscape Characterisation (HLC) for the Rush, Lusk, Loughshinny and Skerries area to include all lands east of the M1 motorway between the areas covered by the HLC studies in Balbriggan and Donabate/Portrane.

4.9.4 Other Objectives

The only other objective within 1km of the land parcel is for the preservation of a number of views along the Baldongan Road to the north.

4.9.5 Airport Safety and Noise Zones

The proposed site is not located in any of the designated airport safety or noise zones.

4.9.6 Overview of Potential Planning Issues

There does not seem to be any significant planning constraints associated this land parcel.

With regard to the green infrastructure objective GIM7 it is worth noting that this objective relates to a much wider area beyond the land parcel and that it is not necessarily restrictive in terms of the development potential of the site.

In relation to the preserved views in the area, these are being considered by the Landscape Consultant.

5. Conclusion

In conclusion, as the review of each of the land parcels and the specific sites within the land parcels outlined in the previous pages demonstrates, there are planning challenges associated with the development of a large wastewater treatment plant on any of the sites. However, this review has also indicated that the following characteristics must be considered when choosing a site in planning policy terms:

- Land parcels with a non-rural (RU) zoning objective
- Land parcels in close proximity to Dublin Airport and its attendant public safety zones
- Land parcels with local objectives for the development of roads / recreational facilities
- Land parcels which are located in the rural / horticultural production between and around the towns of Lusk and Rush
- sites which are located close to existing or planned urban residential developments.

It is recommended therefore, that when selecting a number of preferred sites as part of the next stage of the Alternative Sites Analysis process, careful consideration is given to the planning policy implications of selecting a land parcel with one or more of the characteristics listed above.

Table 1 below provides a high-level overview of these key potential planning constraints as they relate to each of the nine sites. For a full overview of the planning constraints associated with each site and land holding, as well as constraints present within the wider vicinity of each location, please refer to the detailed Tables A1 to A4 included in **Appendix 1** to this document.

Table 1 also provides an indicative rating of the relative significance of the relevant planning constraints by means of a colour coding system where dark orange indicates that considerable constraints are associated with a site, where orange indicates moderate planning constraints, and where yellow indicates sites which have the least planning constraints in relative terms.

Annsbrook	Baldurgan	Cloghran	Clonshagh	Cooks-town	Newtown-corduff	Rathartan	Saucers-town	Tyrels-town Little
RU zoning, proximity to farm buildings / dwellings, sports facility objective	RU Zoning, proximity to farm buildings / dwellings, sports facility objective	GB zoning, Sth. Fingal Fringe, close proximity to airport, proximity to housing, local objectives	GB and HT zoning, Near Master Plan area, Proximity to airport, proximity to housing, roads objective	RU zoning, proximity to farms buildings / dwellings	RU zoning, proximity to farm buildings / dwellings, proximity to growing area west of Lusk	RU zoning, Proximity to farm buildings / dwellings, between Lusk and Rush	GB and OS zoning, within Swords Boundary, regional park objective / roads objectives	RU zoning, proximity to farm buildings / dwellings

Table 1: Overview of Key Planning Policy Constraints for Each Site

This indicative rating of planning constraints illustrates that the two sites which are most constrained in planning policy terms are Cloghran (primarily due to its close proximity to Dublin Airport) and Saucerstown (due to its Greenbelt and Open Space zoning).

The least constrained sites include Annsbrook, Baldurgan, Cookstown and Tyrelstown Little (primarily as a result of their rural location and zoning). The next least constrained sites are Clonshagh (due to its zoning and proximity to Dublin Airport), Newtown Corduff and Rathartan (due to their proximity to the growing settlements of Lusk and Rusk).

**Appendix 1
Planning Policy Constraint Tables**

Planning Policy Criteria	Annsbrook	Baldurgan	Cloghran	Clonshagh	Cookstown	Newtowncorduff	Rathartan	Saucerstown	Tyrelstown Little
Existing Land Use on Site	Agricultural	Agricultural	Agricultural	Agricultural	Agricultural	Agricultural	Agricultural	Agricultural	Agricultural
Site Zoning	RU (Rural)	RU (Rural)	GB (Greenbelt)	GB (Greenbelt) HT (High Tech)	RU (Rural)	RU (Rural)	RU (Rural)	OS (Open Space) GB (Greenbelt)	RU (Rural)
Airport Public Safety and Noise Zones	N/A	N/A	Inner PSZ Outer PSZ Inner Noise Zone Outer Noise Zone	Outer PSZ Inner Noise Zone Outer Noise Zone	N/A	N/A	N/A	N/A	N/A
Local Objectives on Site	None	None	None	432 (Prepare Masterplan)	None	None	None	GIM8 (new regional park)	None
Other Local Objectives on Site	None	None	None	Road objectives	None	None	None	Road objective	None

