Kinsaley

Local Area Plan
May 2019

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Comhairle Contae Fhine Gall
Fingal County Council

Kinsaley

Local Area Plan

Adopted by Council 13th May 2019

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E Executive Summary

Purpose of the Local Area Plan

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). 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 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.

An LAP is valid for six years from the date of adoption by the Council. Its validity may be extended, in year 5 of the LAP for a further 5 years, if deemed appropriate by a resolution of the Council.

Public Consultation

At the end of May 2018, the Council published a Strategic Issues Paper for Kinsaley entitled 'Having Your Say'. The consultation period ran for 6 weeks, concluding on 13th July 2018. A total of 36 no. submissions were received during this time, each of which has been considered in the making of this LAP. A public drop-in information session was held in Kinsaley on 13th June 2018 as a part of the public consultation activities and was well attended.

A statutory public consultation process took place on the Draft Kinsaley LAP between the 19th February and the 3rd April 2019. A total of sixty seven submissions were received during this stage. The opinions expressed in the submissions informed the making of the Local Area Plan.

Policy Context

The policy context for Kinsaley is framed by national, regional, and local policy objectives with the Fingal Development Plan 2017-2023 providing the most detailed objectives for Kinsaley and the local area. Kinsaley is defined in the Development Plan as a 'rural village' and as such is primarily zoned 'RV' – Rural Village. The village also contains 'CI' – Community Infrastructure zoning (St. Nicholas of Myra Church and parish hall) and 'LC' – Local Centre zoning (St. Olave's).

Existing Settlement

Kinsaley is located approximately 1.5 kilometres west of Portmarnock and 2.5 kilometres north of the suburban outskirts of Dublin City. Dublin Airport is 4.5 kilometres to the west. The village is situated around the junctions of Chapel Road and Malahide Road and Malahide Road and Baskin Lane. The lands surrounding Kinsaley are largely agricultural in character, combined with the demesne lands of large country houses, including Abbeville to the north-west and Emsworth to the south. Kinsaley has a population of circa 340 persons according to the *Fingal Development Plan 2017 – 2023.*

The village core is centred on the parish church, the cottages on Chapel Road and the relatively recently developed lands at St. Olave's local centre with associated residential development. The village also incorporates the Garden Centre to the south of the LAP area as well as Kinsaley Business Park along Kinsealy Lane. The former Teagasc research facility located to the south of the village which, following consolidation of the research function into the Teagasc Centre in Blanchardstown, has ceased operation, now provides an opportunity for brownfield development.

Vision Statement

The vision statement for Kinsaley is as follows:

'Enhance and consolidate the village centre whilst ensuring the sustainable expansion of Kinsaley at a level appropriate to and integrated with the existing village in which the housing, socio-economic and civic aspirations of the community are met while retaining its distinctive character and sense of identity and ensuring maximum environmental protection'.

Key Objectives of the LAP

The LAP outlines key objectives for the sustainable development of the village in relation to:

- new residential development
- vehicular and pedestrian access
- expanded village centre
- natural heritage
- retail/ commercial
- public open space and recreation
- community and social facilities
- water and drainage

Village Development Framework Plan (VDFP)

A Village Development Framework Plan (VDFP) is a guidance and assessment tool designed to identify and protect the distinct physical and cultural characteristics of a place. The VDFP is integrated into this LAP as Section 10 and sets out a long term strategy for achieving the sustainable development of the village, incorporating a diversity and mix of uses to create a place where a balance is achieved between the natural and built environment as well as between the existing village and new development. The VDFP sets out the principal guidance for the physical development of the village.

This LAP has identified 6 no. development areas within the RV zoned lands of the village, the objectives for which are detailed in the VDFP:

- Kinsaley Lane Development Area – 2.6 ha
- Garden Centre Development Area – 1.3 ha
- Former Teagasc Development Area – 5.6 ha
- Malahide Road West Development Area – 4 ha
- Malahide Road East Development Area – 0.6 ha
- Kinsaley House Development Area - 6.6 ha

All planning applications shall be based on the guidance outlined in the Kinsaley VDFP.

Proposed Residential Densities and Potential Development Yield

Kinsaley has the capacity to accommodate circa 483 additional residential units in the identified Development Areas. This figure, combined with the 82 no. units currently under construction/ undergoing marketing in the Kinsealy Woods development, will result in a net increase of 565 no. units above existing. This will increase the population of Kinsaley from circa 340 to approximately 1,800. The overall density of development proposed is considered appropriate having regard to the Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities (May 2009) as well as the need to respond to significant demand for new housing in the residential market. A range of densities are supported across Kinsaley, from the lower density serviced sites to the north of the LAP area where it interfaces with surrounding agricultural land, to higher densities around the village centre and within the Teagasc lands. An appropriate range of densities for each identified Development Area are set out in the VDFP.

Road Network
A number of improvements to the road and transport network in Kinsaley will need to be undertaken to improve traffic movement around and through the village, as outlined in the Movement and Transport section of the LAP. These include the development of a dedicated pedestrian and cyclist network, an upgrade to the Baskin Lane junction, traffic calming measures, upgraded surface treatment through the centre of the village and a new parking and drop-off area to serve the schools and proposed sporting facilities.

Education and Community
The LAP proposes the provision of a new and expanded national school at the location of the temporary Malahide/ Portmarnock national school to serve Kinsaley's growing population. The LAP also proposes new sports facilities, in the form of a mixed use games area (MUGA) and full sized soccer pitch adjacent to the school. It is envisaged that these amenities will be available to the wider community outside of school usage.

Village Centre
While the Malahide Road is an important piece of road infrastructure, moving traffic from Malahide and the surrounding area to the city to the south, as well as to the airport, it also constitutes Kinsaley's main street. The Village Centre is anchored at the northern end by St. Olave's and to the south by Kinsealy Garden Centre. However, the Malahide Road does not currently function as a main street of a village, due to the distance between the two anchors, the gaps in the streetscape and lack of street address on both sides of the road, as well a challenging pedestrian environment.

The LAP seeks to address this by defining the extents of the centre and supporting physical upgrades to create a village where pedestrians feel comfortable, which operates/ functions as a true village centre and provides a defined focal point for village life. The village centre will be characterised by:

- A new civic space on the western side of the Malahide Road, bookended by a new mixed use retail building (preferably facilitating a convenience retailer) to define the space;
- Provision/ widening of footpaths throughout the village centre area;
- Housing on both sides of the Malahide Road, oriented to address the carriageway and to allow passive surveillance of the street, the gardens/ green areas of which will contribute to the feeling of greenery in the Village Core.
- Variation in ground treatment to define the area, both on the Malahide Road itself and the adjoining footpaths;

Retail /Commercial Development
The Council will promote and encourage the development of retail and commercial services within a new village centre at a level appropriate to serve the residents of Kinsaley and its surrounding rural hinterland. This will ensure that Kinsaley can serve as a key local service centre for the residents of the village and surrounding area.

Employment opportunities close to Kinsaley
The LAP provides for employment uses within the new village centre, through the provision of additional retail and retail services space. The Kinsealy Business Park will also be supported in its continuing role of providing employment opportunities. Indeed, the closure of the Teagasc Agricultural Research Centre makes the role of the Business Park all the more vital in the life of the village.

Green Infrastructure
The term 'Green Infrastructure' is used to describe the interconnected networks of land and water all around us that sustain environmental quality and enrich quality of life. The LAP includes objectives for the protection and enhancement of Green Infrastructure in Kinsaley under the following headings:

- Landscape Character
- Biodiversity
- Parks, Open Space and Recreation
- Archaeological and Architectural Heritage
- Sustainable Water Management

The provision of green routes around the village as well as the expansion and upgrade of a riparian amenity space along the Sluice River are key parts of the green infrastructure strategy.

Open Space and Recreation
Under the Fingal Development Plan 2017-2023, Kinsaley contains a distinct area of Open Space ('OS') zoning adjacent to the Sluice River. Extending and improving this amenity area is an objective of the LAP and shall include additional public open space facilities and an extended area to the west. The provision of active open space facilities associated with the proposed school, a new playground, as well as the provision of a network of pedestrian and cycling routes around the village are also key aspects of the approach to open space and recreation.

Teagasc Lands
The Former Teagasc Research Centre is located to the south of the LAP area. Under the previous Development Plan, the lands were zoned Rural Business (RB), to provide for and facilitate rural-related business (businesses which have a demonstrated need for a rural location). Following the discontinuation of the research function of the site under Teagasc, the lands were subsequently rezoned to Rural Village (RV) under the current Development Plan (2017-2023). The development of this site (5.6 ha), along with the adjoining Kinsaley House site (6.6 ha), represents a rare opportunity to not only provide key pieces of community infrastructure, but also to help to define the future character of the village.

Phasing of Development
In the interests of ensuring that new development is well integrated with the existing village and in tandem with the necessary physical and social infrastructure, it is an objective of this LAP that individual planning applications shall be submitted for each of the proposed Development Areas, with the exception of the Malahide Road East development area, which is limited in size (0.6 ha) and falls under multiple ownerships.

As outlined in the Phasing section of this LAP, green routes, open space and other amenities will generally be required to be constructed within the first phases of development within these areas, unless there is a specific infrastructural constraint preventing this from occurring.

E Executive Summary

Sustainable Growth

- Support the expansion of Kinsaley Village centre as a focal point for the community with an enhanced retail function to serve the needs of existing and future residents.
- Support infrastructural investment to ensure safe pedestrian and cyclist movements throughout the village in tandem with enhanced traffic management measures including facilitating the provision of improved pedestrian/ cycle access to public transport and local schools.
- Protect and enhance the existing natural amenities of Kinsaley together with improving access to established and proposed amenity areas through designated green routes.
- Provide for the integrated development of the village and its growing population with the development of new housing delivered in tandem with supporting community and physical infrastructure.

Green Infrastructure & Water Services

- Improve the amenity of the River Sluice by providing a riparian corridor for the enjoyment of residents and visitors.
- Protect and foster biodiversity by providing green routes that can facilitate the movement of fauna.
- Improve the liveability of Kinsaley by creating green links between open spaces and other key assets, such as the schools.
- Mitigate flood risk by incorporating SuDS features into new development and providing an undeveloped floodplain and riparian corridor to the River Sluice.
- Take advantage of the opportunities created by the requirement to incorporate SuDS features to ensure that these areas enhance the landscape quality of the area.
- Protect water quality by ensuring that new development is designed so that water runs through at least one SuDS feature before discharge.

Creating Communities

- Strengthen the local economy by providing opportunities for expanded retail and local services around the proposed civic space in the village centre.
- Expand the range of community infrastructure available to the growing population of Kinsaley by providing a permanent national school, to replace the temporary Malahide/ Portmarnock Educate Together national school.
- Reduce the carbon footprint of new buildings by ensuring that development is designed to minimise requirements for energy and water.
- Creation of a high-quality, multifunctional civic space to serve the community.

Movement and Transport

- Reduce local reliance on the private car by providing new pedestrian and cyclist infrastructure.
- Facilitate pedestrian and cyclist movements around the village without the requirement to use main roads, insofar as possible.
- Resolve traffic conflicts and inappropriate traffic movements by providing dedicated school drop-off and parking areas.
- Facilitate the upgrade of the Baskin Lane junction to allow traffic to flow more freely through the village

Parks, Open Space and Recreation

- Meet the sporting and recreational needs of the growing population by providing a full sized/all-weather soccer pitch and mixed use games area as part of the expanded school.
- Create a more active and vibrant village centre by providing a new high quality civic space as part of Development Area 4 - Malahide Road West.
- Improve opportunities for off-road movements around the village by providing a high quality green route through Development Area 3 (Teagasc) and Development Area 6 (Kinsaley House), connecting to the Malahide Road.
- Improve the range of amenities available to children by providing a playground to serve the broader area within Development Area 3 (Teagasc).

Design and Development

- Define the character of Kinsaley as a rural village through design and layout cues, such as the incorporation of pitched roofs and appropriate and interesting gabled elevations and street furniture.
- Define the centre of Kinsaley as a village centre rather than as a suburban centre through the design of buildings and the civic space.
- Create a settlement with a distinctive rural character through the use of innovative, high quality architecture.
- Ensure that sufficient capacity exists in the sewerage network by supporting the construction of a new Irish Water pumping station to serve Kinsaley.
- Reduce surface water run-off by maximising permeable areas and incorporating features such as water butts, rainwater harvesting, rain gardens, and permeable pavements.

Table 1: Key goals of the LAP

Kinsaley LAP
Existing and proposed elements:

1. St. Olave's
2. St. Nicholas of Myra Church and parish hall
3. Abby Well
4. Cooper's Wood
5. Kinsealy Woods (under construction)
6. Kinsealy Business Park
7. Emsworth Park
8. Kinsealy House (protected structure)
9. Proposed Civic Space bounded by ground floor shops
10. Proposed Local convenience shop
11. Proposed residential development
12. Proposed extended/ upgraded riparian corridor
13. Redeveloped Garden Centre site incorporating residential
14. Proposed expanded national school
15. Proposed Mixed Use Games Area (MUGA)
16. Proposed Full sized soccer pitch (all-weather)
17. Car parking/ drop off for schools/ sports facilities
18. Proposed dispersed residential blocks in a landscaped setting
19. Proposed green route for pedestrians/ cyclists
20. Proposed playground
21. Landscaping buffer to adjoining development
22. Serviced sites accommodating houses
23. Residential development incorporating extension to Kinsealy Woods and development fronting Malahide Road
24. Proposed Baskin Lane Upgrade
25. Proposed village centre surface treatment
26. Development Plan roads objective

1 Introduction

1.0 Statutory Context

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). 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 purpose of this LAP is to examine Kinsaley in detail, identifying and analysing the various issues affecting the area and then establishing and setting principles for its future development. LAPs prepared in consultation with the local community and other stakeholders, create opportunities to strengthen and enhance local areas. When prepared for new greenfield areas, they provide the opportunity for the creation of sustainable communities and new placemaking.

Objective PM13 of the *Fingal Development Plan 2017-2023* states as follows regarding LAPs:

"Prepare 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".

Kinsaley Village is primarily zoned 'RV – Rural Village' in the Development Plan. It is a stated objective of the Development Plan to:

"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".

As such, it is a requirement of the Development Plan to prepare a LAP for Kinsaley.

1.1 Geographic Context

Kinsaley is located approximately 1.5 kilometres west of Portmarnock and 2.5 kilometres north of the suburban outskirts of Dublin City. Dublin Airport is 4.5 kilometres to the west. The village is situated around the junction of Chapel Road and Malahide Road and the junction of Malahide Road and Baskin Lane. The Malahide Road facilitates north-south traffic movements, while Chapel Road and Baskin Lane facilitate east-west traffic movements. The village's location along these routes means that it experiences a significant volume of through traffic.

The lands surrounding Kinsaley are largely agricultural in character, combined with the demesne lands of large country houses, including Abbeville to the north-west and Emsworth to the south.

The primary vehicular driving route to Kinsaley is the R107 Malahide Road which passes northwards from the city boundary, through the village. In terms of rail provision, the nearest Dublin Area Rapid Transit (DART) stop is at Portmarnock to the east of the village.

Kinsaley has a strong visual identity and landscape quality formed by the Sluice River, running east-west through the village and by the stone walls and mature trees associated with the nearby Abbeville Demesne.

The village core is centred on the parish church, the cottages on Chapel Road and the developed lands at St. Olave's local centre with associated residential development. Functionally, the village can be described as a Commuter Village under development pressure. Recent construction includes the Cooper's Wood development along Chapel Road and the Emsworth Park development on Kinsealy Lane. The Kinsealy Woods development is currently under construction.

Kinsealy Business Park provides employment, comprising light industrial units and offices and is accessed from Kinsealy Lane. Until recently, the Teagasc site to the south of the village offered research based employment but, following consolidation of the research function into the Teagasc Centre in Blanchardstown, has ceased operation. Other employment providers are focused on existing retail services along Malahide Road, including at Kinsealy Garden Centre.

1.2 Purpose of the Local Area Plan

This LAP establishes a framework for the planned, coordinated and sustainable development of Kinsaley, both within the village core, in the surrounding lands zoned Objective RV – "Rural Village' defined herein as 'Development Areas' and on infill sites. The LAP will take effect for a period of 6 years (2019-2025), which may be extended for an additional 5 year period (in the fifth year) as provided for under the *Planning and Development Act 2000* (as amended). The LAP seeks to achieve

the successful integration of the new Development Areas into the existing settlement of Kinsaley and in so doing, improving the liveability and quality of life of the overall settlement.

1.3 Why a Local Area Plan for Kinsaley?

As stated previously, it is a requirement of the zoning for the area to prepare an LAP for Kinsaley. While this objective applied to much of Kinsaley under the previous Development Plan (2011-2017), the adoption of the Development Plan (2017-2023) has had the effect of significantly expanding the 'RV' area. In addition, the cessation of the research activities previously undertaken at the Teagasc lands, which is a major component of the LAP area, has reinforced the need to produce an LAP to guide future development and consolidate the village.

1.4 Consultation

At the end of May 2018, the Council published a Strategic Issues Paper for Kinsaley entitled '*Having Your Say*'. The Paper was intended to generate interest and constructive debate and to assist stakeholders and the public in making a submission/ raising issues for consideration in the LAP. The consultation period ran for 6 weeks, concluding on 13th July 2018. A total of 36 no. submissions were received during this time, each of which has been carefully considered in the making of this LAP. A public drop-in information session was held in Kinsaley on 13th June 2018 as a part of the public consultation activities and was well attended. A summary of the issues raised by submitters is contained in Appendix 1.

A statutory public consultation process took place on the Draft Kinsaley LAP between the 19th February and the 3rd April 2019. A total of sixty seven submissions were received during this stage. The opinions expressed in the submissions informed the making of the Local Area Plan.

1.5 Environmental Assessments

The following environmental assessments have been undertaken to assess any possible impacts arising from the LAP. A copy of the Environmental Assessments are contained within the appendices.

1.5.1 Strategic Environmental Assessment

A screening exercise was carried out in relation to whether a Strategic Environmental Assessment (SEA) is required for the Local Area Plan (Directive 2001/42/EC). The SEA screening report was sent to the Environmental Protection Agency, the relevant government departments and to adjoining Local Authorities, seeking comment. A copy of the SEA Screening Statement and a summary of the responses received is included as Appendix 2 of this document. The screening exercise for SEA concluded that a full Environmental Report was not required, given the nature and scale of development proposed and its potential impacts. The SEA screening document is contained in Appendix 4.

1.5.2 Appropriate Assessment

In addition to the SEA screening exercise, it is also a requirement to undertake an Appropriate Assessment (AA) screening regarding possible impacts of the LAP on Natura 2000 sites as required under the EU Habitats Directive. The screening exercise concluded that a full Appropriate Assessment was not required. The AA Screening document is contained in Appendix 5.

1.5.3 Sustainable urban Drainage Systems (SuDS) Analysis

A Surface Water Management Plan comprising both a flood risk assessment and a sustainable drainage strategy has been developed for Kinsaley by Roughan & O'Donovan Consulting Engineers (ROD) on behalf of Fingal County Council. The Plan identifies various recommendations and measures that should be employed, taking account of the existing surface water infrastructure in place across the village. The SuDS strategy for Kinsaley sets out a hierarchy of SuDS techniques, which when employed in combination, work together to form a coherent and effective strategy. The recommendations for Kinsaley incorporate a range of source controls including:

- Source Controls - water butts, rainwater harvesting, permeable pavements, green/blue roofs, green walls, filter drains and soakaways.
- Site controls - swales, bioretention areas/ modified planters, and detention basins.
- Possible regional controls - ponds and constructed wetlands.

These SuDS measures shall, where feasible, be incorporated into the development in line with appropriate sustainable drainage practices and provide for limiting runoff rates and site, source and regional controls.

1.5.4 Flood Risk Assessment

In accordance with the 'Planning System and Flood Risk Management Guidelines for Planning Authorities' (DoEHLG, 2009) and Circular PL02/2014, (August 2014), the preparation of the LAP was the subject of a Strategic Flood Risk Assessment, which was also completed by ROD Consulting Engineers. The report incorporates commentary on each of the development areas identified in this LAP as well as recommendations to guide future development, which must comply with the objectives of the report to ensure impacts on water quality and increased flood risk are avoided.

2 Legislative Context

2.0 Introduction

The preparation of this LAP has been guided by EU Directives, the National Planning Framework, Regional Planning Guidelines and by the *Fingal Development Plan 2017-2023*, in addition to various Government policy documents and guidelines. The need to promote sustainable development is clearly articulated in the aforementioned documents and has been central to the preparation of this LAP. Sustainable development refers to *"development that meets the needs of the present without compromising the ability of future generations to meet their own needs".*

2.1 National Planning Framework 2018-2040

The National Planning Framework (NPF) is the long-term strategic planning framework that will guide national, regional and local planning and investment over a 25 year period. In contrast to its predecessor, the National Spatial Strategy 2002 (NSS), the NPF will have a statutory basis and is accompanied by a sister document, the National Development Plan 2018 (NDP). The NDP is a 10 year strategy for the capital investment of almost €116 billion, known as Project Ireland 2040.

The NPF recognises the importance of the Eastern and Midland Region as a major source of growth in the Country over the next 20 years and states as follows in this regard:

"The Eastern and Midland part of Ireland will, by 2040, be a region of around 2.85 million people, at least half a million more than today".

As the population of the Region grows, so too will the need for additional resources in the form of housing, employment, infrastructure and transport.

The NPF goes on to state that:

"The significant influence of Dublin and the cross border network extends to the county towns and other settlements within the north-eastern regional area as well as to Fingal and parts of County Meath. In identifying opportunities for leveraged employment and sustainable population growth, development must be supported by enhanced connectivity, quality of life, strengthened urban cores and more compact housing in urban settlements. This is to protect and manage the strategic capacity of transport infrastructure and to ensure that the distinctiveness of settlements and rural areas is maintained".

2.2 Regional Planning

The Regional Planning Guidelines aim to implement the policies and objectives of the NSS (which, as stated previously, has been superseded by the NPF) at a regional level.

Following the enactment of the Local Government Reform Act 2014, three new Regional Assemblies came into effect in January 2015, replacing the previous Regional Assemblies. As stated above, Fingal is part of the Eastern and Midland Regional Assembly (EMRA). Each Assembly produces a Regional Spatial and Economic Strategy (RSES) which will, when adopted, supersede the current RPGs. Future Development Plan reviews will be required to comply with the RSES, including any review of the housing allocation in the Core Strategy resulting from updated population projections.

The current RPGs distinguish the Metropolitan area from the Hinterland area of Fingal by setting out distinct development strategies for each. Kinsaley is located in a rural area within the designated Dublin Metropolitan Area. The RPGs divide these villages into two categories, Commuter Villages and Key Villages. Kinsaley is designated as a Commuter Village. The current RPGs indicate that future growth in Commuter Villages should be managed so that they do not facilitate the expansion of unsustainable growth patterns.

The Draft RSES acknowledge that the area has undergone rapid population growth over the past 10 years and that small towns and villages which are located in proximity to the large urban centres, experience significant urban generated pressures. This requires the levels of growth to be managed and to ensure that there is a requisite service level for the population. As a rural village in the Dublin Metropolitan Area, Kinsaley is experiencing these pressures.

2.3 Sustainable Residential Development in Urban Areas - Cities, Towns & Villages 2009

The guidelines for Planning Authorities aim to support the development of sustainable communities through the incorporation of best practice standards and by providing a coordinated approach to the delivery of infrastructure and services in cities, towns, and villages. The main objectives of the guidelines for small towns and villages are:

- Development must be plan led either through an adopted Local Area Plan or Village Design Statement.
- New development should contribute to maintaining compact towns and villages and walking and cycling should be preferred for local trips.
- Higher densities are appropriate in some locations that are served by existing and/ or planned public transport corridors.
- Development should offer alternatives to urban generated housing where pressure for single homes in rural areas is high.
- The scale of new residential development schemes should be in proportion to the pattern and grain of existing development. It is generally preferable for development to take place on a number of sites, rather than on a single large site.
- Local authorities have a vital role to play in encouraging development through the provision of essential services.

2.4 S. 28 Guidelines for Planning Authorities

The guidelines for planning authorities have been prepared and issued by the Department of Housing Planing and Local Government (previously Environment, Community and Local Government) under section 28 of the Planning and Development Act 2000 (as amended) to guide best practice planning and development.

Local Area Plan Guidelines

The guidelines set out best practice for the preparation of new LAPs. The main aims of the guidelines are to:

- highlight best practice and improve the quality of LAPs
- improve community and institutional participation in the process of preparing or amending local area plans; and thereby
- enhance the co-ordination and provision of essential public infrastructure within the planning process.

The Kinsaley LAP has been prepared with regard to the LAP guidelines, as well as all other applicable guidelines issued under Section 28.

2.5 Transport Strategy for the Greater Dublin Area 2016-2035

The Transport Strategy for the GDA provides a framework for the planning and delivery of transport infrastructure and services up to 2035. Smarter Travel, A Sustainable Transport Future 2009-2020, also seeks to promote sustainable development, by

reducing emissions, through the promotion of cycling, walking and sharing car journeys.

The Greater Dublin Area Cycle Network Plan was published in 2013 and is a ten year cycling strategy for Dublin, Kildare, Meath and Wicklow. While the proposed network for rural areas does not show a link through Kinsaley, it does propose an 'Urban/ Town Network' route along Station Road in Portmarnock extending as far west as the R124, as well as a link along the Feltrim Road, extending as far south as Kettles Lane and connecting onward to the Swords-Malahide route.

2.6 Kinsaley Cycleway and Footpath Network Feasibility Study

Fingal County Council has commissioned a cycling and foot-path feasibility study for the Kinsaley area which examines the feasibility of a number of walking and cycle routes connecting the village to neighbouring settlements. It is an objective of the LAP to improve cycling connections.

It is a priority objective to provide segregated walking and cycling routes to Kinsaley from Old Portmarnock, from Kettle's Lane and from Balgriffin/Belmayne, and a traffic-calmed route from Malahide Demesne suitable for pedestrians and cyclists of all ages and abilities, in line with the proposals in the Kinsealy Cycleway and Footpath Network Feasibility Study, to facilitate access to schools, public transport and other local services and amenities, subject to SEA and AA Assessment.

2.7 Fingal Development Plan 2017-2023

The Fingal Development Plan 2017 – 2023 is the statutory framework for the County which sets out the Council's policies and objectives for development over the Plan period. The Development Plan seeks to develop and improve, in a sustainable manner, the social, economic, environmental and cultural assets of the County. The Local Area Plan has had due regard to all relevant policies and objectives set out in the Development Plan.

2.7.1 Core Strategy

The Planning and Development (Amendment) Act 2010 introduced the requirement for an evidence based 'Core Strategy' to be included in Development Plans. 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.

Fingal's Core Strategy indicates that there is a total capacity of 49,541 housing units on zoned lands for the County, split between the Metropolitan Area (39,909 units) and the Hinterland area (9,632 units). The total residential capacity on zoned lands in the 'Other Settlements' category, which includes Charlestown & Meakstown, Santry & Ballymun, Balgriffin & Belcamp, Baskin & Kinsaley, is 2,791. This figure represents 7% of the total residential capacity for the Metropolitan Area.

The likely number of additional residential units in Kinsaley in the long term will be circa 565 units (including extant planning permissions/ areas under construction as of the time of writing). This constitutes approximately 1.4% of the allocation for the Metropolitan Area of 39,909. The anticipated number of additional units in Kinsaley are calculated as follows:

Extant Planning Permissions (Total 182 units):

- Kinsaley House - 100 no. units
- Kinsealy Woods (under construction) - 82 no. units

While a planning permission exists for the construction of 100 units at the Kinsaley House site, construction has not yet commenced. It is, therefore, possible that a subsequent planning application will be prepared based on the level of development supported for Development Area 6 in this LAP. The overall figure quoted herein assumes that the permission for 100 no. units will be constructed and, as such, may vary.

Identified Development Areas (Total 483 units)

- Development Area 1 - 30 no. units (approx)
- Development Area 2 - 40 no. units (approx)
- Development Area 3 - 185 no. units (approx)
- Development Area 4 - 85 no. units (approx)
- Development Area 5 - 20 no. units (approx)
- Development Area 6 - 123 no. units (approx)

The identified yield is likely only to be realisable over a period longer than the statutory time period of the LAP and that of the *Fingal Development Plan 2017-2023.*

2.7.2 Land Use Zonings

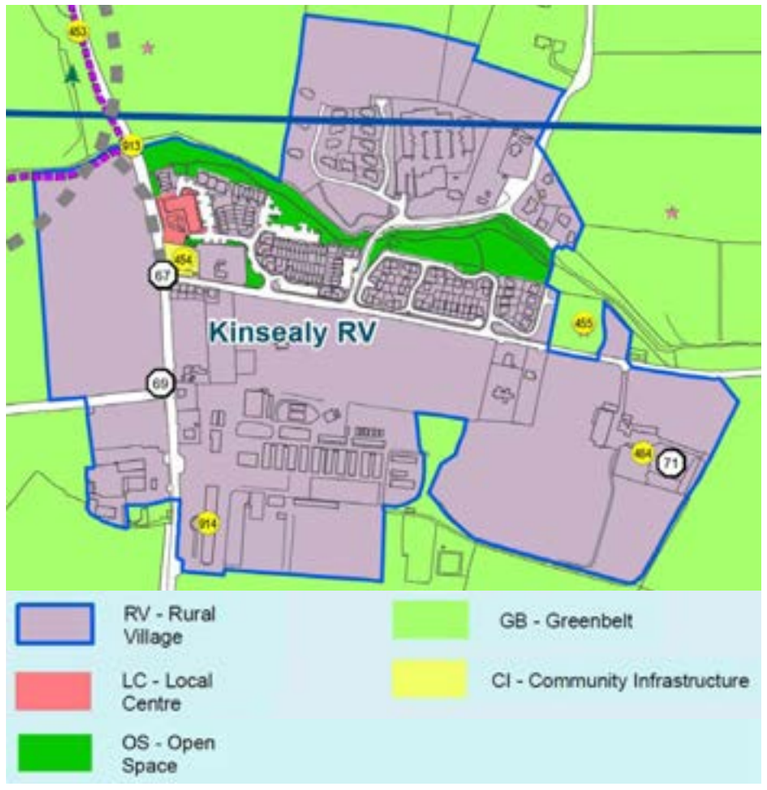
The Fingal Development Plan zones land in Kinsaley primarily as Rural Village - 'RV'. However, the Development Plan also defines areas of Open Space 'OS', Local Centre 'LC', and Community Infrastructure 'CI' zonings within the village.