Table A1: Planning Policies on each Site

Planning Policy Criteria	Annsbrook	Baldurgan	Cloghran	Clonshagh	Cookstown	Newtowncorduff	Rathartan	Saucerstown	Tyrelstown Little
Land Uses present within 300m of site boundary	Agricultural	Agricultural	Agricultural	Agricultural Open Space Urban Commercial	Agricultural	Agricultural Motorway	Agricultural Rural Residential Railway Line	Agricultural, Rural Residential Open Space	Agricultural, Rural Residential
Zoning present within 300m of site boundary	RU (Rural)	RU (Rural)	GB (Greenbelt) GE (Enterprise)	GB (Greenbelt) HT (High Tech) OS (Open Space) RA (New Residential)	RU (Rural)	RU (Rural) RC (Rural Cluster)	RU (Rural)	OS (Open Space) GB (Greenbelt) RU (Rural) RA (New Residential)	RU (Rural)
Airport Public Safety and Noise Zones within 300m of site boundary	N/A	N/A	Inner PSZ Outer PSZ Inner Noise Zone Outer Noise Zone	Inner PSZ Outer PSZ Inner Noise Zone Outer Noise Zone	N/A	N/A	N/A	N/A	N/A
Local Objectives within 300m of site boundary	180 (2 dwellings)	None	374 (nursing facility)	432 (prepare roads masterplan)	None	None	141 (agri-tourism)	GIM8 (active recreational hub)	GIM7 (historic landscape study)
Other Local Objectives present within 300m of site boundary	None	None	Indicative Cycle / Pedestrian Route	Road objectives	None	None	None	Road objective	None

Table A2: Planning Policies within 300m of Site Boundary

Planning Policy Criteria	Annsbrook	Baldurgan	Cloghran	Clonshagh	Cookstown	Newtowncorduff	Rathartan	Saucerstown	Tyrelstown Little
Land Uses present within 1km of Land Parcel Boundary	Agricultural Rural Residential Rural Commercial Motorway	Agricultural Rural Residential (including Village) Rural Commercial	Agricultural Open Space Quarrying Urban Residential Traveller Acc. Airport / Commercial Motorway	Agricultural Open Space Urban Residential Urban Commercial Hotel Burial Ground	Agricultural Rural Residential (including Village) Rural Commercial	Agricultural Rural Residential Rural Commercial Urban Residential Motorway	Agricultural Rural Residential Rural Commercial Urban Residential Open Space Railway Line	Agricultural, Rural Residential Open Space Urban Residential	Agricultural, Rural Residential Rural Commercial Railway
Zoning present within 1km of Land Parcel Boundary	RU (Rural) RC (Rural Cluster) RB (Rural Business)	RU (Rural) RV (Rural Village) GB (Green Belt)	GB (Greenbelt) GE (Enterprise) DA (Dublin Airport) OS (Open Space) RS (Residential)	GB (Greenbelt) HT (High Tech) OS (Open Space) RA (New Residential) RS (Residential)	RU (Rural) GB (Greenbelt) RV (Rural Village)	RU (Rural) RB (Rural Business) RC (Rural Cluster) GE (Enterprise) RA (New Residential) RS (Residential)	RU (Rural) RB (Rural Business) RC (Rural Cluster) RS (Residential) TC (Town Centre) OS (Open Space) HA (High Amenity)	OS (Open Space) GB (Greenbelt) RU (Rural) RA (New Residential) RS (Residential) CI (Community)	RU (Rural) HA (High Amenity) RC (Rural Cluster)
Airport Public Safety and Noise Zones	N/A	N/A	Inner PSZ Outer PSZ Inner Noise Zone Outer Noise Zone	Outer PSZ Inner Noise Zone Outer Noise Zone	N/A	N/A	N/A	N/A	N/A
Local Objectives within 1km of Land Parcel Boundary	144 (ELV facility) 180 (2 dwellings) 203 (sports facility) 214 (1 dwelling) 219 (employment opportunity)	203 (sports facility) 219 (employment opportunity) 228 (1 dwelling)	346 and 347 (access to residential estate) 374 (nursing facility) 375 and 376 (protect trees, develop tourism complex at Abbeyville) 383 (local shop) GIM1 (active recreation hub)	383 (local shop) 411 (foot path) 413 (nursing home) 423 (prepare office masterplan) 432 (prepare roads masterplan) 436 (cemetery) 439 (high tech uses) 442 (FRA required) 443 (local shops) 446 (riverside walk)	228 (1 dwelling) 258 (tourism complex)	145, 148, 149, 152,, 156, 158, 156, 158, 159, 160, 161, 163, 164 (all relating to development of western edge of Lusk)	141 (agri-tourism) 176 (study on use of lands) 197, 200, 202, 204, 206, 207, 208, 209, 210, 211 (all relating to development of western areas of Rush)	GIM1 (active recreational hub) GIM 8 (new regional park)	111 (house extension) 131 (single dwelling) 141 (agri-tourism) GIM1 (recreation hub)
Other Local Objectives present within 1km of Land Parcel Boundary	None	Preserved Views to north and southeast	Indicative Cycle / Pedestrian Route	None	Preserved views to east	Preserved views to north, northeast Road objective to west	Preserved views to south Indicative Cycle / Pedestrian Route Road objective	Road objective Preserved views to south	Preserved views to the north