The RV zoning objective seeks to:

"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".

The Vision Statement for the RV zoning seeks to:
"Protect and promote established villages within the rural landscape where people can settle and have access to community services. The villages are areas within the rural landscape where housing needs can be satisfied with minimal harm to the countryside and surrounding environment.

The villages will serve their rural catchment, provide local services and smaller scale rural enterprises. Levels of growth will be managed through Local Area Plans to ensure that a critical mass for local services is encouraged without providing for growth beyond local



need and unsustainable commuting patterns".

The OS zoning objective seeks to:

"Preserve and provide for open space and recreational amenities".

The Vision Statement for the OS zoning seeks to:

"Provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority".

The CI zoning objective seeks to:

"Provide for and protect civic, religious, community, education, health care and social infrastructure".

The Vision Statement for the CI zoning seeks to:

"Protect and promote an inclusive County, accessible to all members of the community, facilitating the sustainable development of necessary community, health, religious, educational, social and civic infrastructure. A wide range of different community facilities, civic facilities and social services exist within the County ranging from those of regional importance such as education and health facilities, to those of local and neighbourhood importance such as places of worship, community centres and childcare facilities. It is important to facilitate the development and expansion of such services in order to deliver a quality environment whilst improving the quality of life for all".

The LC zoning objective seeks to:

"Protect, provide for and/or improve local centre facilities".

The Vision Statement for the LC zoning seeks to:

"Provide a mix of local community and commercial facilities for the existing and developing communities of the County. The aim is to ensure local centres contain a range of community, recreational and retail facilities, including medical/ dental surgeries and childcare facilities, at a scale to cater for both existing residential development and zoned undeveloped lands, as appropriate, at locations which minimise the need for use of the private car and encourage pedestrians, cyclists and the use of public transport. The development will strengthen local retail provision in accordance with the County Retail Strategy".

2.7.3 Zoning of Adjacent Lands

'GB' (Green Belt) zoned land separates Kinsaley from surrounding settlements. The GB zoning objective seeks to:

"Protect and provide for a Greenbelt".

The Vision Statement for the GB zoning states as follows:

"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".

2.7.4 Rural Settlement Strategy

Section 5.2 of the Development Plan sets out the Rural Settlement Strategy, which guides the location of residential development within the rural area. The rural area of Fingal is recognised as being under 'Strong Urban Influence' and as such seeks to provide for rural-generated housing need within the rural area, while directing urban-generated housing need into towns and villages. The Strategy indicates policies and objectives for villages, clusters and houses in the open countryside, as well as objectives for layout and design associated with each settlement type. The Development Plan seeks to achieve the following for Fingal's Rural Villages (Statement of Policy, Development Plan, page 147):

- Promote attractive and vibrant villages
- Ensure sustainable expansion and development at a level appropriate to and integrated with the existing village
- Meet the socio-economic and civic aspirations of the community, whilst at the same time affording maximum environmental protection
- Preserve the villages' distinctive character, heritage, amenity and local identity

The Development Plan further states that:

"The villages, as a collective, are a valuable rural asset to the County that needs to be protected from excessive inappropriate development. Their function as either Key Villages or Commuter Villages within the Metropolitan and Hinterland areas, as defined in the RPGs, is an important determining factor for the scale and type of development proposed, but of equal importance is preserving the uniqueness of all our villages, acknowledging their contribution to the cultural richness of the County.

Settlement within the designated Rural Villages will continue to be open to all. The settlement strategy will not require that a person is from a rural or urban area. This policy will promote the vitality of the villages and facilitate the provision of appropriate facilities. This is a policy response to the low levels of growth in many of the villages over recent years. However, the level of growth within villages must be managed. Rapid expansion will not be permitted as it would put undue pressure on services and the environment and encourage higher levels of unsustainable commuting. The level of growth will be managed through the Core Strategy and the Local Area Plan process".

2.7.5 Local Objectives

The Development Plan includes the following map based local objectives within Kinsaley:

Local Objective 67
Facilitate a traffic impact assessment of the junction of Chapel Lane with the Malahide Road and, subject to an identified need and resources being available, carry out improvement works to same.

Local Objective 69
Facilitate a traffic impact assessment of the junction of Baskin Lane with the Malahide Road and, subject to an identified need and resources being available, carry out improvement works to same.

Local Objective 71
That any development of this area will include the integration of the Protected Structure on site (Kinsaley House) within the first phase of development.

3.0 Introduction

Existing development in Kinsaley primarily comprises housing with a limited range of local services. The presence of employment land (or former employment land) is also a feature of the village. The Kinsaley Business Park is located to the north of the Sluice River, while the Teagasc lands, which previously accommodated an agricultural research centre, represent a large landholding within the southern portion of the LAP area.

3.1 Landscape Character

The LAP lands are located within the designated 'Low Lying Agricultural' character type as defined in the Development Plan. This area is characterised by a mix of pasture and arable farming on low lying land with few protected views or prospects. The Low Lying Agricultural character type has an open character combined with large field patterns, few tree belts and low roadside hedges.

The low lying character type is dominated by agriculture with a number of settlements and is categorised as being of modest value. However, it contains pockets of important landscape value requiring particular attention such as important archaeological monuments and demesnes.

A portion of the LAP area to the west of the Malahide Road is located within the 'Highly Sensitive Landscape' designation. A Highly Sensitive Landscape is likely to be vulnerable to change whereas a landscape with a low sensitivity is likely to be less at risk from change.

3.2 Historic Character

There are four Protected Structures of architectural and historical interest within the LAP boundary. These buildings and sites are included on the National Inventory of Architectural Heritage owing to their contribution to various categories of special interest such as architectural, artistic, social, etc. The Protected Structures are as follows:

- RPS No. 913 – Road Bridge located at Malahide Road, Kinsaley, Co. Dublin. As per the description contained within the Development Plan's Record of Protected Structures, the road bridge is a mid-18th century triple-arch masonry road bridge over river.
- RPS No. 454 – St. Nicholas of Myra Church (RC) at Malahide Road (R107), Kinsaley, Malahide, Co. Dublin. This is a mid-19th Century Catholic Church, tower and school building.
- RPS No. 914 – Malahide/Portmarnock Educate Together National School at Malahide Road, Kinsaley. A mid-20th century symmetrical multi-bay former research building in the international style (main building only, excluding glasshouses and other office and research buildings on the site).
- RPS No. 464 – Kinsaley House, Chapel Road, Kinsaley, Malahide, Co. Dublin. An early 18th century five-bay two-storey house.

The following Protected Structure is located just outside the LAP boundary:

- RPS No. 455 – Church (in ruins) & Graveyard at Chapel Road, Kinsaley, Malahide, Co. Dublin. Remains of medieval church within enclosed graveyard (outside of LAP boundry).

Abbeville House and its associated Architectural Conservation Area (ACA) plays an important role in the heritage of Kinsaley. It is located outside of the rural village boundary and therefore is not within the confines of this LAP. It is protected under the *Fingal Development Plan 2017-2023* (RPS No. 452) and described as:

- "18th century nine-bay two-storey house, stables, outbuildings & walled garden".

Under Section 81 of the *Planning and Development Act 2000* (as amended) ACAs are designated in order to preserve the character of a place, area, group of structures or townscape that is either of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or that contributes to the appreciation of Protected Structures.

3.3 Existing Built Form

The following locations characterise the existing form of development within the village and contribute to its character and setting:

St. Nicholas of Myra Church and Parish Hall

A key feature of the built environment in Kinsaley is St. Nicholas of Myra church and Parish Hall, located at the junction of the Malahide Road and Chapel Road. The church was constructed to a 'T' plan, which was typical of the period (1830s). The facade to the Malahide Road consists of a statue of the Virgin Mary above the front door with the pediment above. The pediment contains somewhat oversized lettering containing the

St. Nicholas of Myra Church

dedication to St. Nicholas of Myra. The side and transepts of the church are painted pebble dash with stained glass windows. The tower/ belfry is located to the rear of the structure, beyond the transepts and apse. The accompanying parish hall is single storey with its gable fronting the Malahide Road. The parish hall is finished and painted to match the church.

Former Teagasc Research Centre

The Teagasc complex was formerly in use as an agricultural research centre and consists of two rows of glass houses (currently disused), extensive areas of vegetation, and research/ administrative buildings, including a protected structure (RPS No. 914), which as previously stated is a mid-20th century symmetrical multi-bay former research building in the international style.

Chapel Road Cottages

The cottages to the southern side of Chapel Road are centrally located within the village and date from the 19th Century. As such, their location and character make them a defining feature. The row of cottages comprises five dwellings, of single storey height with grey slate roofs, stone frontages and red brick detailing around the windows and doors. The cottages have a relatively uniform presentation to Chapel Road, each with approximately 9-10 metres of road frontage. All of the cottages have been extended to the rear, with remaining gardens generally measuring from 5 metres to 9 metres in depth.

'One-off' Housing

In addition to the cottages along Chapel Road and more recent housing developments, Kinsaley also accommodates a number of 'one-off' dwellings in a range of locations. These dwellings range from imposing two storey ivy-clad brick and painted pebble dash structures, to more modern dormer bungalows of a type not uncommon in the Irish countryside. The size, finish and style are varied as might be expected of one-off dwellings.

Chapel Road Cottages

3.4 Recent Construction

Kinsaley has experienced a comparatively high level of residential development in recent years, as compared to the size of the settlement (108 dwellings in the 2011 census/ 150 dwellings in the 2016 census).

The following development has taken place over approximately the past 10 years:

Emsworth Park

The dwellings in Emsworth Park are of contemporary design, but incorporate elements which reference more traditional forms of rural buildings. The dwellings are generally large (225 sq.m) and are detached two storey structures, with gable roofs in grey tile. Facades are white painted render. The design of the houses moves away from the typical suburban design with wide plan and shallow pitched roof to create a narrower building form intended to be more in keeping with traditional rural housing, including a gabled elevation to the road. The design also incorporates a variety of pitched roofs and mono-pitches over secondary, single storey elements.

Emsworth Park Residential Scheme

Cooper's Wood

The Cooper's Wood development consists of two storey dwellings with gable roofs finished in a varied yellow brick. Roofs consist of grey tiling with chimneys in brick to match the front façade. Rear and side elements are in a cream painted render. Window frames are generally a uniform finish, with some windows being of narrow width, with elongated height. Tiling on front porches matches roofs.

The Cooper's Wood estate was completed in recent years, with the last units being marketed in September 2016. The development has a total of 38 dwellings of 3/4 bedrooms.

The Emsworth Park scheme includes 16 large 4-bedroom houses, and is undergoing final marketing and sales.

Abby Well

The Abby Well development consists of a collection of both one and two storey dwellings in red brick with grey tiled roofs. A small proportion of the houses also incorporate rendered painted surfaces. Single storey dwellings generally consist of gabled roofs, while the double storey dwellings consist of hipped roofs with protruding elements. The single level dwellings are generally detached, while the double storey dwellings are

generally terraced. The development features a paved parking area, without individual driveways.

St. Olave's
The St. Olave's development consists of both commercial and residential elements. When viewed from the Malahide Road, the development appears two-storey over ground, while being three storey to the rear, given the change in ground levels. The façade consists of rendered cream finish, with dark roof tiles and dormer windows incorporating the upper level into the roof space. The residential elements are 2-3 storey consisting of similar finish. The commercial element of the scheme faces Malahide Road, with an area of public realm located between the shop fronts and the road.

Kinsealy Woods
Construction has also commenced on an 82 no. unit residential development to the south of Chapel Road. The development is currently undergoing early marketing under the name of 'Kinsealy Woods'. The development was recently launched.

3.5 Proposed Road Objective
The Development Plan incorporates a roads objective for a new R107 Malahide Road Realignment Balgriffin Bypass connecting from a location on the R139 adjacent to Darndale Park close to Clarehall to the R107 (Malahide Road) just to the north of the LAP lands. However, the alignment of this road as shown on the current Development Plan is indicative and subject to detailed design. Delivery of this road will be subject to the outcome of the South Fingal Transportation Study and identified priorities.

3.6 Village Centre
The village centre is anchored at the northern end of the LAP area by St. Olave's and to the south by Kinsealy Garden Centre. However, the Malahide Road does not currently feel or function like the main street of a village, due to the distance between the two anchors, the gaps in development and lack of address on both sides of the road, as well a challenging pedestrian environment. The LAP provides an opportunity to address this by defining the extents of the Village Core and supporting physical upgrades to create a place where pedestrians feel more comfortable and that operates like a true village centre.

3.7 Foul Drainage and Water Supply
The LAP lands are served by the Connolly Avenue and Floraville Pumping stations which discharge to the Waste Water Treatment Plant at Malahide. The natural drainage of the LAP lands is in an easterly direction towards Portmarnock via the Sluice River that runs through the village. Development will be limited pending the progress of the various improvement works in the area and will be subject to the agreement of Irish Water, through the connection agreement process.

Planning permission was recently granted to Irish Water (23rd October 2018) for a wastewater pumping station on lands along Chapel Road, within the curtilage of Kinsaley House. The new pumping station will provide capacity for additional flow from zoned lands in Kinsaley.

3.8 Greater Dublin Drainage (GDD) Project
The GDD is a regional wastewater project designed to serve the Greater Dublin Area by augmenting the Ringsend Wastewater Treatment Plant. The project includes, inter alia, an orbital sewer with pumping stations at Blanchardstown and Baldoyle. The sewer will divert wastewater from the southern areas of Fingal to a new treatment plant at Clonshaugh. If approved, GDD will have the capacity to treat wastewater for up to half a million people in north county Dublin and parts of Kildare and Meath to 2050.

Irish Water have submitted a Strategic Infrastructure Development (SID) application to An Bord Pleanála for the construction of the GDD project. The proposed Outfall Pipeline Route (land based section) runs immediately to the south of the LAP boundary. If approved, the underground pipeline will require a significant surface wayleave to facilitate access to the pipe, if required. Permissible forms of development will therefore be highly constrained within the wayleave, but could include sports facilities such as a soccer pitch or car parking. Clarity will be required in this regard prior to development taking place.

3.9 Flood Risk Management
A Strategic Flood Risk Assessment (SFRA) was undertaken to inform the preparation of the LAP. This LAP should be read in conjunction with that assessment, which makes a series of recommendations to ensure the proper management of water and drainage infrastructure into the future. It is an objective of this LAP to ensure the implementation of the recommendations set out in the SFRA. The SFRA is included as Appendix 3.

St. Olave's Local Centre

3.10 Road Network

Kinsaley's road network is formed by two main arteries. In the north-south direction the R107 links Malahide to Dublin City Centre, whilst in the east - west direction, Chapel Road and Baskin Lane connect Dublin Airport and surrounding employment centres to Portmarnock and other settlements around the R106 Coast Road.

Both Baskin Lane and Chapel Road junctions have a right turn pocket on the Malahide Road, which partially alleviates the traffic delays.

The Malahide Road / Chapel Road Junction has been recently upgraded to a traffic signalised junction. This new junction arrangement provides controlled crossing facilities for pedestrians and seeks to manage queuing at this busy intersection, however, delays are still experienced on Malahide Road and Chapel Road.

3.11 Pedestrian and Cycle Links

The cycle and pedestrian network in Kinsaley is currently limited. There is no specific provision for cyclists, who have to cycle on-road amongst vehicular traffic, and footpaths for pedestrians are limited and somewhat disjointed. The development of a number of large landholdings around the village, as set out in this LAP, provides the opportunity to significantly improve the existing pedestrian and cyclist network.

3.12 Recreational Amenity and Open Space

Kinsaley currently lacks any active open space facilities (playing pitches, mixed-use games areas, etc), benefiting primarily from the passive open space associated with the River Sluice or playgrounds provided within individual housing schemes. The development of the LAP lands represents a significant opportunity, both to expand passive open space amenities and to introduce active open space uses.

3.13 Education and Community Facilities

Kinsaley currently accommodates Malahide Portmarnock Educate Together National School, which operates out of the former Teagasc building on a temporary basis and St. Nicholas of Myra National School, which is located just to the south of the LAP boundary.

The Malahide Portmarnock Educate Together National School is due to cease operation at the current site, however, the continued growth of the village indicates that a permanent National School, in addition to St. Nicholas of Myra, is required to serve the local catchment. The preparation of the LAP provides an opportunity to reserve a site for future local school provision, as well as to address some of the issues currently affecting the existing schools regarding transport, accessibility and parking.

Former Teagasc research building (RPS No. 914) currently accommodating national school

Objective 3.1
That the Local Authority supports the continued role and future enhancement of St. Nicholas of Myra National School.

3.14 Airport Restrictions

The LAP lands are located within the Outer Airport Noise Zone, while a portion of the lands (to the north of the LAP area) are located within the Outer Public Safety Zone. Figure 3.1 shows the current locations of the noise and safety zones around Kinsaley. The airport restrictions can affect the densities that can be supported on a given site, such as the Kinsealy Lane Development Area.

3.15 Issues and Opportunities

The preparation of the LAP offers a range of opportunities to improve the quality of life within Kinsaley. The development of new retail, community and residential uses and amenities within the identified development areas has the potential to improve the liveability of the settlement for both existing and future residents. The identified issues and opportunities are listed in Table 3.1.

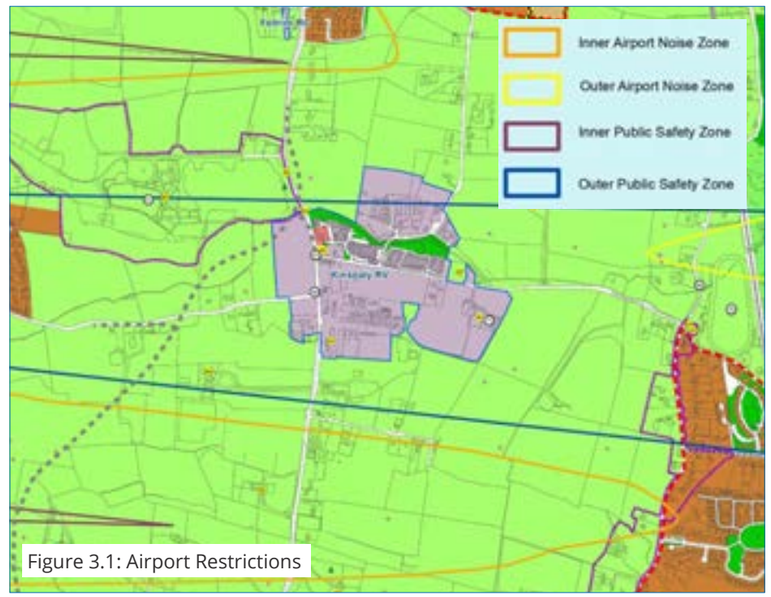


Figure 3.1: Airport Restrictions

Table 3.1: Issues and Opportunities

Issues	Opportunities
Traffic Management As Kinsaley sits at the junction of two busy roads, it accommodates a high level of through traffic. Issues also exist with school traffic, as many students attending school within Kinsaley are drawn from the Malahide Portmarnock catchment area and public transport is limited	• Upgrade the Baskin Lane/ Malahide Road junction • Introduce traffic calming measures to increase driver awareness that they are passing through a village • Reduce the need for local car journeys within the village by improving walking and cycling infrastructure • Resolve the current traffic management and parking issues at the schools by providing a parking area to facilitate school drop-off
Walking and cycling infrastructure Kinsaley currently lacks dedicated walking and cycling infrastructure, encouraging many to use the private car for short, local journeys	• Extend the footpath network on Malahide Road and Chapel Road • Provide a network of walking and cycling tracks through new development areas to enable residents to get around the village, including to the village centre and school, without using main roads • Ensure that the opportunity exists to connect the village to the wider area, including to Portmarnock Train Station
Village Centre Kinsaley currently has limited local retail and services provision and no village shop. Limited places for people to meet and gather	• 'Mirror' the layout of St Olave's with a high quality civic space and new retail units including a local shop • Provide additional small-scale units to facilitate local retail and retail service provision e.g. pharmacy or laundrette • Provide opportunities for people to meet and to gather in the proposed civic space • Provide opportunities for local events in the proposed civic square
Educational facilities After the Malahide/ Portmarnock Educate Together school moves to a permanent site, the growing population of Kinsaley will require additional school facilities	• Provide a permanent new national school within Kinsaley to serve the growing population of the village • Expand the existing school site on the Teagasc lands, once the Educate Together national school has vacated the site • Provide additional sporting facilities to serve the extended permanent school
Recreational Amenity and Open Space While Kinsaley is surrounded by a green belt and sits within a largely undeveloped landscape, dedicated open space for recreational purposes is limited	• Provide new sporting facilities in the form of a mixed use games area (MUGA) and a full size all-weather soccer pitch within the Teagasc development area or immediately to the south of the LAP boundary • Facilitate shared usage of the proposed sporting facilities to allow the wider community to benefit from increased opportunities for physical activity
Village Character While Kinsaley is defined as a rural village, some recent developments/ development approvals have been more suburban in design, while others, such as Emsworth Park, have endeavoured to incorporate rural design features	• Require new development to reference the rural nature of Kinsaley in design and layout • Incorporate rural-inspired design features into the new village civic square, which in tandem with new residential development, would help define the character and identity of Kinsaley • Define the character the rural village rather than as a suburb of Dublin
Trees and Vegetation Kinsaley's existing landscape forms a key part of the identity and character of the village	• Ensure that new development incorporates high quality landscaping as a key feature, both in quantity and quality of design, that fosters biodiversity and provides for the enjoyment of residents • Require the retention of existing trees and vegetation wherever possible
River Sluice The River Sluice is an underutilised asset, which if improved and maintained could form a key recreational amenity	• Provide a riparian corridor along the River Sluice, including through new development areas, to be taken in charge by the Council and maintained for the enjoyment of all residents and visitors to the village

4 Vision and Development Strategy

4.0 Introduction

The vision for Kinsaley is intended to guide its long term future growth through articulation of how the village will look, function and feel. The vision statement is based on community consultation (undertaken May - July 2018) and an analysis of the key opportunities and challenges for Kinsaley.

4.1 Vision Statement

Enhance and consolidate the village centre whilst ensuring the sustainable expansion of Kinsaley at a level appropriate to and integrated with the existing village in which the housing, socio-economic and civic aspirations of the community are met while retaining its distinctive character and sense of identity and ensuring maximum environmental protection.

4.2 Achieving the Vision

Kinsaley's natural and built environment offers a good quality of life to its residents and the balanced development of housing, community, economic, cultural, educational and recreational facilities is key to the successful future sustainable development of the village. Kinsaley has a strong sense of community and established identity which will be fostered in the creation of new integrated housing neighbourhoods which will support the future retail, social and commercial development of the existing village core.

The existing settlement occupies a strategic position between Dublin Airport to the west, Portmarnock to the east, Malahide to the north and Clarehall to the south, with Abbeville Demesne to the north-west. The growth of Kinsaley will be centred around the existing village and into the surrounding zoned residential lands. It will thereafter be constrained by the surrounding greenbelt in which it sits. New development will respect the sensitive character and integrity of the village whilst allowing for appropriate growth and development.

It is an objective of the LAP to develop new housing in tandem with infrastructural improvements including improved pedestrian and cycle connectivity.

4.3 Strategic Aims of the LAP

In support of the Vision for the area, the LAP is underpinned by a series of strategic aims which are identified below:

- **Support the expansion of Kinsaley Village centre as a focal point for the community with an enhanced retail function to serve the needs of existing and future residents.**
- **Support infrastructural investment to ensure safe pedestrian and cyclist movements throughout the village in tandem with enhanced traffic management measures including facilitating the provision of improved pedestrian/cycle access to public transport and local schools.**
- **Protect and enhance the existing natural amenities of Kinsaley together with improving access to established and proposed amenity areas through designated green routes.**
- **Provide for the integrated development of the village and its growing population with the development of new housing delivered in tandem with supporting community and physical infrastructure.**

4.4 Placemaking

Place making is a multi-faceted approach to the planning, design and management of public spaces. Through placemaking Fingal County Council will ensure the development of sustainable communities by supporting the development of adequate housing, retail, leisure, and employment uses, quality public realm, community facilities, design and standards and open space throughout the County. The Local Area Plan for Kinsaley represents a unique opportunity to create a sustainable community by adhering to the principles of placemaking.

The five main themes to achieve a successful and sustainable place are as follows:

- Sustainable communities
- Public Realm
- Sustainable Design and Standards
- Open Space
- Community Infrastructure, Facilities and Services

Each of the five themes have been incorporated through the LAP for Kinsaley.

4.5 Village Development Framework Plan

A Village Development Framework Plan is a companion guidance document to the statutory Local Area Plan and is an assessment tool to identify and protect the distinct physical and cultural characteristics of the village. The Village Development Framework Plan promotes best practice architectural solutions for the overall development of Kinsaley and is a long term strategy for the sustainable development of the village with a diversity and mix of uses to create a place where a balance is achieved between the natural and built environment.

To determine the optimum design approach for Kinsaley, the Council has prepared a Village Development Framework Plan (VDFP) for the village which will be presented in detail in Section 10. The Plan identifies 6 no. development areas within the RV zoned lands of the village and sets out the optimum use of these lands in terms of scale, density and mix of uses. A description of the Development Areas appears below:

1. Kinsaley Lane Development Area – 2.6 ha
2. Garden Centre Development Area – 1.3ha
3. Former Teagasc Development Area – 5.6 ha
4. Malahide Road West Development Area – 4 hectares
5. Malahide Road East Development Area – 0.6 hectares
6. Kinsaley House Development Area - 6.6 hectares

4.5.1 Kinsaley Lane Development Area (DA1)

The Kinsealy Lane Development Area is c. 2.6ha in size and is located to the north of the LAP lands, adjacent to Emsworth Park, Kinsealy Business Park, and residential development along Kinsealy Lane. The area is irregular in shape, measuring c. 325 metres in an east-west direction and c. 65 metres to c. 90 metres in a north-south direction.

The entire development area is zoned Rural Village (RV) under the *Fingal Development Plan 2017-2023*, which represents a change from its zoning under the previous Development Plan of Greenbelt (GB). The land is also located in Dublin Airport's Outer Public Safety Zone as defined in the Development Plan. The land is currently undeveloped/agricultural in nature. These factors will affect the density of development achievable.

4.5.2 Garden Centre Development Area (DA2)

The Garden Centre Development Area is located along the Malahide Road, in the south-west corner of the LAP lands. The area is c. 1.3 ha in size, measuring c. 95 metres in an east-west

Figure 4.1: Kinsaley Development Areas

direction and ranging from c. 130 metres to c. 150 metres in a north-south direction. The area is bounded by Baskin Lane to the north and by the Malahide Road to the east. The lands immediately to the west/ south are undeveloped/ agricultural in nature. Housing fronts the road further to the west along Baskin Lane.

The junction of Baskin Lane and the Malahide Road immediately to the north-east of the lands is subject to local objective No. 69 in the current Development Plan (2017-2023):

"Facilitate a traffic impact assessment of the junction of Baskin Lane with the Malahide Road and, subject to an identified need and resources being available, carry out improvement works to same".

The southern portion of the land is currently occupied by the Kinsealy Garden Centre, which is a popular and well used amenity in the area, encompassing the garden centre itself, and other uses. The northern portion of the land is currently undeveloped, but benefits from an extant planning permission for the construction of a Craft Centre (F16A/0491).

4.5.3 Former Teagasc Development Area (DA3)

The Former Teagasc Research Centre Development Area is located to the south of the LAP area. DA3 is c. 5.6 ha in size (excluding the protected structure, currently occupied by the Malahide/ Portmarnock Educate Together National School on a temporary lease) and measures c. 220 metres in a north-south direction and ranges between c. 190 metres and c. 300 metres in an east-west direction. The Development Area is bounded by Malahide Road to the west and by an 82 unit residential scheme to the north (currently under-construction). The lands to the south and east are undeveloped/ agricultural in nature.

Following the discontinuation of the research function of the site under Teagasc, the lands were subsequently rezoned to Rural Village (RV) under the current Development Plan (2017-2023). The lands still accommodate the structures associated with the site's former use as a research centre.

Key existing features of the site, if integrated into the future development of Kinsaley, will help to define a unique character and sense of place. The key features of DA3 stem from its former use as an agricultural research centre and are as follows:

- The interesting arrangements of tree planting on the site.
- The existing greenhouse structures that form long avenues/ vistas through the site. While the structures themselves may be removed to allow for future development, the vista(s) are striking and should be retained.

4.5.4 Malahide Road West (DA4)

Development Area 4 is located to the west of the Malahide Road and is c. 4 ha in size. The site measures c. 145 metres in an east-west direction and ranges between 280 metres and 300 metres in a north-south direction. The Development Area is bounded by the Malahide Road to the east with a continuous street frontage of c. 300 metres. It is bounded by Baskin Lane to the south and by the grounds of Abbeville to the north, which is an Architectural Conservation Area (ACA). The lands to the west are under common ownership and are agricultural in nature. Access to the Development Area is currently gained via a single entrance to the Malahide Road, adjacent to the junction with Chapel Road.

The Development Area is zoned Rural Village (RV) in the Development Plan. A roads proposal in the Development Plan currently runs through the north-west corner of the site and connects to the Malahide Road to the north.

While the site is currently undeveloped and agricultural in nature, a planning application was lodged in December 2017 for the development of a residential scheme consisting of 81 dwellings (Reg. Ref: F17A/0757; Board Ref: ABP-301145-18). The application was ultimately refused permission.

4.5.5 Malahide Road East (DA5)

The Development Area to the east of the Malahide Road is c. 0.6 ha in size, measuring c. 40 metres in an east-west direction and ranging from 60-70 metres in a north-south direction. Residential development is located to the north and to the south of the Development Area. The land to the immediate east is undeveloped and further east is Kinsealy Woods which is under construction, while the site is bounded to the west by the Malahide Road, benefiting from c.60 metres of road frontage. The site is currently accessed via adjoining properties and does not have a direct entrance to the Malahide Road. The Development Area is zoned Rural Village (RV) in the Development Plan and is currently undeveloped. These lands could form an important linkage to the Development Area further to the south.

4.5.6 Kinsaley House (DA6)

Development Area 6 is located to the south-east of the village and covers an area of c. 6.6 hectares. The site is bounded to the north by Chapel Road, with c. 250 metres of street frontage. The site measures c. 250 metres from north to south and c. 235 metres to 305 metres in an east-west direction. The Development Area accommodates Kinsaley House, a protected structure and associated farm buildings.