Table A3: Planning Policies with 1km of Land Parcel Boundary

Planning Policy Criteria	Annsbrook	Baldurgan	Cloghran	Clonshagh	Cookstown	Newtowncorduff	Rathartan	Saucerstown	Tyrelstown Little
Key Planning Policy Considerations	RU Zoning Proximity to farm buildings and dwellings Sports facility objective	RU Zoning Proximity to farm buildings and dwellings Sports facility objective	GB Zoning South Fingal Fringe Close Proximity to airport Proximity to housing Nursing Home / Abbeyville Objectives	GB and HT Zoning Located on Masterplan area Proximity to airport Proximity to housing Roads Objectives	RU Zoning Proximity to farm buildings and dwellings	RU Zoning Proximity to farm buildings and dwellings Proximity to development area west of Lusk	RU Zoning Proximity to farm buildings and dwellings Location between Lusk and Rush	GB and OS Zoning Within Swords Town Boundary Objective for Provision of Regional Park / Recreational Hub Roads Objectives	RU Zoning Proximity to farm buildings and dwellings

Legend: Least Constrained
 Moderately Constrained
 Most Constrained

Table A4: Overview of Planning Policy Constraints

Appendix 2

Relevant Fingal County Development Plan Zoning and Local Objectives

	Objective RU: agriculture and rural-related enterprise, biodiversity, the rural landscape, and the built and cultural heritage
	Objective GB: Protect and provide for a Greenbelt
	Objective RC: Provide for small scale infill development serving local needs while maintaining the rural nature of the cluster
	Objective RB: Provide for and facilitate rural-related business which has a demonstrated need for a rural location
	Objective RV: Protect and promote the character of the Rural Village and promote a vibrant community in accordance with an approved local area plan, and the availability of physical and community infrastructure
	Objective OS: Preserve and provide for open space and recreational amenities
	Objective HA: Protect and enhance high amenity areas
	Objective RS: Provide for residential development and protect and improve residential amenity
	Objective RA: Provide for new residential communities in accordance with approved local area plans and subject to the provision of the necessary social and physical infrastructure
	Objective TC: Protect and enhance the special physical and social character of town and district centres and provide and/or improve urban facilities
	Objective CI: Provide for and protect civic, religious, community, education, healthcare and social infrastructure
	Objective GE: Provide opportunities for general enterprise and employment
	Objective HT: Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment
	Objective DA: Ensure the efficient and effective operation and development of the airport in accordance with the adopted Dublin Airport Local Area Plan
	Airport Red Approach Area
	Inner PSZ
	Outer PSZ
	Local Objectives
	Green Infrastructure Objectives
	Site Specific Objective Boundary
	Masterplan Area
	Preserve Views
	Burial Site
	Traveller Accommodation
	Road Proposal
	Indicative Cycle / Pedestrian Route