The Development Area benefits from an extant 10 year planning permission (F16A/0464; ABP Ref: PL06F248515) for the construction of 100 residential units. The key principles incorporated into the planning permission were as follows:

- The re-use and rehabilitation of Kinsaley House.
- The incorporation of a cycle/ pedestrian green route traversing the site.
- The incorporation of drainage measures to address the topographical features of the site.

The Development Plan includes a local objective (No. 71) regarding Kinsaley House, which states as follows:

That any development of this area will include the integration of the Protected Structure on site (Kinsaley House) within the first phase of development.

4.6 Village Centre

The village centre in Kinsaley currently consists of St. Olave's Local Centre development and the adjoining St. Nicholas of Myra Church and Parish Hall. While St. Olave's local centre is generally well supported in the local community, public consultation also revealed a desire for an expanded range of services in the Village Core and in particular, a convenience retailer to provide for day-to-day top-up food shopping. To this end, it is an objective of the LAP to support the limited expansion of the Village Core to include additional retail space, ideally of a nature and scale suitable for a convenience retailer, as well as additional floorspace that could be used for local services, such as locally focused medical uses, for example. The expansion of the Village Centre will be in accordance with Kinsaley's designated position in the retail hierarchy as a Level 5 centre, as defined in the Development Plan. Level 5 Centres should meet the basic day to day needs of surrounding residents. Expected are a maximum of one or two small convenience stores, newsagents, and potentially other supporting services.

A key feature of the development strategy for Kinsaley is the creation of inter-connecting pedestrian and cycle routes to optimise access, connectivity and recreational value. A pedestrian and cycle network also helps to optimise community integration by facilitating local movement between Development Areas and the existing village.

4.7 Proposed New National School

The Department of Education has confirmed that it requires a site to be set aside in Kinsaley for a new National school. The Malahide/ Portmarnock Educate Together National School, which serves a broader catchment than Kinsaley, will relocate to a permanent site closer to the school's catchment. A new local school serving the growing local population in tandem with the existing National School of St. Nicholas of Myra will be provided to serve the village. The LAP identifies that the new school will be accommodated within the Teagasc land bank and will utilise the former Teagasc building, with an expanded footprint and incorporating outdoor sports facilities.

4.8 Active Open Space & Improved Recreational Facilities

Active Open Space refers to lands which are used to facilitate sports and recreational activities, such as playing pitches, skate parks, or golf courses. Passive open space refers to areas where formalised activities do not take place, such as river side paths or parks, although these areas can still accommodate activities such as running/ jogging, or an informal kick-about.

The LAP proposes active open space in Kinsaley in the form of a soccer pitch adjacent to the proposed school. This facility would have the advantage of being utilised by the school and wider community. Open Space, both active and passive, is addressed in more detail in Section 7 Parks, Open Space and Recreation.

4.9 Additional Car Parking

Car parking in Kinsaley emerged as an important issue for residents who attended the drop-in information sessions and/ or who made submissions. As a priority, measures will be required to improve and regulate the setdown/ drop-off areas at the new school. This matter is addressed in further detail in Section 5.0 Movement and Transport Strategy.

4.10 Infill Development

In addition to the development areas identified above, there are a number of comparatively large infill sites that currently accommodate single dwellings, either on a stand-alone basis or in small groups which may present for redevelopment within the lifetime of the LAP. Proposals on these sites should be considered on their individual merits, but should comply with the requirements of the Development Plan and be consistent with the prevailing character of the area.

4.11 Amendment to LAP Boundary

In addition to the lands zoned Rural Village (RV), the Church lands and the St. Olave's development, the LAP also covers a small area of Green Belt (GB) land, located to the east of Development Area 3 (dotted red outline on Figure 4.1). This area of land is also under the ownership of Teagasc, but was not rezoned to RV in the Development Plan 2017-2023. The purpose of including this area within the LAP is to facilitate the provision of a green route between Development Areas 3 and 6. It is not proposed to amend the land use zoning of the area in question.

View from St. Olave's toward Development Area 4

Public open space in St. Olave's

5 Movement and Transport Strategy

5.0 Introduction

This section sets out a Movement and Transport Strategy for Kinsaley to address the existing transportation issues faced in the village and to support the sustainable development of the LAP lands.

The movement and transport objectives established within this chapter acknowledge the important function of the regional road network in Kinsaley, seeking to balance the needs of through traffic with the need for local trip making by all transport modes. In doing so, the movement and transport objectives support the vision of creating an attractive, safe and vibrant village centre, supporting ease of movement for all.

The LAP's transport strategy is consistent with the Transport Objectives of the FDP and the NTA's Greater Dublin Area Transport Strategy 2016-2035, and it is framed by the Government's 'Smarter Travel – A Sustainable Transport Future' (2009-2020) which sets out the Government's objectives in relation to sustainable travel and transport in Ireland.

Key Goals

- Reduce local reliance on the private car by providing new pedestrian and cyclist infrastructure
- Facilitate pedestrian and cyclist movements around the village without the requirement to use main roads, insofar as possible
- Provide visual cues to drivers that they are entering a village by introducing road narrowing measures and gateway signage
- Provide dedicated school drop-off and parking areas to facilitate safe and appropriate traffic movements
- Facilitate the upgrade of the Baskin Lane junction to allow traffic to move more freely

5.1 Existing Road Network

Kinsaley is a rural village situated in the Metropolitan Area of Fingal County. Kinsaley's road network is formed by two main arteries. In the north-south direction the R107 links Malahide to Dublin City Centre, whilst in the east - west direction, Chapel Road and Baskin Lane connect Dublin Airport and surrounding employment centres to Portmarnock and other settlements around the R106 Coast Road.

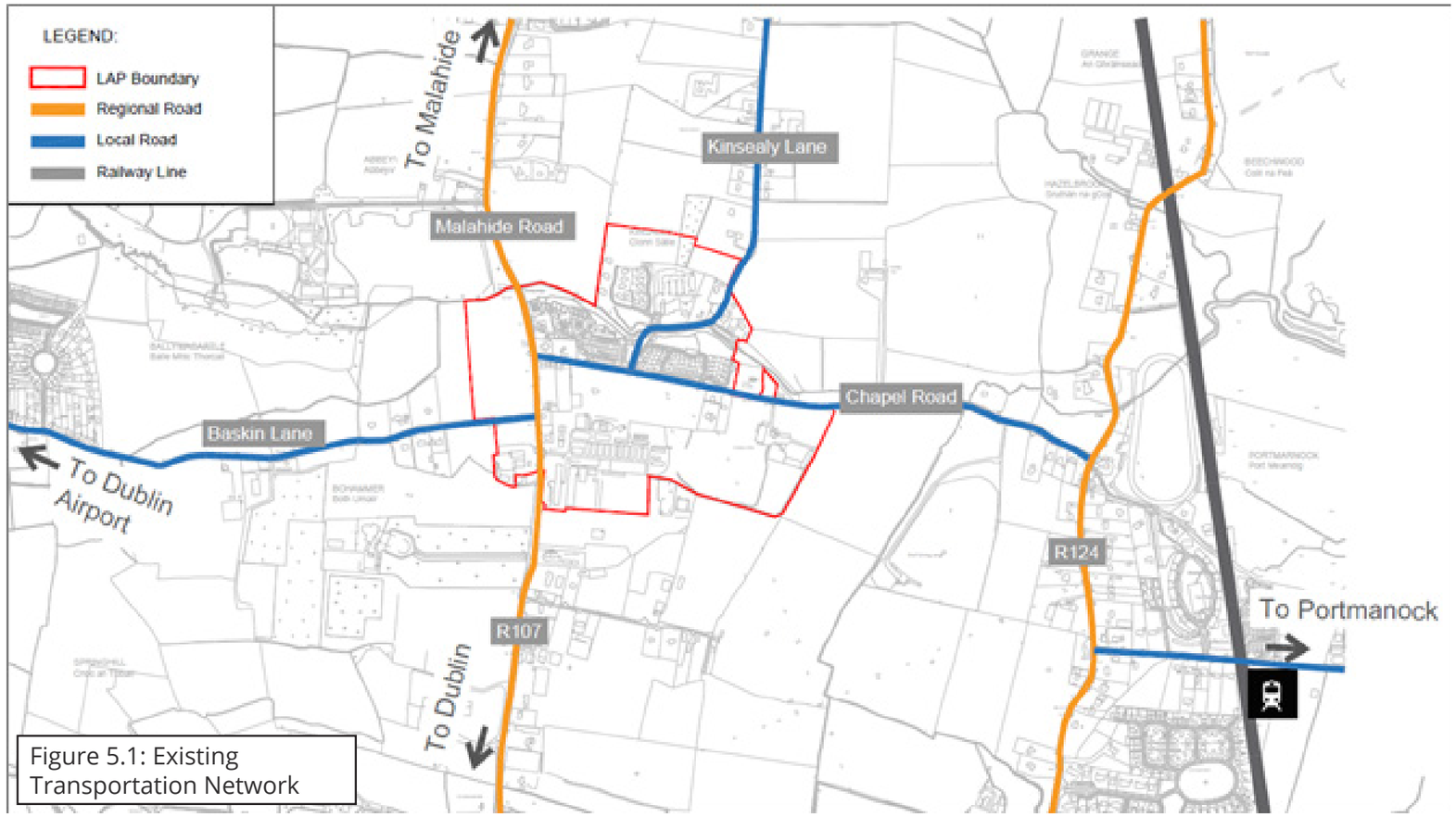


Figure 5.1: Existing Transportation Network

Both the Baskin Lane and Chapel Road junctions have a right turn pocket on the Malahide Road, which partially alleviates the traffic delays.

The Malahide Road / Chapel Road junction has also been recently upgraded to a traffic signalised junction. This new junction arrangement provides controlled crossing facilities for pedestrians and seeks to manage queuing at this busy intersection, however delays are still experienced on the Malahide Road and Chapel Road.

The Department of the Environment, Community and Local Government's 'Guidelines on Spatial Planning & National Roads (2012) addresses the importance of local and regional roads, stating:

"For the future, the protection of such capacity and preservation of enhanced safety standards will be important in ensuring that such regional roads can continue to perform important local and regional transportation functions."

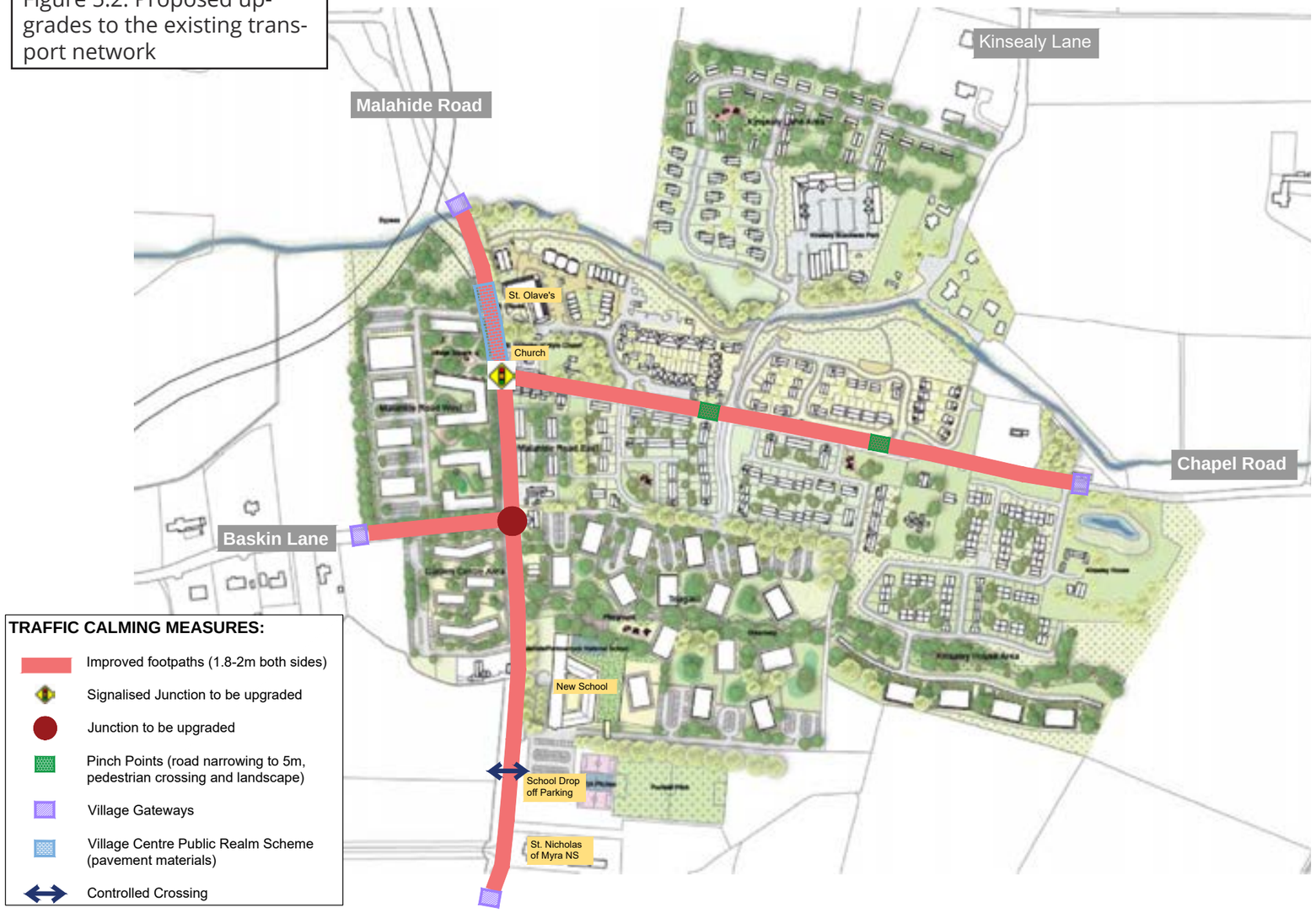
With this mind, a key requirement of the LAP is to manage the needs of through traffic along the main transport arteries in Kinsaley whilst implementing measures to support sustainable travel within the village and enhance the quality of life for its residents.

The following are objectives of the LAP in this regard:

Objective 5.1

Provide an alternative pavement treatment along the northern section of the Malahide Road within the LAP lands, between St. Olave's, St. Nicholas of Myra Church, and the proposed new civic square in Development Area 4.

Figure 5.2: Proposed upgrades to the existing transport network



5.2.1 Visual Narrowing

Along Chapel Road it is proposed to integrate pedestrian/cycle crossing points with a localised narrowing of the carriageway to 5.0metres. This will reduce vehicular speeds whilst retaining two-way traffic flow. The inclusion of trees at the crossing will serve to visually narrow the carriageway, further reducing vehicular speeds and also creating an attractive green frontage to the street. The canopy of the trees will need to be above 2.0metres, so that they do not impede the visibility of pedestrians at the crossing.

The most appropriate form of crossing to be provided will be determined at the design stage. These crossings will link footpaths and cycle routes north and south of the Chapel Road, facilitating the safe passage of pedestrians and cyclists on the desire lines. Figure 5.3, shows a schematic crossing detail.

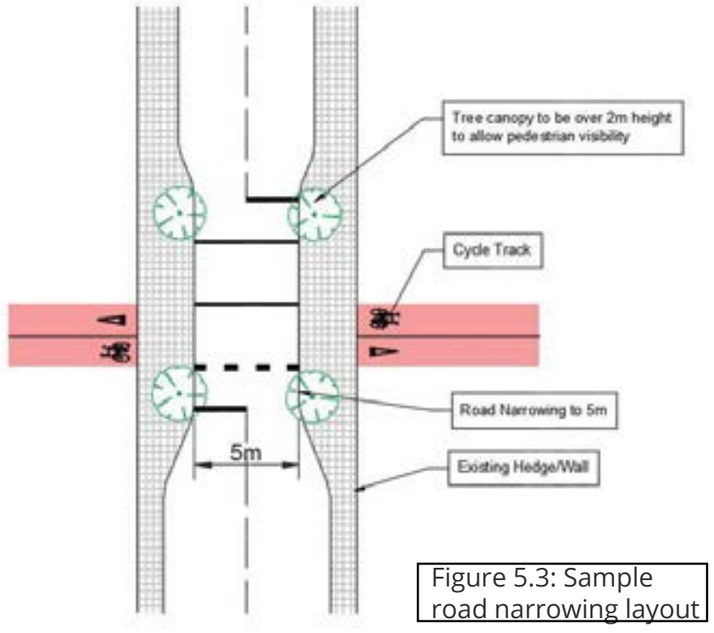


Figure 5.3: Sample road narrowing layout

Objective 5.2

Ensure the provision of safe, attractive and convenient pedestrian and cycle routes throughout the LAP area, connecting existing and future residential areas to the village centre, schools, and local amenities.

5.2 Traffic Management and Development Access

A series of traffic management solutions have been developed for Kinsaley which seek to reduce the speeds of vehicles through the village. The measures also enable the implementation of enhanced facilities for pedestrians and cyclists, providing sustainable travel options for existing and future residents of Kinsaley village, whilst retaining capacity and supporting the important regional function of the roads.

5.2.2 Village Gateways

It is proposed to provide Village Gateways to the north and south of the village on Malahide Road, on Baskin Lane and on Chapel Road to welcome visitors to Kinsaley and advise motorists that they are now driving through a village and should drive with caution. In keeping with the government's 'Design Manual for Roads and Streets' it is advised that the speed limit through the village should not be greater than 50kph.

Figure 5.4: Sample gateway signage

5.2.3 Pavement Treatments

To assist in reducing the speed of motorists and add visual interest to the village, it is an objective of the plan to provide an alternative pavement treatment along the north section of Malahide Road, in front of St. Olave's. As this section of road experiences relatively high traffic volumes a durable surface treatment would be required, such as pattern-stamped asphalt or asphalt with coloured chippings.

5.2.4 Pedestrian Crossings

It is an objective of this plan that provision be made for safe, attractive and convenient pedestrian and cycle routes throughout the village, connecting existing and future residential areas to the local schools, village centre and local amenities.

To facilitate safe crossing of the Malahide Road and Chapel Road it is proposed to provide pedestrian crossings on key desire lines as illustrated in Figures 5.2 and 5.6.

5.2.5 Upgrade Baskin Lane / Malahide Road Junction, Chapel Road / Malahide Road Junction

The Baskin Lane / Malahide Road junction is currently a priority junction with provision for a right turn lane from Malahide Road. As part of the development of the LAP it is recommended to upgrade this junction to provide for walking and cycling facilities and to accommodate the existing and future traffic volumes.

Fingal County Council has commissioned a transport assessment which includes a traffic modelling assessment of the AM and PM peak flows and concept design of the Malahide Road/ Chapel Road junction and the Malahide Road/ Baskin Lane junction. The findings of this study will inform the preferred option for upgrading Baskin Lane / Malahide Road Junction and other improvements throughout the village.

The proposed redevelopment of lands to the immediate north and south of Baskin Lane could facilitate the land required to implement the junction improvements as well as provide pedestrian/cyclist facilities.

The recently upgraded Chapel Road / Malahide Road junction to Traffic Signals is experiencing delays. The transport assessment study will inform the preferred design option to improve this junction. It is anticipated that the development of the site to the west of the R107, opposite the Church, will require a boundary setback to facilitate the upgrade of this junction.

All proposed developments within the key Development Areas will be required to tie in with any future upgrade works of Kinsaley Lane as applicable.

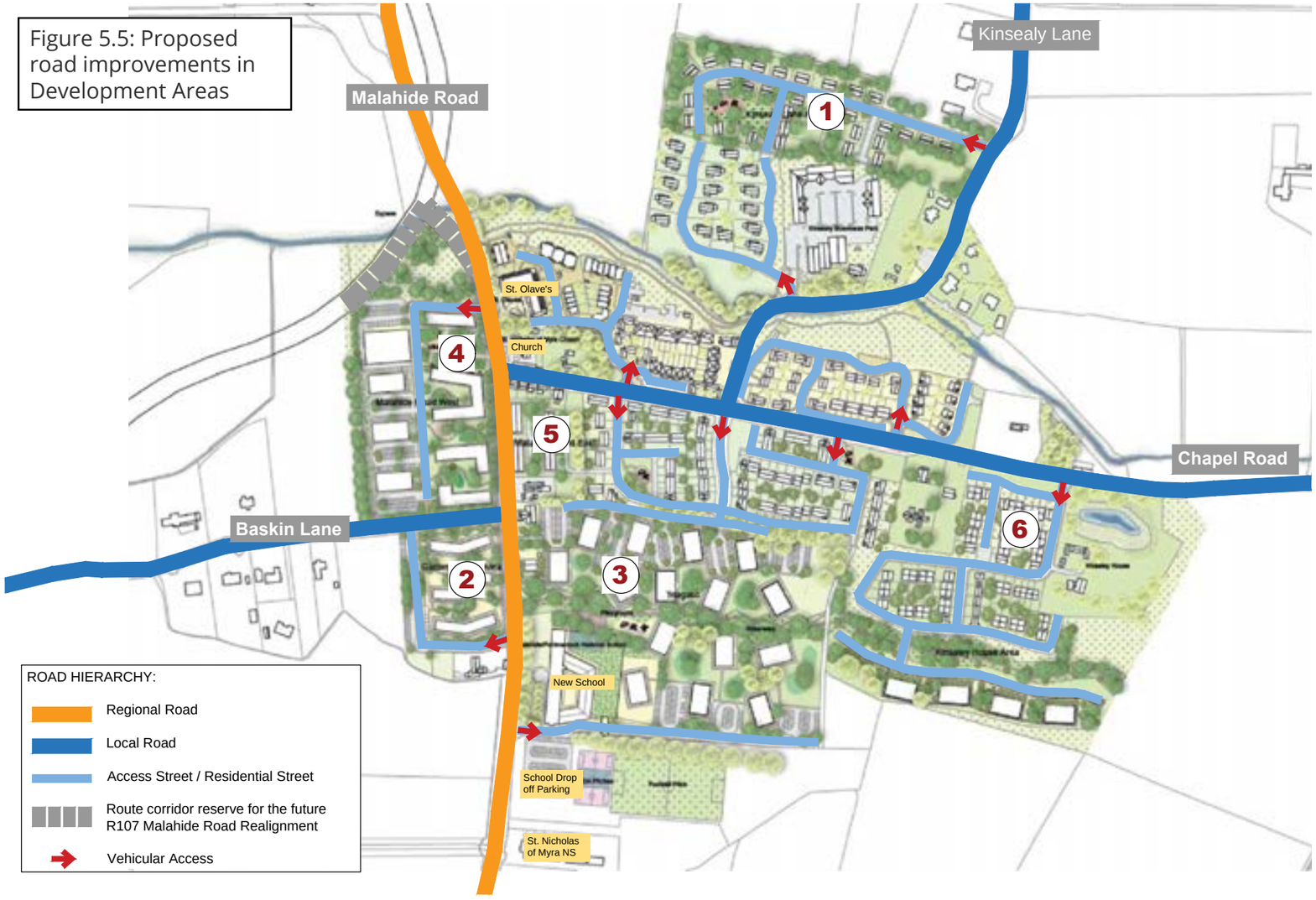
5.2.6 New roads and vehicular accesses to the Development Areas

A number of external road improvements and new connections will need to be developed in order to enhance permeability within the village and open up new development lands. The LAP supports road improvements in tandem with future development as follows (illustrated on Figure 5.5):

1. The Kinsaley Lane Development Area will utilise the existing site access road from Kinsealy Lane.
2. Garden Centre Development Area will utilise the existing access from Malahide Road.
3. Former Teagasc Development Area. The southern residential units and the school will be accessed from a new road in the approximate location as the current access to Malahide/ Portmarnock Educate Together NS. The northern residential units will be accessed from the area currently under construction (Kinsealy Woods) on the southern side of Chapel Road. A green spine, accommodating pedestrians and cyclists only, will be aligned through the centre of the site forming a key component of the Kinsaley Village cycle network, with the potential for onward connections.
4. The Malahide Road West Development Area will be accessed via a new connection on the Malahide Road north of St. Olave's with an emergency access only to Baskin Lane.
5. The Malahide Road East Development Area should only have one access point from the Malahide Road, which should be combined with an existing access so as not to increase the number of access points above existing. There will be no vehicular through access to prevent shortcuts from Chapel Road to Malahide Road. Access from lands to the east and south may also be considered.
6. Kinsaley House Development Area will be accessed by a single point from Chapel Road.

Existing signage in Kinsaley

Figure 5.5: Proposed road improvements in Development Areas



5.2.7 School Drop off Areas

Presently there are insufficient parking / drop off areas for parents arriving by car at the Malahide / Portmarnock Educate Together National School. This results in parking on the hard-shoulders/ edge of carriageway. Whilst it is the long term plan to relocate the Educate Together School, it is proposed that a new National School be provided on the Teagasc site to serve the existing and future population of Kinsaley.

It is an objective of this LAP to provide a multi-purpose parking and drop-off area to serve the new school on the Teagasc site, the current St. Nicholas of Myra National School and the sports area. Figure 5.5 shows the approximate location and vehicular access to the parking area. Pedestrian links to both schools and sports centre are to be provided as part of the implementation of the multi-purpose parking area.

5.2.8 Traffic Management Objectives

The following are the traffic management objectives of the LAP:

Objective 5.3
Implement traffic management solutions for the village as set out in the Movement and Transport Strategy of the LAP in order to provide enhanced facilities for pedestrians and cyclists and to reduce the speed of vehicles travelling through the village.

Objective 5.4
The implementation of traffic management solutions and junction improvement/ upgrade works shall be informed by a traffic study to be carried out by Fingal County Council.

Objective 5.5
Undertake a transport assessment and concept design of the road network in the area to assess the implications of the traffic management recommendations contained herein, to include a traffic modelling assessment of the AM and PM peak flows and concept design of the Malahide Road/ Chapel Road junction and the Malahide Road/ Baskin Lane junction.

Objective 5.6
Facilitate the provision of a suitable pavement treatment along the northern section of the Malahide Road within the LAP lands between St. Olave's, St. Nicholas of Myra church and the proposed village civic square in Development Area 4 (Malahide Road West).

Objective 5.7
Facilitate appropriate village entry treatment and gateway features on all approach roads to the village.

Objective 5.8
Provide appropriate landscaping and street furniture.

5.3 Public Transport Network

5.3.1 Train

The nearest train station to Kinsaley is at Portmarnock, which is 2.3km to the east of the Malahide Road/ Chapel Road junction. Portmarnock is situated on the Dublin Area Rapid Transit (DART) Railway line from Greystones to Malahide. Portmarnock is well served by trains during the day, with frequent peak hour services. In order for the future population of Kinsaley to benefit from the railway services, it is an objective of the LAP to provide a pedestrian/cyclist link from Kinsaley to Portmarnock train station along Chapel Road. As previously noted, it is an objective of the LAP to facilitate/ investigate the provision of a pedestrian/ cyclist link from Kinsaley to Portmarnock.

5.3.2 Bus

Kinsaley is relatively well served by bus in the peak periods, with two services operated by Dublin Bus providing a combined frequency of 5-7 buses in the peak hour.

To encourage greater use of public transport, there is a need to improve access to the bus stops and enhanced waiting facilities. As part of the LAP, a comprehensive network of pedestrian routes is proposed, linking existing and future residential areas to the bus stops on the Malahide Road via safe and attractive pedestrian routes with controlled crossing facilities.

While Kinsaley is not affected directly by a proposed bus corridor as part of the National Transport Authority's 'Bus Connects' programme, Fingal County Council are keen to work with the NTA to enhance the quality of bus waiting areas with improved shelters, providing Real Time Passenger information.

It is also an objective of the plan to support and facilitate rural community transport initiatives where possible, aimed at providing new services through the village and enhancing and expanding existing services.

5.3.3 Public Transport Objectives

The following is a public transport objective of the LAP:

Objective 5.9

Support and encourage public transport providers to enhance the provision of public transportation services in the village including enhanced bus waiting areas, improved shelters and Real Time Passenger Information.

5.4 Walking and Cycling

The LAP seeks to provide an integrated network of continuous and safe pedestrian and cyclist links through Kinsaley to promote active travel.

5.4.1 Cyclist Links

Fingal County Council has commissioned the Kinsaley Cycleway and Footpath Network Feasibility Study which establishes a number of cycleway/footpath networks connecting the village to neighbouring settlements. The main routes identified in the study are:

- Route along Malahide Road;
- Off-road route east of Malahide Road;
- Route along Chapel Road;
- Off-road route through existing park land, behind Abbey Well residential area and through fields north of Chapel Road;
- Off-road route, through the agricultural land south of Chapel Road;
- Route along Kinsaley Lane.

Development areas will be required to provide the above infrastructure as applicable.

In keeping with this Study, the LAP proposes to provide segregated 2-way cycle tracks on the western side along Malahide Road and a combination of segregated cycle tracks, on-road cycle lanes and shared road on Chapel Road. In addition, it is an objective of the LAP to provide off-road cycle facilities (green routes) along the Teagasc Site, and the River Bank. All of these routes will form the Primary Routes in the Network.

The proposed secondary routes will be additional routes that could be incorporated through the different developments to provide the maximum permeability for cyclists and pedestrians. The delivery of these measures will create a comprehensive network of safe and attractive cycle routes facilitating commuting, educational and leisure trips connecting key attraction points in Kinsaley to the wider planned network. Figure 5.6 shows the main cycle routes to be developed.

Figure 5.7 shows a typical detail for a road crossing of a green route in accordance with the TII Standard DN-GEO-03047.

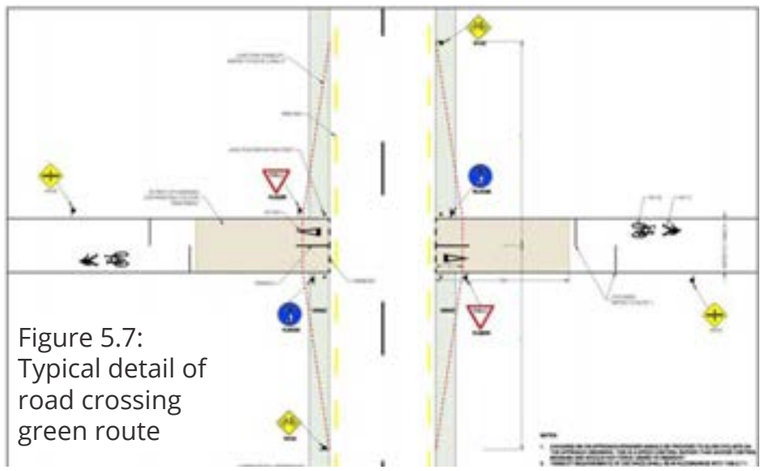


Figure 5.7: Typical detail of road crossing green route

The Malahide Road has footpaths on both sides of the road, however in general, the footpaths are narrow and discontinue to the south of the Chapel Road junction on the eastern side.

There is a continuous footpath along the northern side of Chapel Road. The southern footpath terminates without any crossings provided to facilitate pedestrians to cross the road to the northern footpath. The width is sub-optimal in some locations.

It is an objective of the LAP to provide continuous footpaths along the main arteries of Malahide Road and Chapel Road, as well as Baskin Lane. The internal road network serving the Kinsaley LAP will be designed in accordance with the Design Manual for Urban Roads and Streets 2013 (DMURS). This Manual provides guidance relating to the design of urban roads and streets focusing on sustainable modes of transport, safeguards for vulnerable users and promoting a sense of place.

5.4.2 Pedestrian/Cycle Routes Objectives

The following are pedestrian and cyclist objectives of the LAP:

Objective 5.10

Maintain and improve existing footpaths and ensure that new footpaths are provided as part of a connected permeable network throughout the village.

Objective 5.11

Facilitate the recommendations of the Cycleway/Footpath Network Development in the Kinsealy Environs- Feasibility and Concept Study taking cognisance of the objectives of the LAP.

Objective 5.12

Facilitate the delivery of a comprehensive network of safe and attractive cycle and pedestrian routes facilitating commuting, educational, housing and leisure trips connecting key attraction points within the village to the wider hinterland. This includes the provision of safe walking and cycling routes to existing and future schools in Kinsaley from all locations within the Kinsaley LAP.

Objective 5.13

Facilitate the provision of footpaths along the main arteries of the Malahide Road, Chapel Road and Baskin lane.

Objective 5.14
Provide enhanced pedestrian and cycle connectivity to the existing and proposed schools.

Objective 5.15
Ensure that the design of cycle paths will accord with the recommendations in the National Cycle Manual.

Objective 5.16
It is a priority objective to provide segregated walking and cycling routes to Kinsaley from Old Portmarnock, from Kettle's Lane and from Balgriffin/Belmayne, and a traffic-calmed route from Malahide Demesne suitable for pedestrians and cyclists of all ages and abilities, in line with the proposals in the Kinsealy Cycleway and Footpath Network Feasibility Study, to facilitate access to schools, public transport and other local services and amenities. Any emerging studies/proposals shall be subject to applicable SEA/EIA and AA assessments

5.5 Parking

All car parking for residential and commercial development will be required to comply with Fingal Development Plan standards. An appropriate quantum of off-street car parking will be required to serve new commercial and amenity facilities in the village. This will need to include adequate provision for disabled parking and electric charge points for electric cars.

Hard and soft landscaping and appropriate lighting will be required around carparking areas.

It is an objective of the LAP to provide a multi-purpose parking and drop-off area to serve the new school on the Teagasc site, the current St. Nicholas of Myra National School and the proposed Sports facilities.

Secure cycle parking should be provided at the public car parks, at the Schools, parks / open spaces and close to the retail area.

5.5.1 Car Parking Objectives

The following are car parking objectives of the LAP:

Objective 5.17
Facilitate the development of a car parking area within the Teagasc lands to facilitate a multi-purpose parking and drop off area to serve the existing and proposed school campuses and future recreational amenities.

Objective 5.18
Ensure that all new developments provide for appropriate levels of off street car parking in accordance with parking standards contained in the Fingal Development Plan.

Objective 5.19
Require the provision of appropriate levels of off street car parking to serve new commercial and amenity facilities in the village.

Objective 5.20
Ensure adequate levels of disabled parking.

Objective 5.21
To facilitate and promote appropriate hard and soft landscaping and appropriate lighting around car parking areas.

Objective 5.22
Facilitate the provision of electricity charging infrastructure for electric vehicles both on street and in new developments in accordance with car parking standards.

5.6 Dublin Airport

The following is an objective of the LAP regarding the restrictions associated with Dublin Airport:

Objective 5.23
Ensure future development takes due cognisance of Public Safety and Airport Noise Zones and that applicants consult with relevant authorities including the Irish Aviation Authority and Dublin Airport Authority as part of the development management process.

Bus stop adjacent to the Teagasc site

Figure 5.6: Proposed walking and cycling facilities

6.0 Introduction

Green Infrastructure is the term that is used to describe the network of green spaces and natural elements that intersperse and connect our cities, towns and villages, including open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, natural heritage and the open countryside. These areas both sustain environmental quality and enrich the quality of people's lives. They can also be important elements of climate change mitigation and adaptation.

The European Union's Biodiversity Strategy recognises the value of Green Infrastructure policies as a way to maintain biodiversity and ecosystems in the landscape. Imbedding Green Infrastructure policies in LAPs also helps to meet the growing demands of environmental legislation and EU Directives regarding habitats, birds, flooding, water framework, Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Environmental Liability Directives.

In addition to providing space for nature (or biodiversity) and the natural systems that regulate temperature, reduce storm water flows and provide clean water and air, high quality accessible spaces also provide a place for children to play, for people to meet and socialise, as well as a place for people to exercise.

By improving people's quality of life and general placemaking, Green Infrastructure also helps to attract and hold on to the high value industries, entrepreneurs and workers that are needed to underpin a modern economy. It also helps to build resilient communities capable of adapting to the consequences of climate change.

Green Infrastructure planning is a recognition of the many benefits that green space provides to society. Indeed, the Regional Planning Guidelines and draft RSES advocate for the development of a green infrastructure approach at all levels of the planning system.

Key Goals

- Improve the amenity of the River Sluice by providing a riparian corridor for the enjoyment of residents and visitors
- Protect and foster biodiversity by providing green routes that can facilitate fauna movement
- Improve the liveability of Kinsaley by creating green links between open spaces and other key assets, such as the schools
- Take advantage of the opportunities created by the requirement to incorporate SuDS features to ensure that these areas enhance the landscape quality of the area

6.1 Green Infrastructure Themes

The Development Plan identifies five key themes to be addressed when considering the contribution that Green Infrastructure can make. The following elements are applicable to Kinsaley:

6.1.1 Biodiversity

River Corridors along major rivers (designated ecological corridor along the Sluice River) and the adjacent Nature Development Area at Abbeville. Tree belts and hedgerows also provide for biodiversity.

6.1.2 Parks, Open Space and Recreation

Lands zoned open space and/or in use as public open space (designated open space zoning along the Sluice River corridor).

6.1.3 Sustainable Water Management

Watercourses including rivers and streams (in the form of the Sluice River).

6.1.4 Archaeological and Architectural Heritage

Sites and Monuments on the Record of Monuments and Places – the church and graveyard in ruins along Chapel Road is a Recorded Monument.

- Buildings and Other Structures on the Record of Protected Structures (RPS) – Kinsaley has 5 entries on the RPS.
- Architectural Conservation Areas (ACA) – The Abbeville ACA abuts the LAP lands.
- Historic Graveyards – the church and graveyard in ruins along Chapel Road.

6.1.5 Landscape

Highly Sensitive Landscapes – A portion of the LAP lands to the west of the Malahide Road are designated in the Development Plan as a 'highly sensitive landscape'.

The Development Plan states as follows regarding Green Infrastructure in LAPs:

A key objective of green infrastructure planning is that green infrastructure management and provision is integrated with plans for growth and development. The preparation of local area plans provides a key opportunity for the protection, management, enhancement and provision of green infrastructure which is fully integrated with new development. All local area plans will be required to provide for green infrastructure which addresses the objectives for the five GI themes identified above.

The associated Objective is as follows:

Reference:	Class:	Location:	Description:
DU015-115	Enclosure	North west of Emsworth Park adjacent Malahide Road	A circular enclosure visible as a crop mark on aerial photography.
DU015-114	Enclosure	East of Kinsaley Lane, north east of graveyard	Roughly circular enclosure, visible as a crop mark on aerial photography.
DU015-002001	Church	North Chapel Road, east of Cooper's Wood	Dedicated to St. Nicholas, this church fell into ruin in the mid-17th century. The structure is a plain rectangular building, aligned east west and built of random rubble masonry.
DU015-002002	Graveyard	Associated with church on Chapel Road	A rectangular walled graveyard enclosing the remains of a church DU015-002001. There is a kink in the wall to the south east possibly denoting the former existence of an earlier enclosure. A mausoleum contains the remains of Austin Cooper, antiquarian, who died in 1830.
DU015-111	Enclosure	South East of Kinsaley House	Enclosure visible as a crop mark on aerial photography.
DU015-110	Enclosure	South of Kinsaley House	A roughly circular enclosure, visible as a crop mark on aerial photography.
DU015-109	Enclosure	East of Posey Row	Circular enclosure visible as a crop mark on aerial photography.

Source: National Monuments Service

Objective GI18
Require all Local Area Plans to protect, enhance, provide and manage green infrastructure in an integrated and coherent manner addressing the five GI themes set out in the Development Plan – Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Architectural Heritage, and Landscape.

6.2 Archaeology

Fingal's archaeological heritage is a non-renewable resource. As such, its protection is provided for under the *National Monuments Acts 1930-2014* and the *Planning & Development Act 2000* (as amended). The statutory instrument utilised under the National Monuments Acts is the Record of Monument and Places (RMP) which comprises all sites and monuments that were known at the time of publication (1998). Monuments and archaeological sites identified subsequently are listed by the National Monuments Service, Department of Culture, Heritage and the Gaeltacht for addition to the RMP in the Sites & Monuments Record (SMR). The Development Plan requires as a matter of policy and objective that all sites and features of archaeological interest discovered subsequent to the publication of the Record of Monuments and Places are protected.

Objective CH03 of the Fingal Development Plan states as follows:

Protect all archaeological sites and monuments, underwater archaeology and archaeological objects which are listed in the Record of Monuments and Places and all sites and features of archaeological and historic interest discovered subsequent to the publication of the Record of Monuments and Places and to seek their preservation in situ (or at a minimum preservation by record) through the planning process.

While there are no known archaeological sites within the LAP boundary, a number of recorded archaeological monuments lie in the immediate vicinity. Indeed, the wider hinterland is an area rich in archaeological heritage including the complex of sites at St. Doolaghs, at Balgriffin and in the townland of Springhill. Given the significance and proliferation of the known archaeological finds in the vicinity, it is important that future development proposals for the identified Development Areas are cognisant of the potential of the sites to yield further archaeology.

6.3 Green Routes - Improving Accessibility and Creating Links

Green corridors are identified in the Development Plan as linear open spaces along paths, water courses, planting or other natural features that provide opportunities for walking and cycling, informal recreation, and biodiversity and wildlife migration.

Green routes should be incorporated into all new large developments, in order to link large areas of open space, as well as to create connections to places outside the Development Area.

The LAP facilitates the provision of a network of cycle and pedestrian routes, which have been selected based on their ability to (i) connect neighbourhoods within Kinsaley to each other, (ii) ability to connect people in Kinsaley to external routes, and (iii) their amenity value and deliverability. These routes are an integral component in the overall movement network, providing a sustainable way of moving/ travelling around Kinsaley.

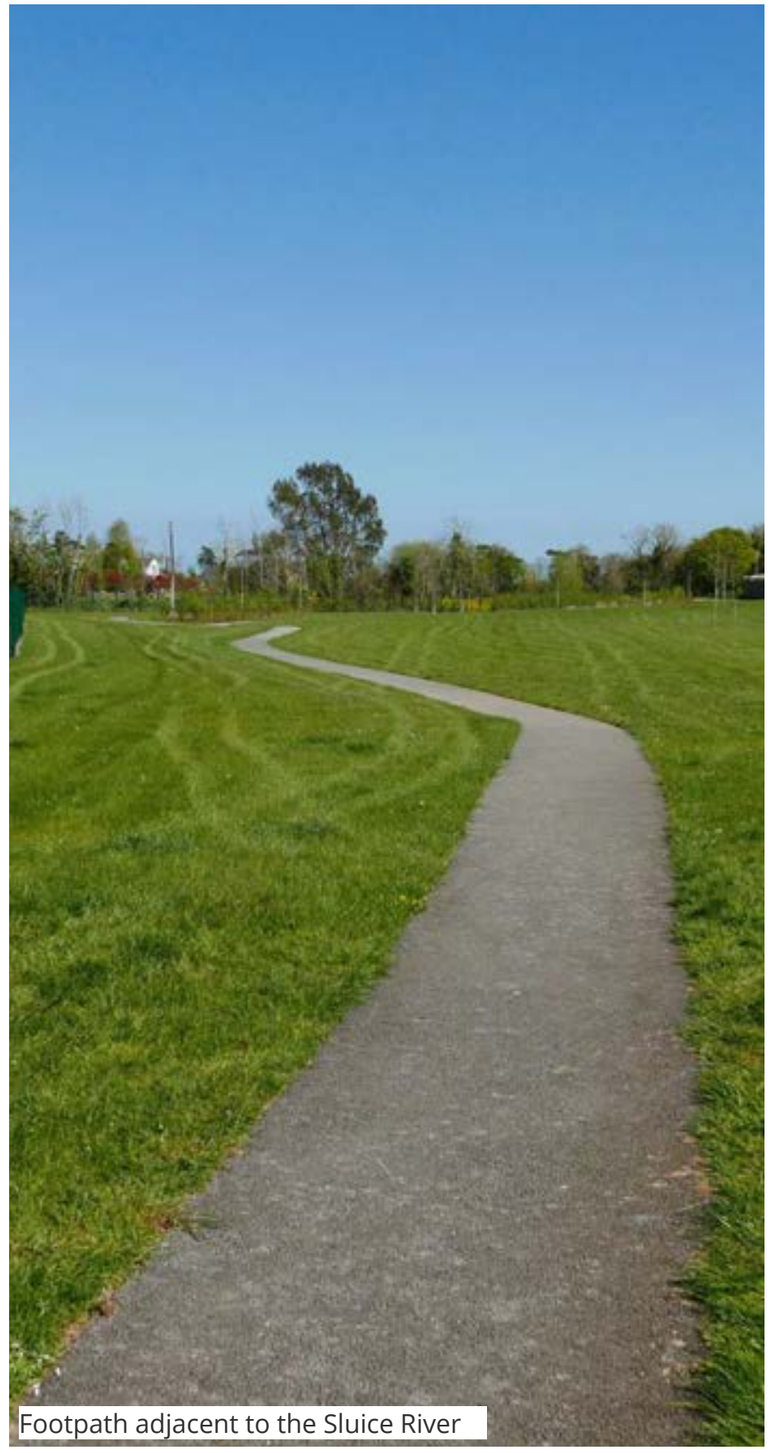
The completion of these routes will be facilitated as part of the proposed development of the LAP lands and will be integrated into the phasing programme outlined in Section 11. All routes within / adjacent to new residential areas should be directly overlooked to ensure a high degree of informal supervision and to encourage their use. The routes indicated through the Development Areas shall be provided and constructed at the developer's expense and dedicated as public open space. Site Development Briefs for all Development Areas will be required to outline in detail measures to achieve permeability/ connectivity.

6.4 Green Infrastructure Objectives of the LAP

Below are the objectives for the delivery of Green Infrastructure within the LAP area.

6.4.1 Biodiversity

Objective 6.1
Promote the conservation and enhancement of biodiversity having regard to the policies and objectives of the Fingal Development Plan, the Fingal Heritage Plan and the Fingal Biodiversity Plan while allowing for appropriate development, access arrangements and recreational activity.


Footpath adjacent to the Sluice River

Objective 6.2
Require any development proposal for Development Area 4 (land to the west of the Malahide Road) to incorporate proposals for the treatment of the stream running along the boundary of the site adjacent to the Malahide Road, to ensure its sustainable management and to protect the ecological network.

Objective 6.3
Ensure that all proposals for the upgrading of the riparian corridor running along the River Sluice make adequate provision for the protection of biodiversity and flood plain.

Objective 6.4
Protect existing trees, hedgerows within the LAP lands which are of amenity or biodiversity value and contribute to the landscape character of the area in so far as is practicable and incorporate same into future development proposals.

Objective 6.5
Conserve, protect and enhance existing trees and hedgerows within the LAP lands which form wildlife corridors and link habitats providing the stepping stones necessary for wildlife to flourish while also protecting and enhancing surface water and groundwater resources in the area.

Objective 6.6
The planting and design strategy for green routes should incorporate measures to facilitate wildlife movement.

6.4.2 Parks, Open Space and Recreation
The following objectives are additional to those set out in the Parks, Open Space and Recreation section below.

Objective 6.7
Provide an appropriately designed, extended open space corridor adjacent to the Sluice River to connect onward to Chapel Road from the existing pedestrian route (rear of the Church and graveyard in ruins). Any proposals should give careful consideration to the interface with the Recorded Monument (north of the church and graveyard in ruins) to the south of the route including archaeological investigations.

Objective 6.8
Ensure that new or extended open space networks are designed to facilitate people with a broad range of ability.

Objective 6.9
Ensure that areas of open space provide or retain features that encourage biodiversity within the LAP lands recognising that this may be limited in areas of active open space.

6.4.3 Sustainable Water Management
Objective 6.10
Ensure that flood storage areas are designed to reflect and enhance the landscape character of the area.

6.4.4 Archaeological and Architectural Heritage
Objective 6.11
Investigate the possible extension of the open space corridor adjacent to the Sluice River into and through the Abbeville Architectural Conservation Area (ACA). Any proposals shall positively enhance the character of the ACA.

Objective 6.12
Protect all archaeological sites and monuments which are listed in the Record of Monument and Places in accordance with National Monuments legislation; all sites and features of archaeological interest discovered subsequently, and to promote best practice in the conservation and management of the archaeological resource.

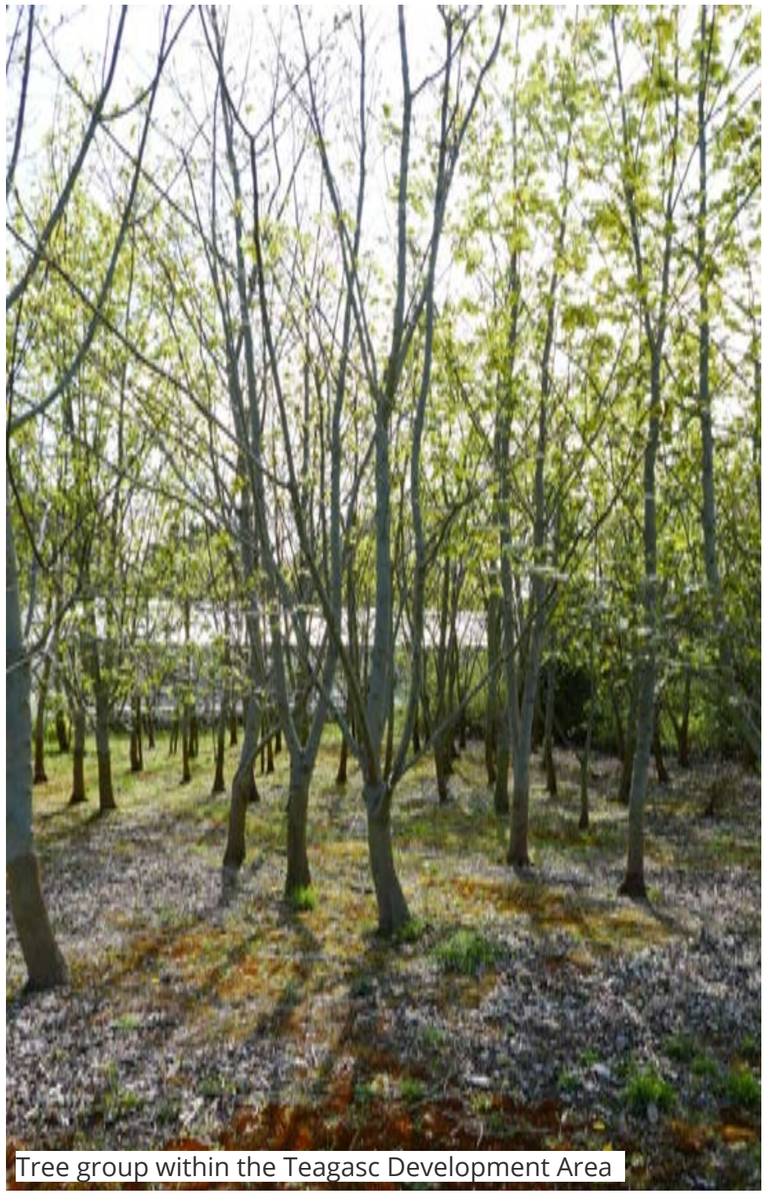
Objective 6.13
Protect recorded archaeological sites and their settings from inappropriate development that would adversely affect or detract from the monuments whilst at the same time enabling the sustainable development of the village.

Objective 6.14
To promote and create greater awareness of the rich archaeological heritage of the village and its surroundings.

Objective 6.15
Ensure archaeological remains are identified and fully considered at the earliest stages of the development process to protect the resource and facilitate appropriate design.

Objective 6.16
Any and all required archaeological investigations including geophysical survey, archaeological assessment and excavation and archaeological monitoring shall in consultation with the Department of Culture, Heritage and the Gaeltacht be undertaken by a suitably qualified archaeologist under licence from the Department and at the expense of the developer.

6.4.5 Landscape
Objective 6.17
Minimise the visual impact of future development on the setting and visual quality of the Highly Sensitive Landscape designation applicable to lands to the west of the Malahide Road.


Tree group within the Teagasc Development Area

7 Parks, Open Space and Recreation

7.1 Introduction

A key component in the development of a successful, sustainable village is the provision of high quality accessible open space. Such open space must be appropriately designed and conveniently located in order to serve the recreational requirements of the community and is a core element in the provision of high quality green infrastructure. Fingal County Council has identified five basic principles of open space provision as follows:

- Hierarchy - types of open space & accessibility.
- Accessibility - Distance from homes.
- Quantity - required size of open space areas, benchmarked to population.
- Quality - design and usability of open spaces.
- Private Open Space - gardens and balconies.

Key Goals

- Provide active open space facilities for the growing population by providing a full sized soccer pitch and mixed use games area.
- Create a more active and vibrant village centre by providing a new high quality civic space as part of Development Area 4 - Malahide Road West.
- Improve opportunities for off-road movements around the village by providing a high quality green route through Development Area 3 (Teagasc) and Development Area 6 (Kinsaley House), connecting to the Malahide Road.
- Improve the range of amenities available to children by providing a playground to serve the broader area within Development Area 3 (Teagasc).

7.2 Hierarchy and Accessibility

Table 12.5 is an extract from the *Fingal Development Plan 2017-2023* and sets out the public open space hierarchy and accessibility standards. For all developments with a residential component a mix of public open space types should be provided where possible.

The Kinsaley LAP seeks to provide a mix of open space across the hierarchy detailed in Table 12.5. Beginning with the provision of Pocket Parks, such amenities will be required within all development areas and shall contain constructed tree pits incorporating SuDs elements where appropriate.

Constructed tree pits will also be required along key streets and pedestrian/cycle links such as in the Teagasc Development Area/ Kinsaley House Development Area, or the green route along the Malahide Road/ as well as in the proposed civic square (Development Area 4).

At the upper end of the hierarchy, Kinsaley is located within the 5km catchment of Malahide Demesne Regional Park which provides an extensive range of informal and formal play areas and recreational facilities. The LAP will seek to facilitate improved linkages between the village and Malahide Demesne to ensure that this important resource is within easy access to existing and future residents.

A key requirement of the Plan will be the provision of a full soccer sized third generation all weather pitch within the Teagasc Development Area (Development Area 3) which will be available to serve the community as well as existing and proposed schools. This facility and associated car parking, may with the agreement of the Planning Authority, be provided on lands immediately to the south of and contiguous to Development Area 3 between St. Nicholas of Myra National school and the Development Area.

Further active recreational facilities in the form of Multi-use Games Areas (MUGA's) will be required to be provided in the Teagasc Development Area (Development Area 3) in proximity to the proposed school site. These facilities would be available for use by the proposed school and the wider community.

Active recreational facilities will be delivered by a combination of appropriate financial contributions used to improve existing facilities in Malahide Demesne Regional Park within 5km of the village, as well as by the provision of a full soccer sized third generation all weather pitch located in Development Area 3 (Teagasc) or with the agreement of the Local Authority, on lands immediately contiguous to the south between the existing St. Nicholas of Myra National School and Development Area 3 (Teagasc). Funding for this facility shall be by way of Financial Contribution, appropriate Development Contribution or through the development management process.

Table 12.5 Open Space Hierarchy and Accessibility (Extract from Fingal Development Plan 2017-2023)

Type of Public Open Space	Areas	Accessibility from homes	Note
Pocket Parks (Class 2 as per Development Contribution Scheme) Facilities for smaller children, but not necessarily formal play facilities. Have an important visual and social function also. Pocket parks must not be to the side or back of houses and must be adequately overlooked.	Between 500 sq m -0.2 hectares.	Every home within 150m walking distance	Provide pocket parks in all cases. No contributions in lieu.
Small Parks (Class 2 as per Development Contribution Scheme) Depending on their size, these will accommodate playground facilities, kick about areas, and passive recreation.	Between 0.2 – 2 hectares	Within 400m walking distance of homes.	
Local Parks (Class 1 as per Development Contribution Scheme) Accommodate playground facilities and a number of playing fields. Passive recreational and biodiversity areas will also be accommodated in these parks.	Between 2 hectares-20 hectares	400 metres	
Urban Neighbourhood Parks (Class 1 as per Development Contribution Scheme). A wide variety of facilities and uses can be provided here due to their size. Biodiversity areas will also be accommodated in these parks.	Between 20 hectares and 50 hectares	Within 1km	
Regional Parks (Class 1 as per Development Contribution Scheme) Provide for a large range of uses. Formal and informal play areas biodiversity areas and often a distinct attraction will be available on site.	Over 50 hectares	Within 5km	
*Areas not counted in the Open Space calculation include: • Environmental Open Space i.e. incidental or narrow pieces of open space used for the preservation of trees and/or as a visual relief and screen planting e.g. along roads. • Green corridors. • Areas of open space under high voltage electricity lines.			

7.3 Quantity
For all developments with a residential component, the overall standard for public open space provision is a minimum 2.5 hectares per 1,000 population. High quality public and private open space shall be provided in accordance with the provisions of the Fingal Development Plan.

7.4 Quality
Open space is required to be designed to a high specification. Particular emphasis will be placed on the quality and long term sustainability of open space and details of the proposed hard and soft landscaping of these spaces will be required at planning application stage. Public open space shall be designed and laid out so as to be overlooked in order to reduce/ eliminate anti-social behaviour through passive surveillance.

7.5 Sustainable urban Drainage Systems (SuDS)
Sustainable urban Drainage Systems (SuDS) offers a 'total' solution to rainwater management and must be included in all new developments. Properly designed and located SuDs features can be incorporated within and can complement the amenity and aesthetic value of open spaces. SuDS areas do not form part of the public open space calculation/ provision except where they contribute significantly to the design and quality of the open space. This determination shall be at the discretion of the Planning Authority. Proposals with regard to the provision of SuDS infrastructure are set out under the Water & Infrastructure Services Section.

7.6 Private Open Space
Private open space is a key component of residential development and has a significant impact on the quality of life of those occupying new dwellings. All new residential development shall provide private open space to a high standard and in accordance with the Fingal Development Plan.

7.7 Existing Open Space
Public open space within the village is currently relatively limited in extent and somewhat disjointed. A riparian corridor and footpath are provided to the south of the River Sluice and to the north of Abby Well and St. Olave's developments, extending as far as Kinsealy Lane. This area of open space is currently both publicly and privately managed.

A gated entrance provides access to a continuation of the pathway north of the Cooper's Wood estate to the east of Kinsealy Lane, adjacent to the Sluice river. The footpath and open space, including a playground, were permitted as part of the Cooper's Wood housing development and have not to date been taken in charge by the Local Authority. This area of open space provides a pleasant setting for the Cooper's Wood scheme, enables a continuation of the riparian corridor walkway from the east and creates a visually attractive feature on entering the village from the north.

A further area of open space serving the development at Emsworth Park incorporates SuDS features and provides an attractive green space on the northern bank of the Sluice River. This area contains a number of trees and is currently privately managed and not in the charge of the Local Authority.

Development currently underway at 'Kinsealy Woods' will provide for 3 no. areas of public open space for future residents as well as pedestrian and cycle connectivity. Similarly, an extant permission F16A/464 incorporating Kinsaley House will provide for an important area of passive open space surrounding the protected structure (RPS 464) while also providing for a key linear green route in an east–west alignment which will provide for important cycle/pedestrian connectivity to the village.

The existing and proposed areas of public (and planned) public open space within the village, while limited in extent, offer an important platform upon which to extend and augment the parks and recreational resources of the village. A key focus of the LAP will be the consolidation of areas of public open space but also a focus on the delivery of active recreation to serve existing and future residents. These facilities will also be available to serve pupils of the proposed and existing schools. Opportunity also exists to provide for enhanced cycle/ pedestrian connectivity within and surrounding the village as outlined in the Movement and Transport Strategy section.

7.8 Proposed Open Space
While the principle areas of new designated public open space to serve Kinsaley will be provided in the Malahide Road West, Kinsaley House and Teagasc Development Areas, the section below sets out the open space requirements for each of the six development areas. In addition, key pedestrian and cycle route improvements within the village will ensure a cohesive network of public open spaces is achieved for the benefit of all.

7.9 Kinsealy Lane Development Area (DA1)
The Kinsaley Lane Development Area extending to approximately 2.6 ha is located adjacent to the northern boundary of the LAP, beside Emsworth Park. The subject site will accommodate serviced sites at a gross density of 10-14 units/Ha, providing for approximately 30 no. dwellings. Planning applications with respect to Development Area 1 will be required to demonstrate appropriately designed private open space serving each unit to Fingal Development Plan standards. Future public open space serving the area should be appropriately sited, of a high quality design and finish and overlooked by as many dwellings as possible in order to provide passive surveillance.

Figure 7.1 Typical section of green route through Teagasc Development Area

7.10 Garden Centre Development Area (DA2)

The Garden Centre Development Area located to the south-western corner of the LAP lands occupies an important location along the Malahide Road with c. 125m of road frontage. The Development Area will play a gateway role on entering and exiting the village, demarcating the extent of the village to the south. The area of the site is approximately 1.3Ha. New residential development, either in conjunction with the existing garden centre or as a replacement land use in its entirety, will require appropriately located, well designed areas of high quality public and private open space. Private open space to serve the residential units, will depending upon the mix and type of unit proposed, comply with Fingal Development Plan standards and offer a high quality residential amenity to future residents. The quantum of public open space should comply in full with Development Plan requirements, must be of a high quality finish and design and must offer high levels of passive surveillance through design and siting of dwellings. Trees as part of any landscaping plan which addresses the Malahide Road must be provided in constructed tree pits. The site shall also accommodate a footpath and cycle path to the Malahide Road boundary with trees located in suitably sized grass margin and shall be suitably lit. An appropriately sized playground will be required on site as part of a residential development.

7.11 Teagasc Development Area (DA3)

The Teagasc Development Area is the largest of the village's Development Areas extending to c. 5.6 ha. The site currently accommodates Protected Structure RPS 914 which houses Malahide Portmarnock Educate Together National School by way of a temporary planning permission. The Department of Education and Skills has advised of the requirement for a new national school to serve Kinsaley's growing population and the Teagasc Development Area would serve as an appropriate location, being located along the village's proposed green route and adjacent to the proposed active open space facilities. The remainder of the development area is intended to support an innovative form of new housing, resulting in approximately 185-200 no. residential units.

A key component of the Teagasc Development Area will be the delivery of a green route (see Figure 7.1) through the site which will link into the permitted development on adjoining lands to the east at Kinsaley House (Development Area 6). The green route will provide for high quality cycle and pedestrian facilities connecting to the Malahide Road and will serve the proposed school. The cycle and pedestrian facilities will be an integral part of the overall design objective of the site and must be integrated into the residential scheme at an early stage to ensure high levels of passive surveillance are afforded to the route. The green route must be finished to a high standard and sit in a high quality landscape with well-designed lighting and seating.

In order to provide for active recreational facilities to serve the existing community and future residents, a soccer pitch will be provided within/ immediately to the south of the Teagasc Development Area in proximity to the proposed school site (and the existing St. Nicholas of Myra National School) and residential units. The facility will be suitably fenced and may provide for a walking track to its perimeter. This recreational facility will be available to serve the proposed and existing schools and will also be available for community use outside of school hours. The facility will be served by a car parking area which will have a dual use, providing drop off and collection facilities to serve the existing and proposed schools while also serving the sports facility.

The Local Authority will give favourable consideration to the siting of the soccer pitch and car parking facility on lands to the south of the Teagasc Development Area (south of Protected Structure 914 and north of St. Nicholas of Myra National School). Those lands are zoned Greenbelt under the *Fingal Development Plan 2017-2023* and such uses are 'Open for Consideration'.

This alternative location will be considered where the Developer can satisfactorily demonstrate that the revised siting allows for the consolidation of residential development on the RV zoned lands enabling the delivery of a high quality residential scheme in a landscaped environment while ensuring appropriate levels of passive surveillance of the proposed cycle and pedestrian routes though the Teagasc lands are achieved.

The Teagasc Development Area will also accommodate a park to the rear of the proposed school site which will accommodate a junior sized playground of approximately 400sq.m (with an appropriate separation distance between the playground and the closest residential unit), suitably located in proximity to the proposed school site and adjacent to the green route.

7.12 Malahide Road West Development Area (DA4)

The Malahide Road West Development Area extends to a c. 4.0 ha site with 300m of frontage to its eastern elevation along the Malahide Road. The site is identified as an extension of the village core providing for a mix of residential and commercial development including a convenience supermarket and a limited number of smaller retail units. While public and private open space to serve the residential component will be required to satisfy Development Plan standards, a key feature of the development area will be the provision of a new village square approximately opposite the St. Olave's centre/St. Nicholas of Myra Church. The new civic square is proposed adjacent to the commercial centre and has the potential to become an important civic space for the community offering meeting and

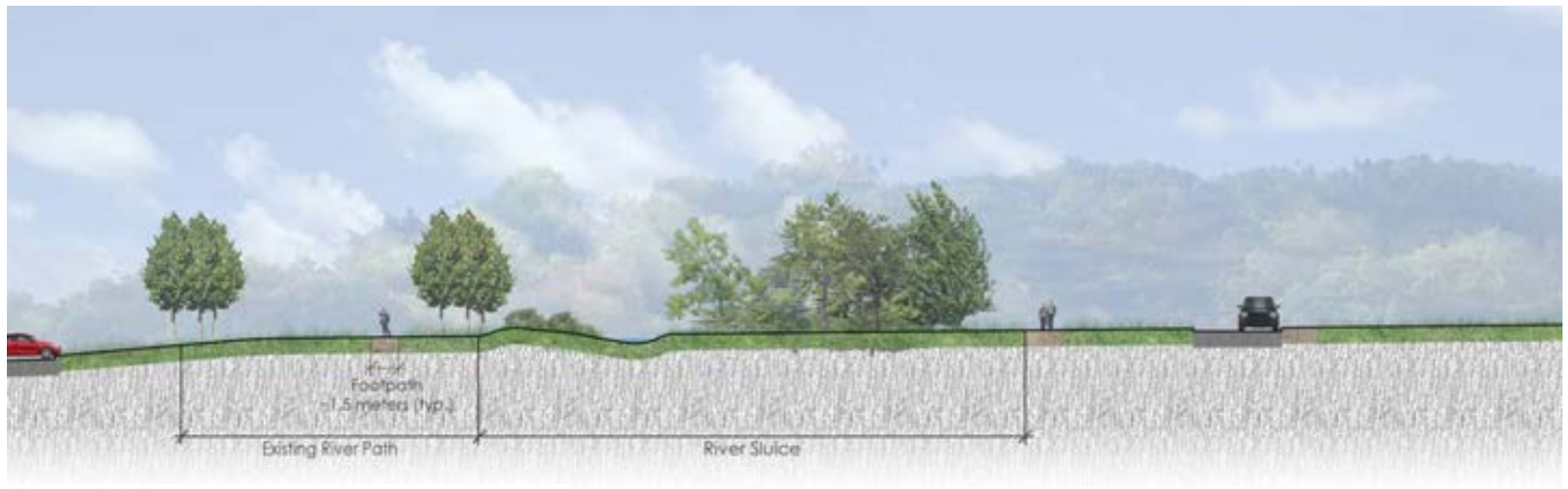


Figure 7.2 Typical section of riparian corridor

socialising opportunities. Proposed uses of this civic space may include the hosting a farmers markets, garden fete or village community day. The Village Design Framework Plan details a possible design and layout of this space which should be designed to a high standard of finish with hard and soft landscaping, outdoor seating, lighting and planting. The design of the space should exclude the use of car parking, although cycle parking facilities may be provided.

The Malahide Road West Development Area must ensure that an appropriately sized buffer, as per the Strategic Flood Risk Assessment, is maintained as a riparian corridor free from development to the north of the site adjacent the Sluice River.

7.13 Malahide Road East Development Area (DA5)

The Malahide Road East Development Area is relatively restricted in area comprising c. 0.6 ha of land with c. 60m of road frontage. The site is likely to support approximately 20 no. residential units. Private open space provision to serve each of the units must comply with the requirements of the Fingal Development Plan. Public open space must also be facilitated within the Development Area. Where this is not feasible a financial contribution will be levied for the provision of such space to meet the objective of the LAP.

7.14 Kinsaley House Development Area (DA6)

The Kinsaley House Development Area extends to approximately 6.6 ha and is bounded to the north by Chapel Road. The site contains Kinsaley House, a protected structure (RPS 464). The site is subject to Local Objective 71 which seeks to ensure 'that any development of this area will include the integration of the Protected Structure on site (Kinsaley House) within the first phase of development'. The site also benefits from an extant permission for 100 no. houses permitted by way of ten year permission. This scheme was permitted at a density of 15/16 units per hectare, which is reflective of the topography of the site, the requirement to protect and enhance the setting of the protected structure and the requirement for on-site surface water disposal measures.

An important feature of the extant permission and one which will be required under any subsequent revised designs is the provision of a green route through the site connecting to the Teagasc Development Area and onward to the Malahide Road. The cycle and pedestrian facilities will be an integral part of the overall design objective of the site and will be integrated into the residential scheme at an early stage to ensure high levels of passive surveillance are afforded the route from adjoining residential units. The green route will be finished to a high standard and will sit in a high quality landscape with well-designed lighting and appropriate furniture. This route shall connect to a similar route as required through the Teagasc lands.

7.15 Parks, Open Space and Recreation Objectives

The following are objectives of the LAP:

Objective 7.1
The Teagasc and Kinsaley House Development Areas shall provide a green route/ corridor accommodating cycle and footpath facilities through both sites, connecting to the Malahide Road. The route shall provide for high quality pedestrian and cycle facilities, shall be tree lined, appropriately lit and afforded high levels of passive surveillance.

Objective 7.2
Provide for active recreational facilities in the form of a full size all-weather soccer pitch and associated car parking on lands adjacent to the proposed National School in the Teagasc Development Area (Area 3). The soccer pitch shall be 600 sq.m in area (60 metres x 100 metres minimum dimensions).

Objective 7.3
Provide a civic square (minimum 2,500 sq.m) within the Malahide Road West Development Area. The civic square shall comprise 50% soft landscaping and be suitably landscaped and finished to a high standard to ensure its suitability for multifunctional usage.

Objective 7.4
Provide a Mixed Use Games Area (MUGA) within the Teagasc Development Area (Area 3), adjacent to the proposed National School.

Objective 7.5
Provide for a playground within the Teagasc Development Area (c. 400 sq.m), suitably designed by a specialist playground provider which shall be accessible via the proposed green route serving the Teagasc Development Area and via the proposed car park serving the soccer pitch. The play area shall have a suitably designed boundary treatment with passive supervision provided by adjoining residential units.

Objective 7.6
Give favourable consideration to proposals to provide active recreational facilities on lands zoned GB to the north of St. Nicholas of Myra National School and south of Protected Structure 914.

Objective 7.7
Ensure that Developers lay out and maintain areas of open space to a high standard until such time as they are taken in charge and facilitate the early handover of such areas of public open space to the Council in a completed manner in accordance with approved landscaping plans.

Objective 7.8
Encourage improvements to small existing public open space areas through additional tree planting and pathways, where appropriate.

Objective 7.9
Ensure that public and or communal open space areas are designed to be overlooked to ensure the potential for anti-social behaviour is minimised through passive surveillance.

Objective 7.10
Provide for a riparian corridor/ buffer free from development to the south of the Sluice River within the Malahide Road West Development Area. The riparian corridor shall accord with the recommendations of the Strategic Flood Risk Assessment.

Objective 7.11
The design and layout of the proposed open spaces including pedestrian and cycle links shall have regard to the layouts and recommendations for proposed open spaces and pedestrian/ cycle accessibility as set out in the Village Development Framework Plan.

Objective 7.12
The design and layout of the proposed open spaces including cycle and pedestrian routes shall have regard to layouts and guidelines for proposed open spaces and accessibility as set out in the Village Development Framework Plan for the Village.

Objective 7.13
All planning applications within identified Development Areas shall clearly distinguish between areas of private and public space with clearly delineated boundary treatment.

8 Creating Communities

8.0 Introduction

A successful community combines a range of elements and amenities including with regard to environmental sustainability, economic sustainability (employment), and community infrastructure (schools, public and private amenities, etc.). The growing community in Kinsaley will incorporate all of these elements.

Key Goals

- Reduce the carbon footprint of new buildings by ensuring that development is designed to minimise requirements for energy and water.
- Expand the range of community infrastructure available to the growing population of Kinsaley by providing a permanent school, to replace the temporary Malahide/ Portmarnock Educate Together national school.
- Strengthen the local economy by providing opportunities for expanded retail and local services around the proposed civic space in the village centre.

8.1 Environmental Sustainability

The *Climate Action and Low Carbon Development Act 2015* provides the legal basis for the Government's initiative to pursue the transition to a low carbon, climate resilient and environmentally sustainable economy by 2050. The National Mitigation Plan 2017 sets out policy measures to manage greenhouse gas emissions and the removal of emissions at a level that is appropriate for furthering the national transition objective set out in the 2015 Act.

The *National Climate Change Adaptation Framework, Building Resilience to Climate Change 2012* provides a strategic policy focus to ensure adaptation measures are taken across different sectors and levels of government to reduce Ireland's vulnerability to the negative impacts of climate change. The aim of the Framework is to ensure that an effective role is played by all stakeholders in putting in place an active and enduring adaptation policy regime. The governance structure provides for climate change adaptation to be addressed at national and local level.

As a part of the transition, the energy and environmental performance requirements for new buildings under the Building Regulations are likely to increase rapidly. New building design in the LAP lands shall therefore reflect the need to ensure that development occurs in a sustainable manner having due regard to the necessity to produce designs that accord with national sustainability and energy conservation policies and targets. All buildings in the Plan area should incorporate environmentally sustainable design principles in their design and construction.

8.1.1 State of the Environment Report

The State of the Environment Report – Ireland's Environment, published by the EPA every four years, sets out the following seven key environmental actions:

1. Environment Health & Wellbeing: Recognition of the benefits of a good quality environment to health and wellbeing
2. Climate Change: Accelerate mitigation actions to reduce greenhouse gas emissions and implement adaptation measures to increase our resilience in dealing with adverse climate impacts
3. Implementation of Legislation: Improve the tracking of plans and policies and the implementation and enforcement of environmental legislation to protect the environment
4. Restore & Protect Water Quality: Implement measures that achieve ongoing improvements in the environmental status of water bodies from source to the sea
5. Nature & Wild Places: Protect pristine and wild places that act as biodiversity hubs, contribute to health and wellbeing and provide sustainable tourism opportunities
6. Sustainable Economic Activities: Integrate resource efficiency and environmental sustainability ideas and performance accounting across all economic sectors
7. Community Engagement: Inform, engage and support communities in the protection and improvement of the environment

It is a general objective of this LAP to support the achievement of the above key environmental actions.

8.1.2 Climate Change

There are various predictions for the effects of climate change in the future, with moderate predictions indicating an increase in rainfall intensity, an increase in base river flow and an increase in sea-levels. However, the latest Special Report (October 2018) produced by the Intergovernmental Panel on Climate Change (IPCC) and prepared at the request of governments which signed the 2015 Paris Agreement, including Ireland, indicates that warming caused by human activities is speeding up and that global emissions need to fall more quickly than envisaged.

Green area and greenhouse - Teagasc site

According to the IPCC Special Report (October 2018), in order to keep global temperatures from exceeding the 1.5c levels contained in the Paris Agreement 2015, emissions will need to drop by 45% from 2010 levels by 2030.

The *Fingal Development Plan 2017-2023* is underpinned by the principles of sustainable development, climate change adaptation, social inclusion and high quality design. Fingal County Council is committed as a priority to encourage and promote more sustainable development through energy end use efficiency in building design; increasing the use of renewable energy and developing an appropriate urban form.

8.1.3 LAP Approach to the Promotion of Efficiency and Energy Performance in Buildings

The energy and environmental performance required for new buildings under the Building Regulations is expected to improve rapidly over the lifetime of the LAP with the Climate Action and Low Carbon Development Act 2015 seeking to transition to a low carbon, climate resilient and environmentally sustainable economy by 2050. New building design in the village shall reflect the need to ensure that development occurs in a sustainable and sensitive manner giving due recognition to the necessity to produce a design which accords with the national sustainability and energy conservation policies and contributes to the creation of appropriate urban form.

Fingal County Council will seek to ensure that all development in the LAP lands will contribute positively towards reduced energy consumption and the associated carbon footprint. This will be achieved by:

- Ensuring that development proposals demonstrate reduced energy consumption in their design and construction.
- Ensuring that development proposals incorporate where possible alternative energy technologies.
- Promoting the retrofitting of existing housing stock and other existing buildings to reduce energy demands.
- All buildings in the Plan area should incorporate environmentally sustainable design principles in their design and construction.

8.1.4 Sustainability Objectives

The LAP supports and promotes the principle of Sustainability in the development of Kinsaley village by requiring compliance with the following objectives:

Objective 8.1
Development shall strive to reduce the energy and water demand through measures which include the following:

- Careful consideration of building orientation, form, massing and fenestration to make the most of passive solar gain for heating and cooling.
- Maximisation of natural daylight.
- Maximisation of passive solar gain for solar thermal water heating and electricity production.
- Exploring the potential for incorporating wind energy (e.g. wind turbines and wind spires) or other renewable energy systems, such as combined heat and power (CHP).
- Intelligent and energy efficient heating, cooling and ventilation systems.
- Reduced water use through rainwater harvesting and recycling of rainwater and in-building grey water treatment systems.
- Use of materials with low embodied energy.
- Promoting walking and cycling by providing for safe, attractive pedestrian and cycling routes.
- Promoting the retention of existing trees and hedgerows where possible and providing for new planting to augment or replace existing, ensuring that the planting has maximum biodiversity value.

Objective 8.2
Ensure high standards of energy efficiency in existing and new residential developments in line with good architectural conservation practice and the promotion of energy efficiency and conservation in the design and development of new residential units.

Objective 8.3
Promote the use of renewable energy in all developments.

Objective 8.4
Promote the principles of Biodiversity by conserving existing indigenous hedgerows and trees and by introducing green routes through the village.

Objective 8.5
Promote and facilitate the development of small scale renewable energy facilities within the LAP lands such as wind turbines, spires, solar) where such development does not have a significant negative impact on the landscape and the amenities of property adjacent. All new wind energy developments shall comply with national guidance and the Fingal Development Plan.

Objective 8.6
Facilitate and promote walking and cycling as an alternative to the private car by the delivery of an integrated network and safe and attractive pedestrian and cycle routes throughout the village providing access to community and recreational amenities.

Objective 8.7
Promote the retention of existing trees and hedgerows where possible and provide for new planting to augment or replace existing, ensuring that the planting has maximum biodiversity value.

8.2 Community Infrastructure

Community Infrastructure refers to a range of amenities that contribute to an enhanced quality of life. This includes amenities such as schools, care homes, health centres, childcare facilities, and libraries. Not all community infrastructure is necessarily provided by the Council or other Government service providers, shops, cafes, and places for people to gather and socialise also count as community infrastructure. It is generally preferable for these facilities to be clustered together, within or adjacent to a settlement where they are easily accessible by the community that they serve.

People want to live in places that have a range of community infrastructure facilities available and it is important that these facilities are provided in a timely manner where new residential development is constructed. This ensures that people have the amenities that they require for a good quality of life in their locality without needing to travel significant distances to access same. The *Fingal Development Plan 2017-2023* promotes the clustering of community, recreational and open space facilities, with community facilities being located in local centres or combined with school facilities as appropriate. Community facilities should also be flexible in their design and ensure optimum usage.

According to the Local Economic and Community Plan 2016-2021, Fingal benefits from a strong network of community centres, with approximately 26 community centres operated by local people with the support of Council. There are a further

32 centres around the County that are privately owned and managed by individual communities.

Objective PM70 of the Development Plan seeks to ensure that proposals for large scale residential developments include a community facility, unless it can be demonstrated that the needs of the new residents can be adequately served by existing or committed facilities in the area. In recent years, community hubs have been developed, such as at Applewood in Swords, that co-locate a state of the art community centre with a school, offering a range of activities throughout the day and evening.

Kinsaley's population was recorded as 264 people in the 2016 census, up from 214 people in 2011. The Development Plan, which uses a slightly different boundary than the census to define the settlement, put the village's population at 340 people. Although it will take some time for the zoned area of Kinsaley to be fully built out, the ultimate population of the village is likely to reach c. 1,800 persons. This increased population will create a different pattern of demand for community facilities than that of the current population.

8.2.1 Existing Community Facilities

Kinsaley currently benefits from community infrastructure in the form of the St. Nicholas of Myra Church and adjoining hall, which forms a key feature of the village. In terms of educational facilities, the St. Nicholas of Myra National School is located a short distance to the south of the LAP boundary. In addition, the Malahide Portmarnock Educate Together National School currently operates on a temporary basis from the former Teagasc building, within Development Area 3. The following childcare facilities are also located within the vicinity of the LAP:

- Links Childcare St. Olave's
- NZone Sports Crèche and After School Club
- Bright Sparks Montessori

As the village develops, additional community infrastructure, in the form of a permanent national school and associated sport grounds (soccer pitch and mixed use games areas), will cater to the growing population of Kinsaley. A new car parking area within Development Area 3 or located between the proposed school site in Development Area 3 and the existing St. Nicholas of Myra School will facilitate parking and drop-off requirements for both schools, as well as the proposed sports grounds, which will also be accessible to the community at large.

8.2.2 Community Infrastructure and Education Objectives

The below sets out the objectives for the delivery of Community Infrastructure within the LAP area.

Objective 8.8
Require proposals for the Teagasc Development Area to incorporate an appropriately sized national school in consultation with the Department of Education and Skills, incorporating associated car parking, drop off/collection and play areas as required. An associated soccer pitch and car parking shall be located within DA3 or may be facilitated immediately to the south of the Development Area.

Objective 8.9
Require development proposals on the Malahide Road West Development Area to include a new civic square approximately opposite St. Nicholas of Myra Church, parish hall and St. Olave's at the western end of the Malahide Road. The civic square shall be suitably landscaped and finished to a high standard to ensure its suitability for numerous community functions.

Objective 8.10
Provide a mix of high quality pocket parks, small parks and playgrounds within the Development Areas of the village which shall be sized and designed to Development Plan standards.

Objective 8.11
Facilitate and co-operate with community and educational organisations in the provision of services for the community as it grows.

Objective 8.12
Require the provision of appropriate childcare facilities in line with national guidelines.

Objective 8.13
Co-operate with sports clubs, schools and community organisations in the provision of sports and recreational facilities.

8.3 Social Inclusion

Social inclusion is important in creating sustainable neighbourhoods. This Local Area Plan sets out a vision and development framework which seeks to create a better physical environment and to promote access to a range of community enhancing infrastructure. As part of the planned development of the village, a range of housing typologies, local services, employment opportunities and creation of civic spaces are promoted to ensure the social, community and cultural needs of all persons and communities are catered for in the area. Fingal County Council will continue to co-operate with all relevant agencies and local community sector to seek to counter disadvantage and social exclusion, to secure improvements in quality of life and to promote equality of access to public and social services as part of the delivery of the Kinsaley LAP.

8.4 Arts and Culture

Fingal benefits from a rich heritage and culture. While the main cultural centres are some distance from Kinsaley, the Fingal Arts Office seeks to promote cultural life across the County for all members of the community, at a local level. It is envisaged that the proposed civic square, located within Development Area 4, will play a key role in the cultural life of the village. The space shall be designed to be capable not only of providing for casual meetings/ encounters on a daily basis, but also to be capable of hosting local cultural events/ activities.

8.5 Business and employment

The *Fingal Local Economic and Community Plan 2016-2021* supports the redevelopment and reinvigoration of village and town centres and acknowledges that settlements should develop in a self-sufficient manner with a range of local services commensurate with local needs. The plan also seeks to increase the resilience of the local economy (Goal G9) and to strategically market towns and villages through an enhanced 'sense of place'.

The Development Plan states as follows regarding employment in Kinsaley:

"Local employment exists in the form of Kinsaley Business Park, comprising light industrial units and offices built in the late 80's and accessed off Kinsaley Lane. Until recently, the Teagasc site to the south of the village offered significant rural based employment but this has ceased since consolidation into the Teagasc Centre in Blanchardstown. Other employment uses are focused on existing retail services along the Malahide Road. Kinsaley has a current population of circa 340 persons" (pg.148).

8.5.1 Teagasc

The former Teagasc research centre located in Development

Area 3 was zoned Rural Business (RB) in the previous Development Plan, but was rezoned to Rural Village (RV) in the current Development Plan. While as an agricultural research centre the number of employees per hectare may have been relatively low compared to other more intensive employment uses, the closing of the facility has still resulted in the movement of a significant number of jobs out of Kinsaley.

8.5.2 Kinsealy Business Park

The Kinsealy Business Park continues to be a successful and important employer in the area. A number of submissions from business owners on the Strategic Issues Paper requested that the zoning of the business park 'remain light industrial'. However, no changes have been made to the zoning of the business park in the *Fingal Development Plan 2017-2023*, nor are any changes proposed through the LAP process. The business park has been zoned 'Rural Village (RV)' at least since the adoption of the *Fingal Development Plan 2005-2011*.

8.5.3 Commercial Development Enhanced Village Centre

A key objective of the LAP is to consolidate the village core of Kinsaley as a focal point for local commerce and as a meeting place for the community. Kinsaley currently lacks the range of services associated with a village, such as a local shop, newsagent, supermarket, etc. and a range of gathering spaces. Given the anticipated expansion of the village and the development of a number of significant development sites, the opportunity exists to consolidate the village centre through the appropriate expansion of the commercial uses, to serve the local catchment area.

8.5.4 Tourism

While Abbeville lies outside of the Kinsaley LAP boundary, its redevelopment has the potential to make a significant contribution to the growth in tourism within the village. Abbeville Demense and associated Architectural Conservation Area is currently under the ownership of an international hotel chain and as such, is likely to be the subject of redevelopment for accommodation purposes at a point in the future. Indeed, planning permission was previously granted under ABP Ref PL 06F.215086 for a large scale Integrated Tourism and Recreational Complex including hotel accommodation which has now expired. Should Abbeville be redeveloped as a hotel/resort, it will bring an influx of visitors into the area, who, in addition to enjoying Abbeville itself, will likely be interested in any suitable amenities that Kinsaley has to offer. In order to maximise the potential benefit to the wider area, the site would need to be linked into the proposed green network/ pedestrian & cyclist trails in the area.

8.5.5 Commercial, Employment and Tourism Objectives

Objectives regarding commercial and employment uses in the LAP are as follows:

Objective 8.14
Strengthen the local economy by creating and facilitating opportunities for new businesses to locate and establish in Kinsaley.

Objective 8.15
Support the ongoing successful operation of the Kinsealy Business Park as a key employer in the area and as an attractive destination for business and workers.

Objective 8.16
Support the expansion of Kinsaley Village centre as a focal point for the village with an enhanced retail function to serve the needs of existing and future residents.

Objective 8.17
Provide for the integrated development of the village and its growing population with the development of new housing delivered in tandem with supporting community and physical infrastructure.

Objective 8.18
Encourage the expansion and development of additional retail provision and commercial services and facilities at a level appropriate to the village to meet the retailing and service needs of the existing and future population of Kinsaley.

Objective 8.19
Require that all proposals for new retail/commercial developments are designed to the highest architectural standards and promote an awareness of good shop front design ensuring that new shopfronts do not visually detract from the character of the village.

Objective 8.20
Ensure that all proposals for new retail and commercial developments respect the character and scale of the village.

Objective 8.21
Develop and maximise the tourism potential of Kinsaley and co-operate with the community and relevant organisations in marketing and promoting tourism within the village.

Objective 8.22
Facilitate and actively promote tourism activities including walking, cycling and agri-tourism including the development of green routes through the village with attractive pedestrian and cycle facilities so as to enhance the special qualities of Kinsaley and the surrounding natural and built environment.

Objective 8.23
Preserve, protect and enhance the natural, built, cultural and historical heritage of Kinsaley to promote the attractiveness of the village to visitors.

Objective 8.24
Promote the development of looped walks between existing and new residential areas and the enhanced village core.

Objective 8.25
Promote and facilitate the development of remaining sections of the riverside walk within the village through the provision of a riparian corridor.

9 Water and Infrastructure Services

9.1 Introduction

Infrastructure and utilities are an essential component of the sustainable development of Kinsaley. Infrastructural services include water supply, wastewater and surface water removal and treatment as well as utilities including electricity supply, broadband, gas and telecommunications. All such infrastructure and utilities must be planned for so that they are available to support the quantum of development envisaged, in a manner that is environmentally appropriate, cost effective, efficient and protects public health.

This Section identifies the existing public water supply, drainage and other key infrastructure within the LAP area and sets out the requirements and investment needed in infrastructure to meet the objectives of the LAP.

Key Goals

- Mitigate flood risk by incorporating SuDS features into new development and by providing an undeveloped flood-plain and riparian corridor to the River Sluice.
- Reduce surface water run-off by maximising permeable areas and incorporating features such as water butts, rainwater harvesting, rain gardens, and permeable pavements.
- Protect water quality by ensuring that new development is designed so that water runs through at least one SuDS feature before discharge.
- Ensure that sufficient capacity exists in the sewerage network by supporting the construction of a new Irish Water pumping station to serve Kinsaley.

9.2 Foul Drainage & Water Supply

The LAP lands are currently served by the Connolly Avenue Pumping Station and Floraville Pumping Station which discharges to the Waste Water Treatment Plant at Malahide. The natural drainage of the LAP lands is in an easterly direction towards Portmarnock via the Sluice River that runs through the village. Development will be limited pending the progress of the various improvement works in the area, including provision of the recently permitted new Pumping Station (FCC planning reg. ref. no.: F18A/0041) and will be subject to the agreement of Irish Water, through the connection agreement process.

Water Supply for Kinsaley and the surrounding area, including Dublin Airport, is provided from the Ballycoolin reservoir supply area. The area in general is well served with trunk mains which have capacity to cater for additional future growth in the area. A 25 year plan has been created by Irish Water for the Greater Dublin Region, a key part of this plan is the proposed Water Supply Scheme to serve the region.

Objective 9.1

Collaborate with Irish Water to ensure the delivery of their Capital Investment Plan or any other relevant investment works programme to ensure both foul and water capacity constraints are not a deterrent to sustainable development.

Objective 9.2

Support Irish Water in the provision and maintenance of adequate wastewater disposal and water supply in accordance with EU Directives, to service Kinsaley as appropriate.

Objective 9.3

Development shall connect to the public sewer and public water mains, subject to a connection agreement with Irish Water, in order to protect all waters in the plan area.

9.3 Surface Water Management

New development has the potential to exacerbate flood risk by increasing hardstanding areas and consequently increasing surface water runoff. It can also impact on water quality and on biodiversity. Given Fingal County Council's commitments under the Water Framework Directive to improve the quality of the water in the Sluice River and the Baldoyle Estuary, the criterion of Water Quality is a key factor in the design of the storm water system to serve the development.

Objective SW04 of the Fingal Development Plan seeks to require the use of sustainable drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques where appropriate, for new development or for extensions to existing developments, in order to reduce the potential impact of existing and predicted flooding risks.

SuDS are a more environmentally effective approach to managing surface water on developed lands. This most-closely reflects natural catchment behaviour where rainfall either infiltrates through the soil or runs off slowly over the ground surface to the nearest watercourse. This is an important element of climate change mitigation and will act to future-proof communities against adverse weather effects.

Existing SuDS feature in Emsworth Park residential scheme

SuDS offer a comprehensive approach to the management of water on a site, to delay and reduce run-off through infiltration, transpiration, evapotranspiration and re-use, whilst also providing improvements to water quality, amenity and biodiversity. Shallow surface based systems to manage surface water are encouraged in favour of underground infrastructure such as pipes and culverts. In tandem with this runoff control measures favoured include surface based systems including weirs and orifices rather than proprietary systems contained underground in manholes. Runoff from green areas should never be permitted to enter closed sewer networks, and groundwater infiltration must be favoured over discharge to open surface water (ditches, streams)

A Surface Water Management Plan comprising of both a flood risk assessment and a sustainable drainage strategy has been developed for Kinsaley, prepared by Roughan & O'Donovan Consulting Engineers on behalf of Fingal County Council and identifies various measures that may be employed throughout the development taking into account the existing surface water infrastructure in place across the site. These SuDS measures must be incorporated into the development in line with appropriate sustainable drainage practices and include for limiting runoff rates and providing site, source and regional controls. Such measures must be developed in conjunction with approved Landscape and open space plans and must align with the taking in charge requirements of the Local Authority

The following are the key sustainable drainage objectives proposed;

Objective 9.4
Developments within the Kinsaley LAP catchment must incorporate Sustainable urban Drainage Systems (SuDS) measures in line with the recommendations of the Surface Water Management Plan to suit individual site layouts and local ground conditions. Design of SuDS Systems should be in accordance with the Greater Dublin Strategic Drainage Study (GDSDS) and the CIRIA SUDS Manual.

Objective 9.5
New surface water drainage networks will be required as part of developments within lands available for development. These networks should be designed in accordance with this SuDS Strategy, CIRIA C753 'The SuDS Manual' and the Greater Dublin Strategic Drainage Systems (GDSDS).

Objective 9.6
Provide an undeveloped flood-plain to accommodate flood waters during extreme flooding events through the provision of a riparian corridor in line with the recommendations of the Strategic Flood Risk Assessment carried out as part of the Kinsaley LAP.

Objective 9.7
For all future residential developments:

- Runoff within the curtilage of the property boundary shall pass through at least one SuDS component prior to discharging to downstream
- SuDS components within the public realm. Storage for the 100 year event (as a minimum) including a 10% increase in rainfall intensity for climate change shall be provided within the curtilage of the property boundary, with a maximum discharge rate of2l/s/ha.
- Runoff from public areas (such as roads, parking bays, hard and soft landscaped areas and footpaths) shall pass through at least two SuDS components prior to discharging to the final downstream detention/retention/polishing SuDS components within the public realm.
- The Final SuDS Components located in the public realm shall comprise of basins/ponds/wetlands (as appropriate), prior to discharge to the Sluice River or local surface water sewer. Measures must align with acceptable landscape and open space proposals and maintenance requirements.
- Storage for the 100 year event (as a minimum) including a 10% increase in rainfall intensity for climate change shall be provided for runoff from the public realm, with a maximum discharge rate of 2l/s/ha.

Objective 9.8
For all future commercial, industrial, educational and apartment developments:

- Runoff from roofs shall pass through at least one SuDS feature prior to discharge to on-site surface water retention features. Blue/green roofs shall be provided to store the 100 year event with an allowance for Climate Change.
- Runoff from roads and parking areas shall past through at least two SuDS features prior to discharge to the final on-site surface water retention features.
- The final 'Private' surface water retention features shall comprise basins/ponds/wetlands (as appropriate), prior to

Swale in Cooper's Wood Development

Swale at the Copse, Swords

discharge to the local surface water sewers/watercourses.
- Storage for the 100 year event (as a minimum) including a 10% increase in rainfall intensity for climate change shall be provided for runoff from the developments, with a maximum discharge rate of 2l/s/ha.

Objective 9.9
Water Butts, Rainwater Harvesting, Rain Gardens and Permeable Paving are recommended for use in all residential developments. Any Industrial, Commercial and Educational developments and Apartment blocks shall incorporate rainwater harvesting for re-use and should incorporate blue / green roof features.

Objective 9.10
Subject to subsoil permeability, filter drains may be required to drain residential gardens and other small green areas within future developments. Runoff from green areas should, where possible, infiltrate directly to groundwater.

Objective 9.11
The relevant authorities should promote the benefits of SuDS retrofitting to the general public.

9.4 Flood Risk Management

The Kinsaley LAP falls within the river catchment of the Sluice River, which enters the sea at the Baldoyle Estuary in Portmarnock.

In accordance with the 'Planning Systems and Flood Risk Management Guidelines for Planning Authorities' (DoEHLG, 2009) and Circular PL02/2014, (August 2014), the preparation of the LAP was the subject of a Strategic Flood Risk Assessment completed by Roughan & O'Donovan Consulting Engineers in order to delineate the current flood extents across the LAP lands and to make recommendations for the future development of these lands. Future development must comply with the objectives of this report to ensure impacts on water quality and increased flood risk are avoided.

The following are the key flood risk management objectives proposed;

Objective 9.12
Implement the provisions of the DoEHLG/OPW publication 'The Planning System and Flood Risk Management: Guidelines for Planning Authorities' 2009 or any superseding document in relation to flooding and flood risk management and facilitate flood management measures, as appropriate.

Objective 9.13
It is recommended that the drainage channels, watercourses and floodplains within the developed and undeveloped areas of the LAP boundary be maintained and protected.

Objective 9.14
Riparian corridors should be provided in accordance with the requirements of the Fingal Development Plan 2017-2023 to protect and enhance watercourses and their natural regimes including: ecological, biogeochemical and hydromorphological.

Objective 9.15
Sustainable Drainage Systems should be incorporated in all new developments and retro-fitting of SuDS should be encouraged within the Kinsaley LAP lands.

Objective 9.16
Future developments within Kinsaley LAP should be designed and constructed in accordance with the "Precautionary Principle" detailed in The Guidelines. It is recommended that the flood zoning within the LAP is based on the High-End Future Scenario (HEFS) for climate change.

Objective 9.17
To address the risk of pluvial flooding in new developments in the LAP area, the Kinsaley LAP Surface Water Management Plan Part 2: Sustainable Drainage Systems (SuDS) Strategy will be adopted. This will ensure a consistent approach to the management of flood risk and water quality within Kinsaley LAP. Implementing these measures and complying with the GDSDS will ensure that the risk of flooding downstream or upstream of any new developments is minimised.

9.5 Water Quality

The Sluice River and tributaries making up the sub-catchment, that run throughKinsaley is described in the Fingal Development Plan as having a moderate water quality status as per the EPA River quality standards. A moderate water quality status gives rise to reduced diversity of species and the presence of moderate pollution within the water body.

The Development Plan has as a central aim to promote the maintenance and improvement of the environmental and ecological quality of Fingal's watercourses and coastal waters pursuant to the requirements of the Water Framework Directive (WFD).

The WFD identifies significant pressures but also specifies a programme of measures to protect and enhance water bodies. Agriculture and domestic waste water systems, urban waste-water and urban runoff in particular affect the Sluice River. The Sluice River, while not an area for action in the current River Basin Management Plan 2018-2021, nevertheless must not deteriorate further in water quality status and development in this sub-catchment must be cognisant of this.

Channelisation of existing water courses is a major cause of deterioration of water quality and, as such, will not be permitted. Every effort should be made to retain the existing hydro-morphological character of water courses so as to protect riverine habitats and river bank integrity resilience. Inland Fisheries Ireland must be consulted prior to any works with a potential impact on the river and its tributaries.

Construction practices should be adhered to which do not cause further deterioration of the status of the Sluice river and licences will be required for any discharge of water from construction activities to any surface water or to ground. Construction management plans will be required as appropriate and will have due regard to the management of waters arising from the development of sites.

The following are the water quality objectives for the LAP area:

Objective 9.18
Strive to achieve 'good status' in all waterbodies in compliance with the Water Framework Directive, the Eastern River Basin District Management Plan 2009-2015 and the associated Programme of Measures (first cycle) and to cooperate with the development and implementation of the second cycle national River Basin Management Plan 2017-2021.

Objective 9.19
Protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and control development in a manner consistent with the proper management of these resources in conformity with the Eastern

River Basin Management Plan 2009-2015 and the second cycle national River Basin Management Plan 2017-2021 and any subsequent plan and the Groundwater Protection Scheme.

Objective 9.20
Implement the recommendations of the Groundwater Protection Scheme.

Objective 9.21
Protect existing riverine wetland and coastal habitats and where possible create new habitats to maintain naturally functioning ecosystems whilst ensuring they do not impact negatively on the conservation objectives of any European Sites.

Objective 9.22
Establish riparian corridors free from new development along all significant watercourses and streams in the County. Ensure a 10 to 15 metre wide riparian buffer strip measured from the top of the bank either side of all watercourses, except in respect of the Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Corduff, Matt and Delvin where a 30m wide riparian buffer strip from top of bank to either side of all watercourses outside urban centres is required as a minimum.

Objective 9.23
Minimise the impact on surface water of discharges from septic tanks, proprietary effluent treatment systems and percolation areas by ensuring that they are located and constructed in accordance with the recommendations and guidelines of the EPA and Fingal County Council.

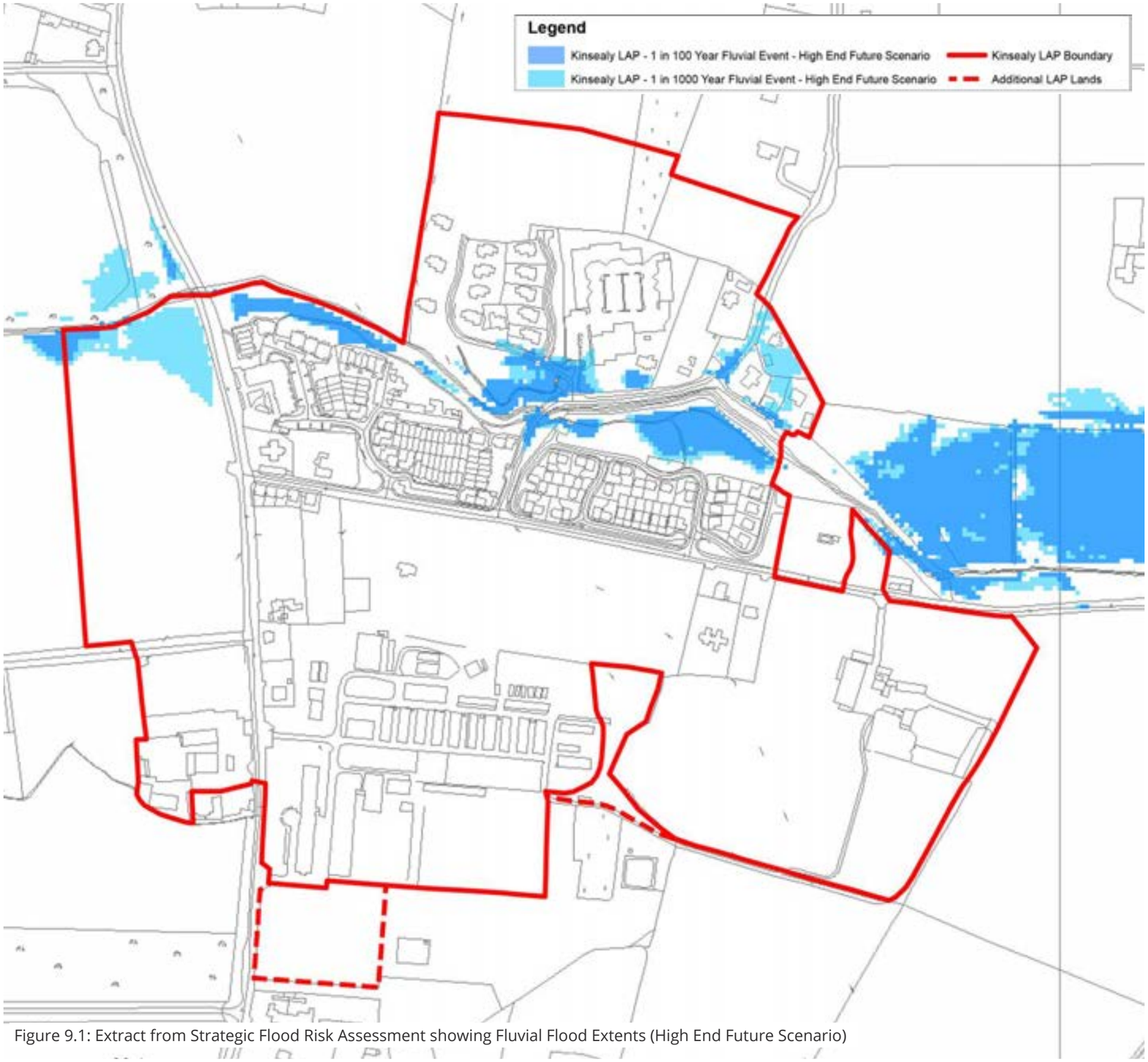


Figure 9.1: Extract from Strategic Flood Risk Assessment showing Fluvial Flood Extents (High End Future Scenario)

10 Village Development Framework Plan

10.0 Introduction

The Village Design Framework Plan (VDFP) sets out an approach for achieving the sustainable development of Kinsaley with a diversity and mix of uses and residential typologies. Subject to the village being developed in accordance with the VDFP, it will further increase its appeal to a range of different people at various life stages and socio-economic backgrounds, from young families to the elderly.

A VDFP is an assessment tool to identify and protect the distinct physical and cultural characteristics of the village. It also provides guidance to promote best practice architectural solutions. It is a long term strategy for the sustainable development of the village with a diversity and mix of uses, designed to create a place where a balance is achieved between the natural and built environment.

Objective RF18 of the Development Plan states as follows in relation to VDFPs:

Prepare a Local Area Plan and VDFP for each of the villages, where necessary, involving public consultation with the local community, to provide a planning framework for appropriate village development. The LAPs will protect and promote:

i. Village character through preparation of a Village Development Framework Plan,
ii. A sustainable mix of commercial and community activity within an identified village core which includes provision for appropriate sized enterprise, residential, retail, commercial, and community facilities,
iii. The water services provision within the village,
iv. Community services which allow residents to meet and interact on a social basis, and include churches, community and sports halls, libraries and pubs,
v. A mix of housing types and tenure which will appeal to a range of socio-economic groups,
vi. Retail activity, consistent with the Fingal Retail Strategy, in the form of village shops which will meet the needs of the local community,
vii. A public realm within the village which allows people to circulate, socialise and engage in commercial activity in a manner which balances the needs of all involved,
viii. The provision of Green Infrastructure, including natural, archaeological and architectural heritage and green networks within the village.

Key Goals

- Define the character of Kinsaley as a rural village through design and layout cues, such as the incorporation of pitched roofs and appropriate and interesting gabled elevations.
- Define the centre of Kinsaley as a village centre rather than a as suburban centre through the design of buildings and the civic space.
- Create a settlement with a distinctive rural character through the use of innovative, high quality architecture.

10.1 Development Areas

The VDFP sets out distinct development guidance for each of the identified Development Areas within the village:

1. Kinsealy Lane Development Area (2.6 ha)
2. Garden Centre Development Area (1.3 ha)
3. Former Teagasc Development Area (5.6 ha)
4. Malahide Road West Development Area (4 ha)
5. Malahide Road East Development Area (0.6 ha)
6. Kinsaley House Development Area (6.6 ha)

The VDFP sets out the approach to each Development Area as well as a series of objectives for its development. An indicative layout plan is also provided for each, demonstrating one approach as to how the stated objectives could be achieved.

While each of the stated objectives must be incorporated into future development proposals in the interests of promoting the proper planning and sustainable development of the village, the layouts presented herein are not intended to be highly prescriptive. There are a range of possible designs/ layouts that could satisfy the stated objectives and it is not the purpose of the VDFP to preclude the possibility of high quality, innovative design proposals being brought forward through the development management process.

Planning applications in each Development Area must include a statement demonstrating how design proposals incorporate the relevant objectives set out in the VDFP and how the proposals will result in a high quality development which responds to its context and setting.

Notwithstanding the objectives presented in the LAP, it is important to note that all relevant standards of the Development Plan must also be complied with in all schemes proposed within the Development Areas and on other sites which are brought forward for development within the village.

10.2 General Guiding Principles

The following are the overall objectives for Kinsaley, grouped thematically, that shall inform all future proposals for the village, both in the public and private domain (both Development Areas and infill sites):

10.2.1 Residential Development

Objective 10.1
Provide for a varied, high quality housing choice creating a range of household types, tenures and typologies creating a range of lifestyle, affordability and lifespan choices.

Objective 10.2
Provide high quality housing having regard to the Planning Guidelines on Sustainable Residential Development, the Fingal Development Plan development standards, the design principles as set out in this Local Area Plan and the objectives and design requirements set out in the Village Development Framework Plan.

Objective 10.3
Proposals for development shall demonstrate variation in residential streetscapes to create distinctive neighbourhood identities. Suburban type housing development shall be avoided as it does not respond to Kinsaley's rural village character.

Objective 10.4
Ensure new residential development is designed to respond to the natural environment and landscape setting in which it sits and ensure the enhancement and protection of biodiversity.

10.2.3 Building & Development

Objective 10.5
A detailed Design Statement for all developments shall accompany all planning applications within the LAP boundary, the components of which shall be informed by the Village Development Framework Plan and Development Objectives for the Development Areas.

Objective 10.6
Provide high quality development at appropriate densities in close proximity to the village centre and pedestrian/cyclist movement corridors.

Objective 10.7
All developments shall incorporate the principles of universal design.

10.2.4 Environmental and Historic Features

Objective 10.8
Ensure that all proposals for development provide an attractive and sensitive interface to environmental and historic features particularly the Sluice River, Abbeville Architectural Conservation Area and protected structures within the village.

Objective 10.9
All new development shall protect the archaeological heritage of the area.

Objective 10.10
New development shall seek to preserve and retain existing quality trees and hedgerows of amenity value.

Objective 10.11
Explore opportunities for additional street tree planting along the Malahide Road and Chapel Road utilising constructed tree pits.

Objective 10.12
Identify opportunities for heritage interpretation across the village to encourage awareness of Kinsaley's rich historical past.

10.2.5 Pedestrian and Cycle Routes

Objective 10.13
Align pedestrian and cycle links to capture views to local features (natural and built) and incorporate opportunities for overlooking and passive surveillance insofar as possible.

Objective 10.14
Create safe and attractive pedestrian and cycle routes with high levels of legibility and permeability connecting homes to existing and future neighbourhoods, amenities and the village centre.

Objective 10.15
Improve and extend the existing footpath network across the village with a focus on providing access to the village core and educational facilities.

Objective 10.16
Provide appropriate gateway features on the approach roads to Kinsaley village.

Objective 10.17
All new street and estate names shall be in Irish or bilingual and shall reflect meaningful local names or references.

Dublin Airport

Objective 10.18
Ensure appropriate levels of internal noise insulation within noise sensitive structures having regard to the location of the village within the Outer Airport Noise Zone.

10.3 Village Centre

The R107 Malahide Road traverses the LAP area in a north-south direction and in addition to being an important movement corridor, also constitutes Kinsaley's main street. The Village Core is anchored at the northern end of the LAP area by St. Olave's development and to the south by Kinsealy Garden Centre. However, the Malahide Road does not currently function as a main street of a village, due to the distance between the two anchors, the gaps in the streetscape and lack of street address on both sides of the road, as well a challenging pedestrian environment. The LAP seeks to address this by defining the extents of the Village Core and supporting physical upgrades to create a village centre where pedestrians feel comfortable, which operates/ functions as a true village centre and provides a defined focal point for village life. The village core will be characterised by:

- Reduced speeds along the Malahide Road;
- Variation in ground treatment to define the area, both on the Malahide Road itself and the adjoining footpaths;
- Widening of the footpaths throughout the Village Core area;
- A new green space/ civic square on the western side of the Malahide Road, bookended by a new mixed use retail buildings (preferably facilitating a convenience retailer) to define the space to the western elevation;
- Housing on both sides of the Malahide Road, oriented to

St. Olave's

address the carriageway and to allow passive surveillance of the street, the gardens/ green areas of which will contribute to the green infrastructure in the Village Core.

A full build out of the LAP lands would likely result in a population c. 1,800 people. As such, the commercial and services function of the Village Centre needs to be considered and planned on the basis of the population that will ultimately eventuate and not just on the population as it stands today. The centre of a settlement with c. 1,800 hundred people might be expected to encompass the following:

- A convenience shop to provide for local shopping catchment commensurate with Level 5 retailing.
- A public space that acts as a focal point to draw people to it or through it. The public space provided as an integral element of the centre is as important as the uses which may surround it, and should include good lighting, attractive surfaces, facilities for inclement weather conditions, durable planting, passive surveillance, and appropriate seating/ furniture. The public space may be adapted for use as a farmers' market, and/or an open air festival for special occasions/ community events.
- There must be a clear delineation between the civic square and privately owned/ controlled areas abutting same.
- Buildings fronting onto the Main Street and the civic space should be designed to accommodate future demands which may arise for commercial, retail, service or community uses at ground floor level.

According to the *Retail Design Manual* 2012, good design is a sound investment in terms of return for developers, turnover for traders and a more attractive environment for shoppers; on the other hand, low design standards and poor construction quality impose long term costs; on their owners, their users and society at large for many years after the development is completed.

The design of the Village Core and the retail units within it, should therefore be carefully considered and a high standard of design is required when development proposals are brought forward.

10.4 Village Core Objectives

The following are the objectives for the Village Core area:

Objective 10.19
Support the expansion of Kinsaley Village centre as a focal point for the community with an enhanced retail function to serve the needs of existing and future residents.

Objective 10.20
A new civic square shall be provided in the Malahide Road West Development Area approximately opposite St. Nicholas of Myra church and St. Olave's commercial centre which shall be landscaped and finished to a high standard and shall be suitable for use for a variety of functions facilitating community gatherings and acting as a focal point of the expanded village core.

Objective 10.21
Support the provision of a range of retailing and commercial options in the village core (Malahide Road West Development Area) including the provision of a supermarket commensurate with the Level 5 of the Fingal Retail Hierarchy to serve local demand for top up shopping.

Objective 10.22
Require that all proposals for new retail/commercial developments are designed to the highest architectural standards and promote an awareness of good shop front design ensuring that new shopfronts do not visually detract from the character of the village.

Objective 10.23
Ensure that all proposals for new retail and commercial developments respect the character and scale of the village.

St. Nicholas of Myra Church

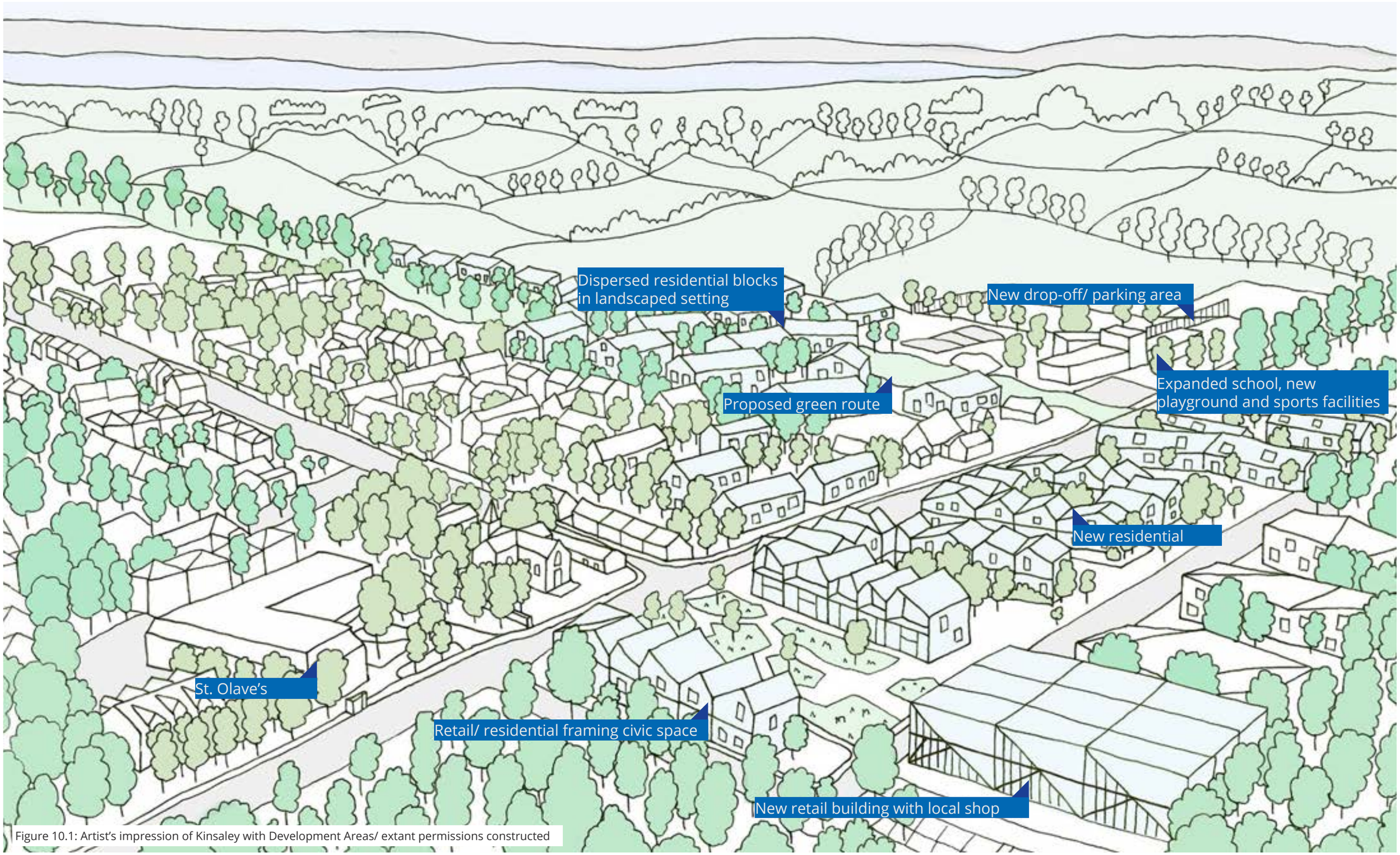


Figure 10.1: Artist's impression of Kinsaley with Development Areas/ extant permissions constructed

10 Development Area 1 - Kinsealy Lane

10.1.1 Introduction

The Kinsealy Lane Development Area is c. 2.6 ha in size and is located to the north of the LAP lands, adjacent to the recent Emsworth Park housing scheme development and Kinsealy Business Park. The Development Area consists of two landholdings and is characterised by its agricultural use. Access is currently achieved from Kinsealy Lane.

Development Area Characteristics	
Site area	2.6 hectares
Density range (gross)	10-14 units/ hectare
Density range (net)	17-21 units/ hectare
Approximate units	30

Emsworth Park is located to the south and was granted planning permission in 2013. The development consists of 16 no. large detached dwellings, accessed from Kinsealy Lane, via a shared access with the business park. The development is arranged around two internal cul-de-sacs, both of which abut the Development Area on its southern boundary. The houses are located in close proximity to the boundary, which consists of a block wall.

The Kinsealy Business Park also abuts the Development Area to the south and consists of light industrial style buildings arranged around a central car park.

10.1.2 Approach to the Development Area

The location of the Development Area at the northernmost point of the LAP lands and directly abutting low density rural housing and agricultural land means that the Development Area will be required to provide a stepping down of development from the village into its agricultural hinterland to the north.

The Development Plan acknowledges that a particular need within the rural community is the provision of houses which are designed to meet the applicant's own requirements. To this end, the Development Plan includes an objective for the provision of serviced sites, to meet the need for 'one-off' housing. Development Area 1 will respond to this requirement of the Development Plan.

While the dwellings may be brought forward for planning and construction individually and be designed by a range of different parties, it is important to maintain design continuity

Emsworth Park

so that the area reads coherently. This can be achieved through a consistent building setback and common design features.

The land lies within Dublin Airport's Outer Safety Zone. Consequently, development will be supported at a density of approximately 10-14/ha (gross), or c. 30 dwellings in total. Dwellings should generally be up to two-storey in height, subject to the other objectives for the Development Area.

The design approach should seek to achieve pedestrian and cyclist connectivity to the village centre through the Emsworth Park residential scheme located directly to the south and to the riparian corridor along the Sluice River. This would significantly reduce the journey time for pedestrian and cyclists and will be encouraged and promoted.

10.1.3 Key Objectives

The following are the Key Objectives for Development Area 1:

- Provide serviced sites for the construction of detached dwellings within generously sized plots of minimum area of 300 sq.m.
- Houses shall be single storey, dormer or two storey in design.
- A detailed palette of finishing materials for the scheme, including roof, wall and window finishes shall be agreed in writing at the initial planning application stage and shall thereafter be complied with for all subsequent planning applications within the Development Area.

- All development proposals within the Development Area shall have due regard for the reasonable infrastructure requirements of Irish Water.
- Promote and encourage increased levels of pedestrian and cycle connectivity between the subject lands and the adjoining residential area to the south and to the Sluice River and Kinsealy Lane.
- Existing trees, hedgerows, field boundaries shall be protected and retained as far as is practicable in any development proposal.
- Boundary treatment to all dwelling units shall include the use of appropriate tree species within an overall landscape plan with details agreed at planning application stage.
- All dwelling units shall be connected to the public sewer.
- The layout of the Development Area should address the screening of the site to the south and west through the use of appropriate landscape planting.
- Vehicular access to the site shall be via Kinsealy Lane.
- In consultation with the Department of Culture, Heritage and the Gaeltacht the site shall be subject to all required archaeological investigations which shall be undertaken by a suitably qualified archaeologist under licence from the Department.
- Residential development shall be designed to ensure the protection of the residential amenities of existing houses by minimising visual intrusion, overlooking and overshadowing.
- Public open space shall be provided in association with the proposed housing development.
- The design requirements set out in Table 10.1.4 shall be complied with in the future development of this area.
- The access road through the Development Area shall provide for street trees in appropriately designed tree pits and grass margins.
- All areas of public open space shall clearly detail SuDS features which should contribute positively to green infrastructure and public open space.

Development Area 1 - Indicative Site Layout

10.1.4 Development Area 1 Design Requirements	

Thematic Design Manual	• A thematic design manual shall be prepared and shall accompany the first planning application lodged within the development area. Any subsequent planning applications must comply with the approved Thematic Design Manual. The thematic design manual shall incorporate the following elements which are to be applied throughout the entire development area:
	  • Proposed palette of materials.
	  • Proposed landscape theme including species selection.
	  • Proposed architectural features including fenestration and roof profile.
	  • Proposed approach to open space areas.

Plot size	• Minimum plot size of individual serviced sites shall be 0.03ha (300 sq.m)
Height	• New dwellings shall not exceed 2 storeys in height.
Layout	• The layouts of buildings and spaces shall be designed to ensure that the Development Area is permeable and legible. • Dwelling units shall be arranged around a central internal east-west vehicular access road, which is to be provided to serve the entire area prior to the occupation of the first dwelling unit. The access road shall have street trees in appropriately designed tree pits and grass margins along its length.
Landscaping	• Planting proposals shall be selected to foster biodiversity. • A landscape design and maintenance plan shall be submitted with all planning applications. • Existing trees and vegetation should be retained where possible. • A tree survey shall be submitted where there are trees that could be affected by the development. • Adequate space, both above and below ground, shall be provided to allow new tree planting to be incorporated successfully. Constructed tree pits shall be utilised. • A landscape buffer/ screening shall be provided to the rear of the Kinsealy Business Park.
Access	• A single access to the development area shall be provided from Kinsealy Lane. • No vehicular access shall be provided from the Malahide Road.
Building design	• New dwellings shall feature a pitched roof design. • Materials shall be appropriate, durable and of good quality, the texture and colour of which shall be sympathetic to the locality.
Public Realm	• Development shall incorporate design measures to ensure there is a clear distinction between public and private spaces. • Public space shall be designed to incorporate inclusive design that does not create barriers to access for users. • Public spaces shall consider the needs of children in terms of safety and supervision. • Development shall be designed to promote safety, visibility and to facilitate natural surveillance of adjoining connections and spaces.
Development setbacks	• 2.5m front garden for each house (minimum). • 2m path along roads
Permeability	• The layouts of buildings and spaces shall be designed to ensure that areas are permeable and legible.
Characteristics	• Large family homes on the edge of the village in a neighbourhood setting. • These houses look onto the fields and farmland to the north of Kinsaley and so are connected to the rural context of the village. • Each house has a private garden, but can also make use of the public green. • The public green could be used for small neighbourhood events or as an amenity space e.g. dog walking. Open space shall have high levels of passive surveillance from the arrangement of the proposed units. • Pedestrian and cycle links should connect this area with the rest of the village.
Sustainable Design	• Development proposals shall incorporate design measures to minimise energy use and emissions during the life cycle of the development. • All proposals for development shall seek to meet the highest standards of sustainable design and construction including, for example, with regard to passive solar and green building materials. • Green roofs, walls and permeable surfaces shall be encouraged.
Architectural quality	• Development shall comprise imaginative contemporary architecture, which references the rural setting. • Development shall respect local distinctiveness and enrich the overall development area.

Figure 10.1.1: Concrete ridge beam house set in the landscape - Ryan W. Kennihan Architects

10 Development Area 2 - Garden Centre

10.2.1 Introduction

The Garden Centre Development Area is located along the Malahide Road, in the south-west corner of the LAP area. It is c. 1.3 hectares in size. The site currently accommodates the Kinsealy Garden Centre and associated uses. The northern portion of the land is currently undeveloped, but benefits from an extant planning permission for the construction of a Craft Centre (reg. ref: F16A/0491).

Development Characteristics	
Site Area	1.3 hectares
Density range (gross)	28-32 units/ hectare
Density range (net)	42-46 units/ hectare
Approximate units	40

10.2.2 Baskin Lane

Traffic conditions at the junction of Baskin Lane and the Malahide Road, immediately to the north of the Development Area, were raised repeatedly in public engagement due to the level of traffic queuing occurring and difficulties for pedestrians crossing the road, particularly on the way to school. In order to address the situation, Fingal Development Plan includes a local objective to facilitate a traffic impact assessment of the junction and to undertake improvement works, subject to funding availability. Proposals for the junction are discussed further in Section 5 Movement and Transport Strategy.

10.2.3 Approach to the Development Area

The Garden Centre and associated retail uses operate successfully and are well supported and used by the local population. Indeed, the feedback received through public consultation indicate that it is an important amenity in the village, particularly given the current provision of places to meet/gather and retail facilities for grocery shopping. It is therefore important to the social and community wellbeing of the village to support this use whilst it is continued by the operator.

However, the overall approach to the development of Kinsaley is one that seeks to consolidate the village's retail function around the existing St. Olave's centre and St. Nicholas of Myra Church, through the development of a new public space and retail area on the opposite side of the Malahide Road.

While the Garden Centre and its associated uses appear to be prospering, it is not feasible for a settlement of Kinsaley's size, even at full build out, to support two distinct village cores. For this reason, the future development of the Garden Centre Development Area is envisaged as being primarily residential in nature. This, however, does not preclude the continued operation of the Garden Centre, or the incorporation of the Garden Centre into a mixed-use redevelopment to sell a form of goods, that would not compete directly with the finer grain retail envisaged for the village core.

Development Area 2 occupies an important location to the south of the LAP lands and along the Malahide Road, with c. 125 metres of frontage. As such, it has a 'gateway' role, combined with the former Teagasc research centre site on the opposite side of the road. The built form should therefore clearly demarcate the 'start' of the village. This can be achieved through a distinctive high quality development that addresses the street. The design and character of any proposed scheme should therefore be carefully considered and while it should be prominent, it should be representative of Kinsaley's role as a rural village.

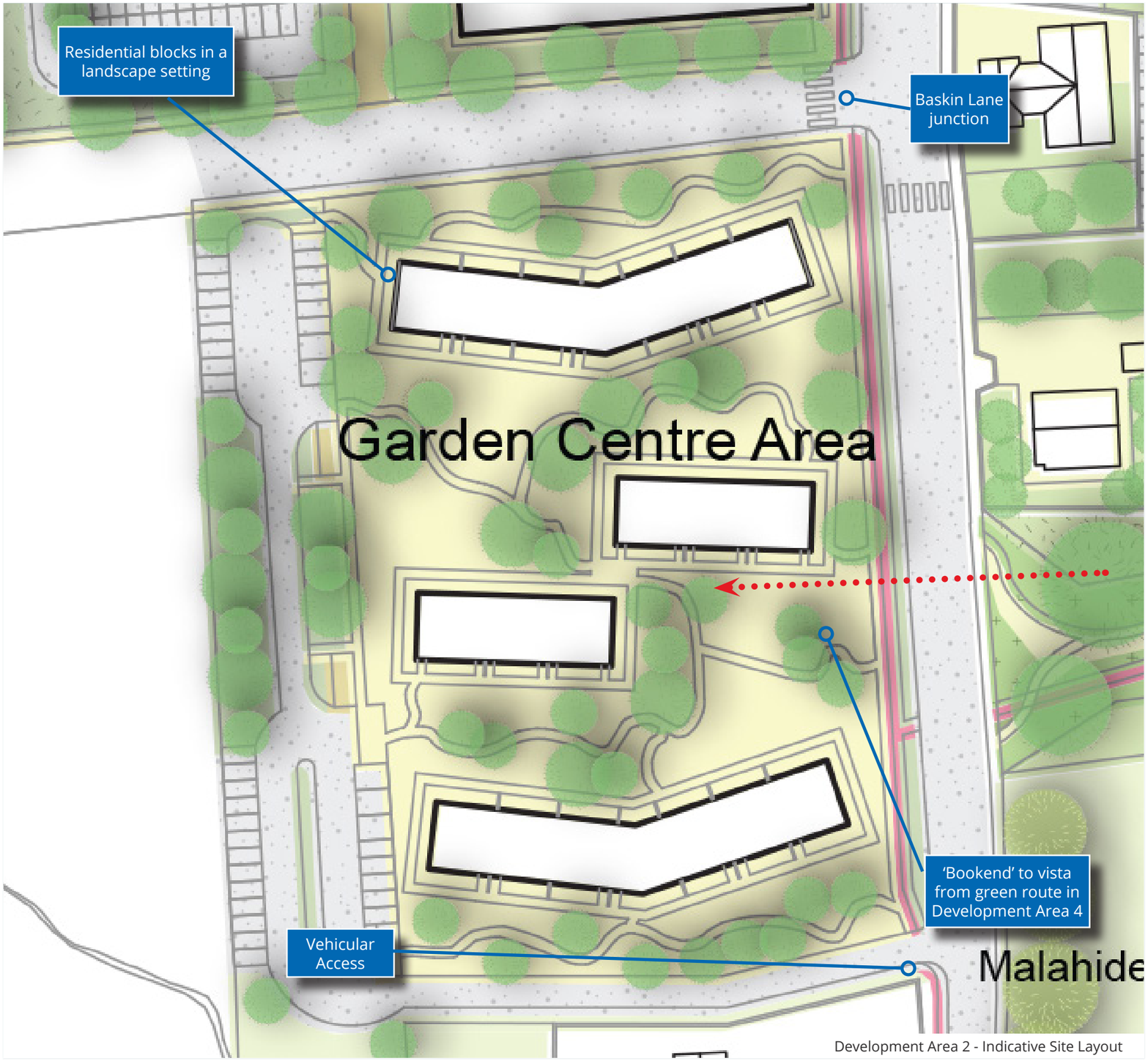
Development will be supported at a gross density range of 28-32 units/ ha. This will result in a development of c. 40 dwellings in total, should the entire development area consist of residential units. Development of up to three storeys in height will be supported.

10.2.4 Key Objectives

The following are the Key Objectives for Development Area 2:

- Support the phased development of Development Area 2 so that the existing Garden Centre may continue to operate should the northern portion of the area be redeveloped separately.
- Development shall be designed to overlook and provide an attractive and strong building line along the Malahide Road.
- Residential development shall be designed to overlook and positively address all areas of public open space provided as part of the scheme.
- Vehicular access to the scheme shall be provided from the Malahide Road.
- Residential development shall be designed to overlook and positively address access roads and public open space.

- Residential development shall be designed to ensure the protection of residential amenities of adjoining houses by minimising visual intrusion, overlooking and overshadowing.
- A single planning applications shall be made in respect of proposed development of the site.
- Facilitate the roads transport and movement objectives contained within the LAP with respect to Baskin lane.
- Require high quality landscaping proposals for the site.
- The design and layout of any proposals for residential development on site shall be designed so as to provide for a high quality bookend for the green/ cycle route in Development Area 3 to the east of the Malahide Road.
- The Development Area shall provide for pedestrian and cyclist facilities to its eastern boundary, adjacent to Malahide Road.
- The Development Area shall accommodate an appropriately sized playground.
- The design requirements set out in Table 10.2.5 shall be complied with in the future development of this area.



Development Area 2 - Indicative Site Layout

10.2.5 Development Area 2 Design Requirements	

Thematic Design Manual	• A thematic design manual shall be prepared and shall accompany the first planning application lodged within the development area. The approved thematic design manual shall incorporate the following elements which are to be applied throughout the entire development area:
	  • Proposed palette of materials.
	  • Proposed landscape theme including species selection.
	  • Proposed architectural features including fenestration and roof profile.
	  • Proposed approach to open space areas.

Height	• Residential buildings shall be 2-3 storeys in height.
Mix of units	• Development shall comprise a suitable mix of units primarily consisting of 2 & 3 bedroom units.
Layout	• The layouts of buildings and spaces shall be designed to ensure that the Development Area is permeable and legible. • New development shall address the Malahide Road and provide a semi-continuous street frontage. • The key feature addressing the Malahide Road shall be the open space provided within the development, coupled with the built form. • Built form shall be arranged to provide overlooking and passive surveillance of open space areas. • An area of high quality open space shall be located to 'bookend' the vista from the green route on the Teagasc Development Area to the east.
Landscaping	• A common landscaping theme shall be applied throughout the development area. • Planting shall be selected to foster biodiversity. • A landscape design and maintenance plan shall accompany all planning applications. • Existing trees and vegetation should be retained where possible. • Green roofs, walls and permeable surfaces shall be encouraged. • A tree survey shall be submitted where there are trees within the proposed application site or on land adjacent to the application site that could be affected by the development. • Adequate space, both above and below ground, shall be provided to allow new tree planting to be incorporated successfully. Constructed tree pits shall be provided.
Interfaces	• Development shall incorporate measures to ensure a clear distinction between public and private spaces through the use of an appropriate boundary treatment and/or a privacy strip.
Access	• A single access to the entire development area shall be provided from Malahide Road.
Building design	• Building design shall explore the integration of pitched roofs to reference their use in the Irish rural landscape. • A common palette of materials shall be applied throughout the development area. • Materials shall be appropriate, durable and of good quality, the texture and colour of which should be sympathetic to the locality.
Public Realm	• Development shall incorporate design measures to ensure there is a clear distinction between public and private spaces. Public space shall be designed to incorporate inclusive design that does not create barriers to access for users. • Development shall be designed to promote safety, visibility and to facilitate natural surveillance of adjoining connections and spaces. • Public spaces shall consider the needs of children in terms of safety and supervision. • Where dwellings incorporate modest or no front gardens, defensible space shall be created behind access routes, by, for example, a planting strip. • A footpath shall be provided on the development area's Malahide Road and Baskin Lane frontages. • There should be a clear delineation between public and private domains with regard to open space provision. • Provide for an appropriately sized playground located an appropriate distance from the nearest residential unit.
Development setbacks	• The buildings shall be set back from the main road in the form of gardens. • Blocks shall have a minimum distance of c. 11m from the Malahide Road.
Permeability	• The layouts of buildings and spaces shall be designed to ensure that areas are permeable and legible.
Characteristics	• Blocks of 2 and 3 bedroom apartments or duplexes in a garden setting. • Gable ends of buildings face the car parks and road. • The private courtyards between the blocks are landscaped with trees and plants to give privacy to the residential units, as well as a green area for the enjoyment of residents. • Where apartments are provided, they shall incorporate a balcony overlooking the gardens. • The Development Area is a short walk from the school, football pitch, playground and green route. Residents are close to all the conveniences the village has to offer.
Sustainable Design	• Development proposals shall incorporate design measures to minimise energy use and emissions during the life cycle of the development. • All proposals for development shall seek to meet the highest standards of sustainable design and construction including, for example, with regard to passive solar and green building materials
Architectural quality	• Imaginative contemporary architecture is encouraged, provided that it respects local distinctiveness and enriches the receiving environment.

Figure 10.2.1: A2 Architects on behalf of Dun Laoghaire - Rathdown Architects Department

10 Development Area 3 - Teagasc

10.3.1 Introduction

The Former Teagasc Research Centre Development Area is located to the south of the LAP lands and is 6.6 ha in size. The Development Area is bounded by the Malahide Road to the west, an 82 no. dwelling residential scheme to the north (currently under-construction), by open fields to he south, and by the Kinsaley House site to the east. The Development Area was used up until recently to house an agricultural research centre. The site still accommodates many of the structures associated with the research function, some of which have fallen into disrepair.

Development Characteristics*	
Site area	6.6 hectares (including proposed school site)
Approximate density range (gross)	30-35 units/ hectare
Approximate density range (net)	65-70 units/ hectare
Approximate units	185-200
* Subject to observing the key objectives and design requirements outlined in Section 10.3.7 and Section 10.3.8 these density requirements and unit numbers may change during the development management process by consent of the Planning Authority.	

Fingal County Council will consider a modest increase on these lands above that stated (up to a total of c. 200 units) subject to observing the key objectives and design requirements outlined in Sections 10.3.7 and 10.3.8 as they relate to Development Area 3 and subject to the early delivery of playground and MUGA within Development Area 3 – Teagasc (exclusive of the school site) Any such increase in density shall also align with (i) the Core Strategy (ii) be accommodated within the footprint of the stated Development Area (iii) comply with design guidance of the LAP for differing development areas.

The existing character of the Development Area is largely defined by its former role as an agricultural research centre. The site consists of a row of greenhouses in the centre of the site, with additional greenhouses arranged around the central row. The site also contains a range of other buildings and structures that are largely agricultural in nature, as well as an administrative building and a protected structure which currently accommodates the Malahide/ Portmarnock Educate Together National School (MPETNS).

The site also contains a range of different types of vegetation, often planted in small groups, as well as a small amphitheatre type structure to the north-east of the site.

Given the scale of the site and its significant development potential, Development Area 3 represents an exceptional opportunity to deliver a unique living environment for future residents. It also represents an opportunity to deliver amenities that will enhance the quality of life for all current/ future residents of Kinsaley.

10.3.2 Protected Structure (RPS No. 914)

The site accommodates a protected structure in the form of RPS No. 914, being a mid-twentieth century symmetrical multi-bay building in the international style.

The building is a key feature of the site, but also represents a key challenge. Identifying an appropriate use for this structure into the future, that ensures its preservation as well as its active on-going use, will require careful consideration. Given the scale and layout of the building, it is possible that an institutional use, such as its current use as a school, may be the most appropriate.

View of the northern facade of RPS No. 914

However, innovative proposals for its reuse by the current or future landowner for given uses (including residential or other) should be considered on their merits, with a view toward ensuring the ongoing active use of the building. Any proposals should be discussed at an early stage of the process with the Fingal Conservation Officer.

10.3.3 Educational Requirements

As stated previously, the MPETNS currently occupies one of the former Teagasc Buildings (RPS no. 914) by way of a temporary planning permission. The building previously housed office and laboratory space. The temporary permission is due to expire in November 2019 (Reg. Ref: F17A/0593).

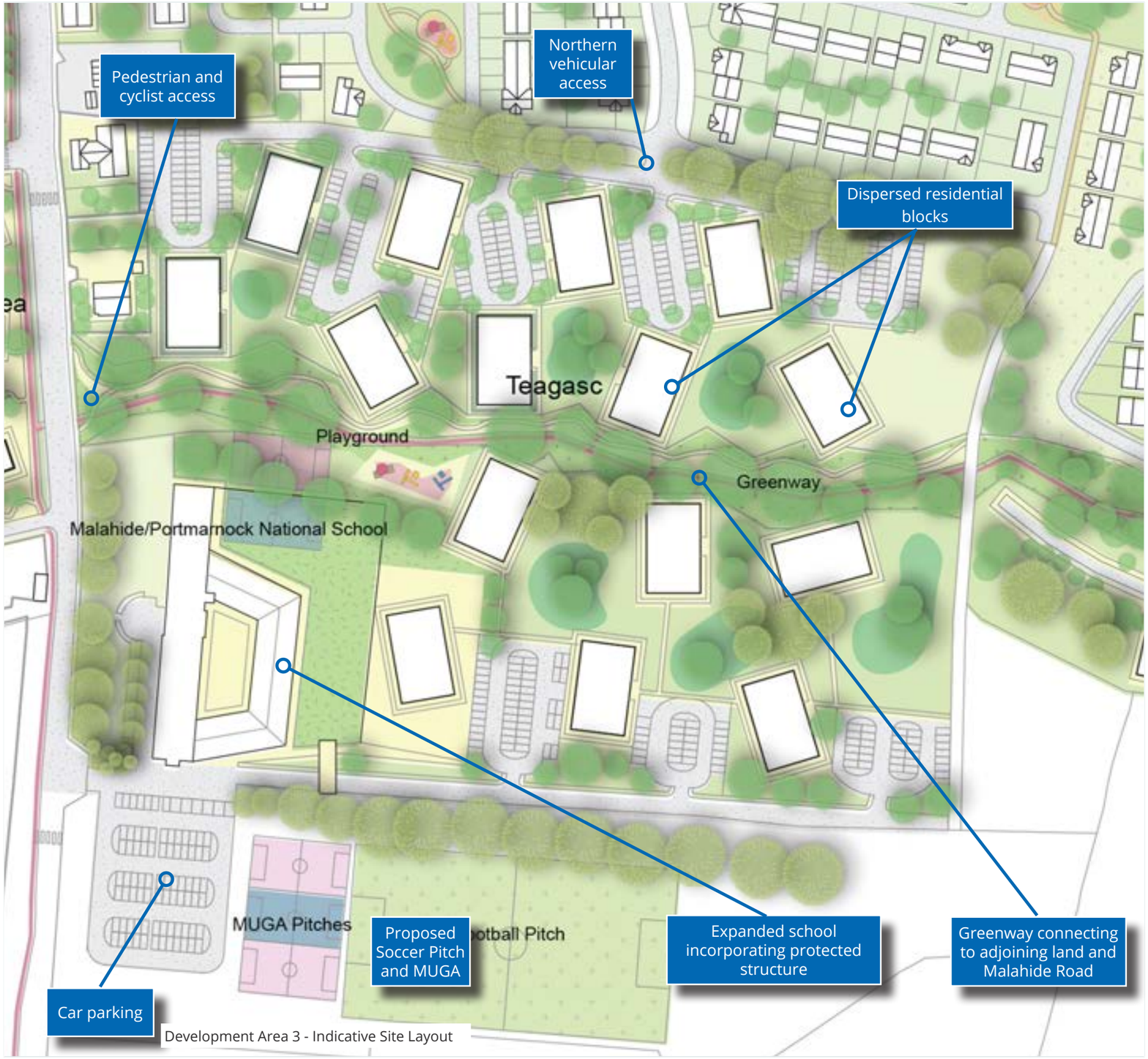
While some of the school's students currently reside in Kinsaley, the schools general catchment relates to the Malahide/ Portmarnock area. This gives rise to unsustainable travel patterns, given the distance that students need to travel from home to school and the consequent requirement for the use of the private car. The Department of Education and Skills (the Department) is therefore seeking a suitable alternative location, closer to the school's student catchment. However, the relocation of the MPETNS will give rise to the requirement for a new national school in Kinsaley to serve the growing population. The Department have indicated that a 16 no. classroom school will be required.

It is an objective of this LAP to site the new school at the same location as the MPETNS, however, a detailed assessment of the school's needs will need to be undertaken to ascertain if this is possible. The re-use of the existing site for the new school will have the benefit of ensuring the ongoing use of the protected structure, for which an alternative use would need to be found if it does not prove viable as a permanent school site.

It is therefore an objective of this LAP to reserve a site of 4 acres for the provision of a new school within Development Area 3. This area may include the existing school building (RPS no. 914) or may not, depending on the requirements of the Department and the suitability of the structure for permanent re-use as a school, subject to a detailed architectural and heritage assessment undertaken to the satisfaction of the Planning Authority.

10.3.4 Open Space and Recreation

Development Area 3 shall play a key role in the provision of passive and active open space in Kinsaley, both for future residents of the Development Area, and for existing and future residents of the wider village. The development of the Teagasc Development Area represents an exceptional opportunity to provide a recreational/ open space hub serving the village. This shall be in the form of a greenway/ green route through the Development Area providing onward pedestrian and cyclist



Development Area 3 - Indicative Site Layout

connectivity, as well as providing for an opportunity for the enjoyment of a significant passive open space amenity. The Development Area shall also accommodate a junior sized playground proximate to the proposed school. In addition, the Development Area shall provide for the main active open space amenities in the village, in the form of a soccer pitch and mixed use games area amenities. The soccer pitch shall be designed as an all-weather pitch. The soccer pitch shall be accompanied by a car park, that shall also serve the proposed school and existing St. Nicholas of Myra national school for vehicular drop-off/ collection.

Given the area and land take of the proposed active open space amenities, Fingal County Council may give favourable consideration to the relocation of the soccer pitch and car parking to the south of the LAP boundary, within the GreenBelt (GB) zoned area between the proposed school and existing St. Nicholas of Myra national school. Green belt zoning permits these uses, which are open for consideration. Any proposal for the development of this adjoining site will need to demonstrate a consolidated, high quality residential scheme in the Development Area.

10.3.5 Greater Dublin Drainage (GDD) Project

The GDD is a regional wastewater project designed to serve the Greater Dublin Area by augmenting the Ringsend Wastewater Treatment Plant. The project includes, inter alia, an orbital sewer with pumping stations at Blanchardstown and Baldoyle. The sewer will divert wastewater from the southern areas of Fingal to a new treatment plant at Clonshaugh.

The area to the south of Development Area 3 is affected by proposed infrastructure associated with the project, which is the subject of a current planning application to An Bord Pleanála to provide a portion of the pipe network associated with the scheme. If permitted, the pipeline would limit the potential land uses possible by way of the requirement for a way leave over infrastructural assets. However, this should not preclude the possibility of the provision of open space assets and associated car parking.

10.3.6 Approach to the Development Area

The strategy for the development area is one of an innovative residential development, incorporating a school, integrated into a high quality landscape setting that makes the most of the site's history and natural features to create a strong sense of place and identity. The site's former use as an agricultural research facility and rural setting should guide the character of its future development. One of the most striking features of the site are the avenues of green houses that are arranged to create long uninterrupted vistas in an east-west direction almost the full length of the site. This vista should be incorporated into the future development of the lands and used to aid pedestrian and cyclist movements around the site and to adjacent sites.

Development shall be supported at a gross density of 30-35 units / hectare. This will result in a development of c. 185-200 dwellings in total, should the entire development area consist of residential units. Development of up to three storeys in height will be supported at appropriate locations. It is acknowledged that both the temporary MPETNS and the existing St. Nicholas of Myra national school are experiencing difficulties with regard to Transport and Connectivity, as demonstrated through the consultation undertaken for the LAP.

10.3.7 Key Objectives

The following are the Key Objectives for Development Area 3:

- Require a single planning application to be lodged for the site that shall be accompanied by plans and reports demonstrating:
  - A dedicated green route connecting the Malahide Road to the eastern site boundary providing for high quality open space incorporating cycle and footpaths.
  - Passive surveillance of the green route.
  - Road and footpath layouts for the site.
  - Building typologies informed by detailed topographical survey and visual impact assessment.
  - A suitably designed playground not less than 400 sq.m which shall be suitably fenced and located an appropriate distance from residential units.
  - A Multi-Use Games Area (MUGA) in proximity to the proposed National School.
  - A full-sized all weather soccer pitch with associated parking and boundary treatment. Favourable consideration may be given to the siting of this facility on lands immediately south of and adjoining Development Area 3 where such facilities are developed and delivered as part of Development Area 3.
  - Proposals for both passive and active open space (playground, soccer pitch, MUGA).
- While development may be phased, the piecemeal development of the area will not be supported.
- Reserve sufficient land (1.6 hectares) to incorporate a new (or enlarged) school capable of accommodating 12-16 classrooms and a multi-use games area (MUGA).
- Encourage the re-use of the protected structure by identifying an appropriate on-going use.
- Investigate the feasibility of incorporating the protected structure into an enlarged school site.
- Provide parking and drop-off facilities for the new/ enlarged school.
- Incorporate the key vista running through the centre of the site and terminating at the Malahide Road into future development proposals on Development Area 2.
- Continue the green link incorporated into the permitted development on the adjacent Kinsealy House site to connect pedestrians and cyclists to the Malahide Road.
- Incorporate a strong landscape theme into future proposals for the site.
- To provide an innovative form of housing, in the form of dispersed blocks within a landscaped setting.
- Minimise land take from the internal road layout by including two access points to the north and south of the Development Area and preventing vehicular movements through the site.
- Incorporate existing mature vegetation into new development proposals where practical and feasible.
- Incorporate active open space facilities alongside residential blocks.
- Facilitate access to the northern portion of the site from the adjacent lands to the north.
- Facilitate vehicular access to the southern portion of the site from a new entrance on the Malahide Road.
- Provide footpath along the Malahide Road boundary of the site before new residential units are occupied.
- Close the existing entrance to vehicular traffic and incorporate into the green link.
- Facilitate pedestrian and cycle access from the adjoining lands to the north and to the east connecting to the proposed green route.
- The design requirements set out in Table 10.3.8 shall be complied with in the future development of this area.

10.3.8 Development Area 3 Design Requirements	

Thematic Design Manual	• A thematic design manual shall be prepared and shall accompany the first planning application lodged within the development area. Any subsequent planning applications shall comply with the approved Thematic Design Manual. The thematic design manual shall incorporate the following elements which are to be applied throughout the entire development area:
	  • Proposed palette of materials.
	  • Proposed landscape theme including species selection.
	  • Proposed architectural features including fenestration and roof profile.
	  • Proposed approach to open space areas.

Height	• New residential buildings shall range from 2-4 storeys in height, with lower building heights in proximity to the Malahide Road and heights increasing within the Development Area.
Mix of units	• Development shall comprise a suitable mix of 1, 2, 3 & 4 bedroom units, unless otherwise agreed with the planning authority.
Layout	• The layouts of buildings and spaces shall be designed to ensure that the Development Area is permeable and legible. • Buildings shall be arranged to overlook the proposed green route. • Buildings shall be arranged to maximise visual interest and views through the site. • Open spaces shall be incorporated into the spaces between buildings and shall be designed to maximise usability. • Car parking shall be provided to the north and south of the development area and shall not impact on the proposed green route.
Landscaping	• A common landscaping theme shall be applied throughout the development area. • Planting shall be selected to foster biodiversity. • A landscape design and maintenance plan shall be submitted. • Existing trees and vegetation should be retained where possible. • Green roofs, walls and permeable surfaces shall be encouraged. • A tree survey shall be carried out and shall inform the development/ layout. • Adequate space, both above and below ground, shall be provided to allow new tree planting to be incorporated successfully. Constructed tree pits shall also be provided.
Interfaces	• Development shall incorporate measures to ensure a clear distinction between public and private spaces through the use of an appropriate boundary treatment and/or a privacy strip.
Access	• Access shall be provided from the Chapel Road to the north of the Development Area via the Kinsealy Woods residential scheme and from the Malahide Road to the west of the Development Area. • No through access shall be provided from the Chapel Road to the Malahide Road. • Development shall be designed to provide high-quality new streets and open spaces linking to the adjoining street pattern to maximise accessibility. • Pedestrian and cyclist access through the site shall be the priority. • Priority shall be given to pedestrian and cyclist movements through the site. • Vehicular movements shall not impact on the proposed green route.
Building design	• A common palette of materials shall be applied throughout the development area. • Materials shall be appropriate, durable and of good quality, the texture and colour of which should be sympathetic to the locality. • Pitched roofs shall be considered as a key design feature.
Public Realm	• Development shall incorporate design measures to ensure there is a clear distinction between public and private spaces. • Public space shall be designed to incorporate inclusive design that does not create barriers to access for users. • Development shall be designed to promote safety, visibility and to facilitate natural surveillance of adjoining connections and spaces. • Public spaces shall consider the needs of children in terms of safety and supervision. • Where dwellings incorporate modest or no front gardens, defensible space should be created behind access routes/ open space/ car parking by, for example, a planting strip. • Clear delineation between public and private domain with regard to open space/green route provision. • Appropriate separation distances provided between MUGA's and residential units.
Development setbacks	• Min. 2m buffer gardens surround each block • The majority of the blocks shall be set back from the Malahide Road, fronting the green route or private gardens.
Permeability	• The layouts of buildings and spaces shall be designed to ensure that areas are permeable and legible. • Pedestrian and cyclist permeability shall be incorporated into the design both from the north and the east. • Permeability incorporated into scheme ensuring ease of access between areas of public open space, paths and recreational facilities.
Characteristics	• The character of the development area shall be defined by its landscape setting. • This development area's key feature is the green route that runs on an east west axis through the site. The route shall contain a cycle route and nature walks through landscaped areas and mature trees. • The buildings are contemporary pitched roof apartment blocks with balconies overlooking the green landscape. • Each building has private gardens but can also make use of the public park on their doorstep. • A new/ extended school shall be provided in this area, with a full size all-weather soccer pitch and MUGAs which can also be used by the public outside of school hours. • A playground of minimum 400 sq.m shall be provided within the site.
Sustainable Design	• Development proposals shall incorporate design measures to minimise energy use and emissions during the life cycle of the development. • All proposals for development shall seek to meet the highest standards of sustainable design and construction including, for example, with regard to passive solar and green building materials.
Architectural quality	• Architectural design shall be of high quality and shall respect local distinctiveness and enrich the receiving environment. Imaginative contemporary architecture that references the rural tradition is encouraged.

10 Development Area 3 - Teagasc

10.4.1 Introduction

Development Area 4 is located to the west of the Malahide Road and is c. 4 hectares in size. The Development Area is bounded by the Malahide Road to the east with a total continuous street frontage of c. 300 metres. Access to the Development Area is currently gained via a single entrance to the Malahide Road, adjacent to the junction with Chapel Road.

Development Characteristics*	
Site area	4 hectares
Approximate density range (gross)	20-23 units/ hectare
Approximate density range (net)	38-42 units/ hectare
Approximate units	85
* Subject to observing the key objectives and design requirements outlined in Section 10.4.6 and Section 10.4.7 these density requirements and unit numbers may change during the development management process by consent of the Planning Authority.	

Fingal County Council will consider a modest increase on these lands above that stated subject to observing the key objectives and design requirements outlined in Sections 10.4.6 and 10.4.7 as they relate to Development Area 4. Any such increase in density shall also align with (i) the Core Strategy (ii) be accommodated within the footprint of the stated Development Area (iii) comply with design guidance of the LAP for differing development areas.

10.4.2 River Sluice

The River Sluice runs along the northern boundary of the site. The *Fingal Development Plan 2017-2023* requires that a riparian buffer is incorporated into future development proposals adjacent to the river. This buffer will need to be incorporated into any proposals for the site. The buffer shall have regard to the Strategic Flood Risk Assessment prepared to accompany this LAP and which indicates possible flooding on lands to the northern boundary of the Development Area.

10.4.3 Abbeville Architectural Conservation Area (ACA)

To the north of the River Sluice lies the Abbeville Architectural Conservation Area (ACA). Any future development proposals will be required to demonstrate sensitivity to the ACA. However, the ACA is largely screened by the treed boundary of the site.

View across the Development Area toward the Abbeville boundary

10.4.4 Roads Objective

The Development Plan includes a roads objective for the re-aligned Malahide Road that traverses the northern portion of the site.

10.4.5 Approach to the Development Area

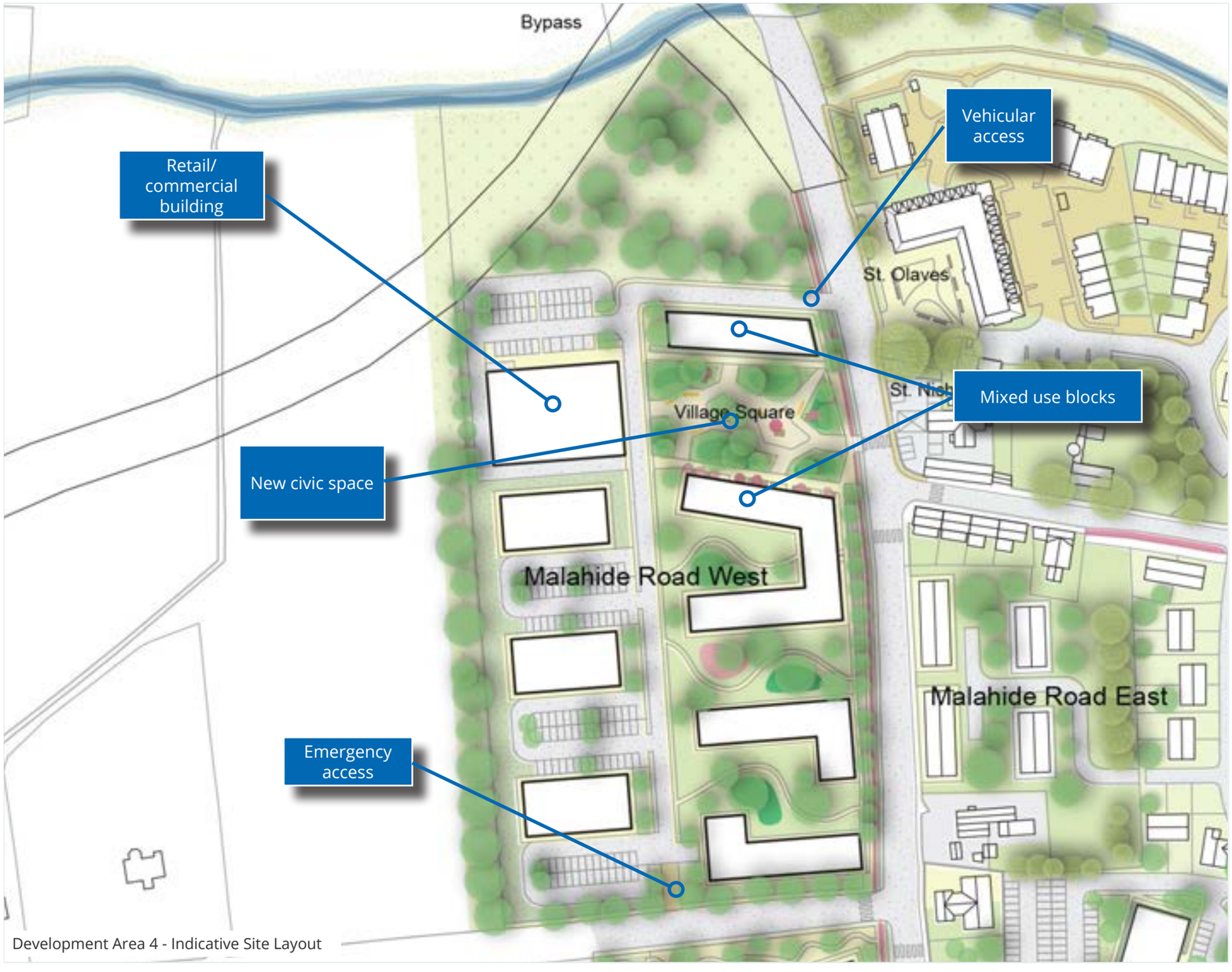
The approach to the Development Area is to expand the village centre and incorporate a high quality mixed use/ residential scheme into the site. The village core currently centres on the St. Olave's development on the opposite side of the Malahide Road and the St Nicholas of Myra Church. However, it currently lacks the retail typologies and critical mass to create a fully functioning village heart. Feedback received from public consultation indicated that while the St. Olave's centre is seen as an important amenity in the village, its range of facilities needs to be broadened for people to visit more often. In particular, people noted the lack of a convenience retailer in the village where they could purchase basic staples. Feedback also indicated that the village lacked gathering spaces for social interaction. The expansion of village centre onto the other side of the Malahide Road is designed to address these issues.

Development will be supported at a gross density in the range of 20-23 units/ ha, however, the addition of the retail and commercial units will increase the overall building footprint of the Development Area. This will result in the development of c. 85 dwellings in total. Development of up to three storeys in height will be supported.

10.4.6 Key Objectives

The following are the Key Objectives for Development Area 4:

- Support the provision of a mixed use development in a landscaped setting.
- Provide a public open space of c. 0.25 hectares approximately opposite the St. Olave's centre/ St. Nicholas of Myra Church. This area shall not accommodate car parking.
- The proposed public open space shall be designed and constructed to incorporate high quality finishes and landscaping and shall be overlooked by adjoining residential development in the interests of passive surveillance. There shall be clear delineation between public and private areas.
- Provide 1,200 sq.m - 1,400 sq.m of convenience retail floorspace and a limited number of smaller retail units to accommodate comparison retail and/or retail services.
- Facilitate the provision of an internal access road to service the proposed retail unit(s) and to provide vehicular access to the parking associated with the commercial and residential units. The design of the road shall ensure that appropriate access arrangements are provided for the servicing of the proposed retail/ commercial units.
- Any proposals for the site shall include provision of a cycle link along the Malahide Road boundary of the site. The cycle link shall be constructed in accordance with the design requirements set out in this LAP.
- A detailed visual impact assessment shall accompany the planning application and should demonstrate how the proposal responds to the nearby protected structure/ Architectural Conservation Area (ACA) and their settings.
- All development proposals on the subject site shall be designed so as to ensure the protection of the ACA to the north and the Protected Structure of St. Nicholas of Myra Catholic Church and its setting to the east.
- A riparian corridor to the Sluice River shall be maintained to the north of the site, as per the requirements of the Development Plan and Strategic Flood Risk Assessment requirements. This area shall be landscaped and maintained to enhance the amenity of the area.
- A Flood Risk Assessment shall be prepared to the satisfaction of the planning authority and shall be submitted at planning application stage. Any areas identified as being at risk of flooding shall be kept free of inappropriate/ sensitive development.
- A single planning application shall be lodged for the entire development area. While development may be phased, the piecemeal development of the area will not be supported.
- In consultation with the Department of Culture, Heritage and the Gaeltacht the site shall be subject to all required archaeological investigations which shall be undertaken by a suitably qualified archaeologist under licence from the Department.
- The design requirements set out in Table 10.4.7 shall be complied with in the future development of this area.
- Provision for an appropriately deigned playground.



Development Area 4 - Indicative Site Layout

Figure 10.5.1: Indicative illustration of how the proposed village square might appear

10.4.7 Development Area 4 Design Requirements	

Thematic Design Manual	• A thematic design manual shall be prepared and shall accompany the first planning application lodged within the development area. The approved thematic design manual shall incorporate the following elements which are to be applied throughout the entire development area:
	  • Proposed palette of materials.
	  • Proposed landscape theme including species selection.
	  • Proposed architectural features including fenestration and roof profile.
	  • Proposed approach to open space areas.

Height	• Residential and mixed use buildings shall be up to 2-3 storeys in height.
Mix of units (approximate)	• 18% 1 bedroom units; 15% 2 bedroom units; 32% 3 bedroom units; 35% 4 bedroom units, or as agreed with the Planning Authority.
Layout	• The layouts of buildings and spaces shall be designed to ensure that the Development Area is permeable and legible. • New development shall address the Malahide Road and provide a semi-continuous street frontage. • The key feature addressing the Malahide Road shall be the open space provided within the development, coupled with the built form. • Built form shall be arranged to provide overlooking and passive surveillance of open space areas. • A riparian corridor of 30m minimum shall be provided to the River Sluice, as indicated by a detailed flood risk assessment of the lands, which shall accompany any planning application and as recommended in the SFRA accompanying the LAP.
Landscaping	• A landscaping theme shall be developed for the proposed civic space and the theme established extended through the development area. The civic space shall be designed so as to be 50% comprised of soft landscaping. • Open space and landscaping shall be arranged to encourage views and vistas through the site from the Malahide Road. • Planting shall be selected to foster biodiversity. • A landscape design and maintenance plan shall be submitted. • Existing trees and vegetation shall be retained where possible. • Green roofs, walls and permeable surfaces shall be encouraged. • A tree survey shall be submitted where there are trees within the proposed application site or on land adjacent to the application site that could be affected by the development. • Adequate space, both above and below ground, shall be provided to allow new tree planting to be incorporated successfully. Constructed tree pits shall be provided.
Interfaces	• The interface to the Malahide Road shall consist of a grass margin to accommodate constructed tree pits, a bike lane (2m), and a footpath (2.5m) or as agreed with the Transportation Division of the Local Authority. • The boundary to the Sluice River and Abbeville ACA shall be carefully considered and designed to enhance the setting of the river and the ACA. • Development shall incorporate measures to ensure a clear distinction between public and private spaces through the use of an appropriate boundary treatment and/or a privacy strip.
Access	• Vehicular access shall be gained from a single point on the Malahide Road with emergency access only from the Baskin Lane. • No through access shall be provided from the Malahide Road to Baskin Lane except for emergency vehicles.
Building design	• Building design shall explore the integration of pitched roofs to reference their use in the Irish rural landscape. • A common palette of materials shall be applied throughout the development area. • Materials shall be appropriate, durable and of good quality, the texture and colour of which should be sympathetic to the locality.
Public Realm	• Development shall be designed to promote safety, visibility and to facilitate natural surveillance of adjoining connections and spaces. • Public spaces shall consider the needs of children in terms of safety and supervision. • Where dwellings incorporate modest or no front gardens, defensible space shall be created behind access routes/ open space/ car parking by, for example, a planting strip. • A footpath shall be provided on the development area's Malahide Road and Baskin Lane frontages. • Public spaces shall incorporate proposals for sustainable urban drainages systems (SuDS), where appropriate.
Development setbacks	• The nature strip, bike lane, footpath and gardens shall be located between Malahide Road and the residential blocks on the east of the site. • The blocks to the west are set back 10m from the local access road, and 2m from the parking areas.
Permeability	• The layouts of buildings and spaces must be designed to ensure that areas are permeable and legible.
Characteristics	• This area shall accommodate a mix of residential, retail and community buildings. • The key feature of this area is the new village square/ civic space. This paved public space with green areas is somewhere people can meet and relax, or occasionally village events can take place. The area shall not be less than 0.25 Ha. • The ground floor of the buildings around the square shall facilitate the provision of small shops such as a pharmacy, florist or barbers, as well as cafés or restaurants, etc.. • A larger commercial unit shall be accommodated on one side of the square, with a community space above which could be used for gym/ yoga/ dance classes or local group gatherings and events. • Residential units above the ground floor retail / commercial shall provide for balconies overlooking the civic square. • Private courtyard gardens between the houses provide a safe space for children to play away from the busy road.
Sustainable Design	• Development proposals shall incorporate design measures to minimise energy use and emissions during the life cycle of the development. • All proposals for development shall seek to meet the highest standards of sustainable design and construction including, for example, with regard to passive solar and green building materials.
Architectural quality	• Architectural design shall be of high quality and should respect local distinctiveness and enrich the receiving environment. Imaginative contemporary architecture that references the rural tradition is encouraged. • No structures including esb substations/bin stores etc. shall be provided in the riparian corridor.

10.5.1 Introduction

The Development Area is c. 0.6 hectares in size and is located in a prominent position along the Malahide Road with approximately 60 metres of road frontage. Residential development is located to the north and to the south of the Development Area. The site is currently accessed via adjoining properties and does not have a direct entrance to the Malahide Road. It is currently undeveloped.

Development Characteristics	
Site area	0.6 hectares
Approximate Density (gross)	30-35 units/ hectare
Approximate Density (net)	48-52 units/ hectare
Approximate units	20

The Development Area consists of three separate landownerships. In all cases, the landowners also own adjoining properties outside of the Development Area. Where an area consists of a variety of landowners, care needs to be taken in its planning to ensure that the lands can be developed independently, without adjoining owners being disadvantaged, while still maintaining a coherent approach to the lands.

Given that the landowners may have different priorities and aspirations, including with regard to the timing of development, as well as the somewhat 'landlocked' nature of the development area, access arrangements will need to be considered carefully.

The Development Area adjoins residential development to the north, in the form of the rear gardens of the Chapel Road Cottages, as well as to the south, in the form of detached dwellings. Future development proposals will need to carefully consider the amenity of these adjoining dwellings.

Notwithstanding the challenges presented by the Development Area's location and adjoining development, the fact that it includes a 60 metre road frontage means that the form of development undertaken will have a significant impact on the streetscape and character of the village. Development proposals, particularly in the case of the parcel of land fronting the Malahide Road, should be cognisant of the likely form of development fronting onto the opposite side of the road, in Development Area 3. It is important that development in this location address the street and contributes to the streetscape.

View of the Malahide Road frontage of the Development Area

10.5.2 Approach to the Development Area

The approach to the Development Area is to facilitate its construction for residential development and to enable development proposals to be brought forward independently on the different landowner parcels.

In order to facilitate this approach, access to the properties will need to be carefully considered, so that development parcels are not dependent on the timing of the adjoining landowner developing. In the case of the eastern portion of the land, which is under the ownership of the adjoining landowner further to the east currently under construction, access will be achieved through the existing development site.

In the case of the portion of land adjoining the Malahide Road, it may be necessary to create a single combined access with that of the adjacent property (under the same ownership). This will ensure that the access is removed (insofar as possible) from the junction with the Chapel Road. It will also mean that the overall number of access points to Malahide Road will not increase, which is important given the function of the road in facilitating movements between Malahide to the north and Clarehall (and onward) to the south.

Access to the central portion of the Development Area could also be achieved from this access, however, it is not desirable to connect vehicular traffic through from the Chapel Road, via the area under construction and Development Area 5, to the Malahide Road as this would facilitate traffic movements attempting to avoid the Malahide Road/ Chapel Road junction and damage the amenity of residents.

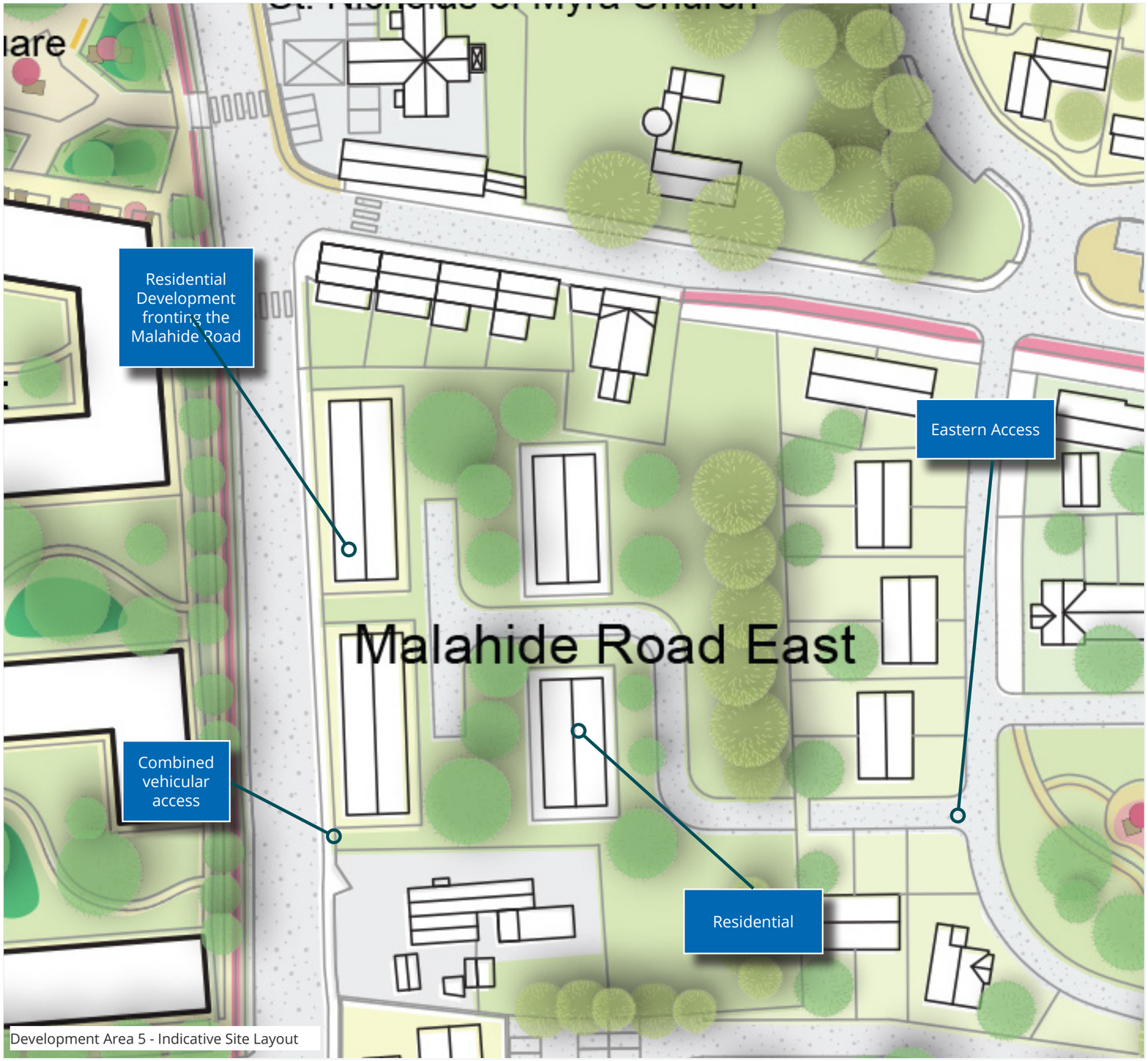
10 Development Area 5 - Malahide Road East

Development will be supported at a density of approximately 30/ha. This will result in the development of c. 20 dwellings in total. Development of two to three storeys in height will be supported.

10.5.3 Key Objectives

The following are the Key Objectives for Development Area 5:

- Provide for high quality residential development addressing Malahide Road.
- Residential development shall be designed to ensure the protection of residential amenities of adjoining houses by minimising visual intrusion.
- Minimise the number of access points to the Malahide Road by combining access to the subject lands with existing entrances.
- Facilitate access to the central land parcel from a single combined access on Malahide Road, or through the 'Kinsealy Woods' residential development.
- Minimise street setback to the Malahide Road by locating parking to the side or rear of dwellings.
- Provide pedestrian access from Malahide Road through the Development Area to the residential scheme on Chapel Road (currently under construction).
- Protect the residential amenity of adjoining properties by preventing overlooking of private garden space.
- Ensure that the form of development addressing the Malahide Road makes a positive contribution to the streetscape.
- Provide a footpath to the western boundary of the site along the Malahide Road.
- Underground services along the Malahide Road boundary to improve the appearance of the streetscape.
- Seek to facilitate car parking within the Development Area for the existing cottages to the north of the site on the Chapel Road.
- Provide an appropriate level of public open space to serve the residential scheme as per the requirements of the Development Plan.
- The design requirements set out in Table 10.5.4 shall be complied with in the future development of this area.



Development Area 5 - Indicative Site Layout

10.5.4 Development Area 5 Design Requirements	

Thematic Design Manual	• A thematic design manual shall be prepared and shall accompany the first planning application lodged within the development area. Any subsequent planning applications shall comply with the approved Thematic Design Manual. The thematic design manual shall incorporate the following elements which are to be applied throughout the entire development area:
	  • Proposed palette of materials.
	  • Proposed landscape theme including species selection.
	  • Proposed architectural features including fenestration and roof profile.
	  • Proposed approach to open space areas.

Height	• Residential buildings shall be 2-3 storeys in height.
Mix of units (approximate)	• 60% 2 bedroom units; 20% 3bedroom units; 20% 4 bedroom units, or as agreed with the Planning Authority.
Layout	• The layouts of buildings and spaces shall be designed to ensure that the Development Area is permeable and legible. • New development shall address the Malahide Road and shall provide a semi-continuous street frontage.
Landscaping	• A common landscaping theme shall be applied throughout the development area. • Planting proposals shall be selected to foster biodiversity. • A landscape design and maintenance plan shall be submitted with all planning applications. • Existing trees and vegetation should be retained where possible. • Green roofs, walls and permeable surfaces shall be encouraged. • A tree survey shall be submitted where there are trees within the proposed application site or on land adjacent to the application site that could be affected by the development. • Adequate space, both above and below ground, shall be provided to allow new tree planting to be incorporated successfully - i.e. constructed tree pits shall be utilised.
Interfaces	• Development shall incorporate measures to ensure a clear distinction between public and private spaces through the use of an appropriate boundary treatment and/or a privacy strip. • Design to safeguard residential amenity of cottages on Chapel Road.
Access	• Vehicular access shall be gained insofar as possible from Chapel Road via the adjacent Kinsealy Woods residential scheme. • Access shall only be gained from the Malahide Road where it serves only a portion of the development area (less than 50% of units) and is amalgamated with an existing access. • No through vehicular access shall be provided from the Kinsealy Woods residential scheme to the Malahide Road, or between Chapel Road and Malahide Road • Access shall be facilitated to each landholding.
Building design	• New dwellings shall feature a pitched roof design. • Materials shall be appropriate, durable and of good quality, the texture and colour of which should be sympathetic to the locality and adjoining development.
Public Realm	• Development shall incorporate design measures to ensure there is a clear distinction between public and private spaces. • Development shall be designed to promote safety, visibility and to facilitate natural surveillance of adjoining connections and spaces. • Where dwellings incorporate modest or no front gardens, defensible space shall be created behind access routes, by, for example, a planting strip of sufficient depth.
Development setbacks	• Buildings to the western boundary of the site shall address Malahide Road forming part of, and enhancing, the streetscape. • Paths will separate the blocks from the road, as well as buffer gardens where appropriate.
Permeability	• The layouts of buildings and spaces shall be designed to ensure that areas are permeable and legible. • Pedestrian permeability shall be provided to Chapel Road via the Kinsealy Woods residential scheme.
Characteristics	• The close proximity to the civic square and shops, while staying in a natural landscape is a key feature of this area. • The housing blocks are in close proximity to all of the amenities of the village. • The buildings are set into landscaped gardens, with mature trees to give privacy from the surrounding houses and busy road.
Sustainable Design	• Development proposals shall incorporate design measures to minimise energy use and emissions during the life cycle of the development. • All proposals for development shall seek to meet the highest standards of sustainable design and construction including, for example, with regard to passive solar and green building materials.
Architectural quality	• Imaginative contemporary architecture is encouraged, provided that it respects local distinctiveness and enriches the receiving environment.

10 Development Area 5 - Malahide Road East

Figure 10.5.1: The Avenue, Saffron Walden, Pollard Thomas Edwards Architects

10.6.1 Introduction

Development Area 6 is located to the south-east of the village and covers an area of c. 6.6 hectares. The site is bounded to the north by Chapel Road, with c. 250 metres of street frontage. The site is largely agricultural in nature, but also contains a protected structure in the form of Kinsaley House. The existing character of the Development Area is largely defined by the protected structure and its history of agricultural use.

Development Characteristics	
Site area	6.6 hectares
Approximate Density (gross)	16-22 units/ hectare
Approximate Density (net)	44-48 units/ hectare
Approximate units	123

10.6.2 Extant Planning Permission

The Development Area is in a single ownership and benefits from an extant planning permission for the construction of 100 dwellings and a crèche (Reg. Ref: F16A/0464). The permission was granted by An Bord Pleanála in October 2017 and has a 10 year life span. While the permission approved the construction of 100 houses, the density is relatively low at 15-16 dwellings per hectare (gross density). This is due to the fact that the development incorporates Kinsaley House as well as a significant flood retention area. The primary green space incorporated into the planning permission contains a pedestrian/ cyclist green route running east-west across the site, the intent being that it connect to a future route through the Teagasc lands to the Malahide Road.

10.6.3 Kinsaley House (RPS No. 464)

Kinsaley House has been entered onto the Record of Protected Structures as RPS No. 464. It is an early 18th century five-bay two-storey (over basement) red brick house built in the 1730's. The house also comprises a single story early 20th century extension as well as a farmyard complex to the north and west. The site is subject to a local objective in the Development Plan (No. 71) regarding the house, requiring any development on site to include the integration of the protected structure within the first phase of development. Any proposals for the development of the site should be discussed in the early stages of the process with the Fingal Conservation Officer.

10.6.4 Waste Water Pumping Station

The eastern corner of the site (approx 0.19 hectares) adjoining the Chapel Road was the subject of a planning application for permission for a pumping station to serve the village (Reg. Ref: F18A/0041). The application was lodged on behalf of Irish Water in early 2018 as part of the Local Network Reinforcement Project. The proposal was granted planning permission in November 2018 and will increase forward pump capacity from an existing 13 litres/second to approximately 70 litres/ second and will provide for significant additional capacity for development within Kinsaley. The development will also provide for 6 hours of emergency storage and is projected to remove the risk of unscreened overflows to the Sluice River. It is intended that the pumping station will be capable of serving a total of 700 dwellings in the area.

10.6.5 Approach to the Development Area

The approach to the Development Area incorporates a number of elements from the extant permission, but seeks to give greater emphases to the proposed/ permitted green route through the site. It also seeks to ensure that the built form within the development area appropriately addresses the green route and provides adequate overlooking and passive surveillance. The approach also differs from the extant planning permission in that it allows for a somewhat more dense development, seeks greater address of Chapel Road, while also seeking to ensure continuity of building form and layout with the adjoining Teagasc Development Area.

A key attribute of the site is Kinsaley House and it is a requirement of this LAP that any future development of the site sensitively address the future use and setting of this protected structure. Any proposals for Kinsaley House shall be integrated into the first phase of development, as per the local objective in the Development Plan.

Development will be supported at a density within a range of 16-22 units per hectare (gross density), depending on the design and architectural quality of the proposals brought forward by the landowner/ developer. Higher quality proposals, which feature the sensitive reuse of Kinsaley House, provide innovative architectural design throughout, feature an upgraded green route, satisfactory address surface water disposal throughout and address all topographical constraints may avail of densities at the higher end of the range.

10.6.6 Key Objectives

The following are the Key Objectives for Development Area 6:

- Provide a high quality residential scheme.
- Incorporate a strong landscape theme in all future proposals for the site.
- Provide a green route (cycle and pedestrian paths) extending from east to west through the site, to connect to the adjacent Teagasc Development Area, with the potential for an onward connection to Portmarnock.
- Ensure that the built form of development appropriately addresses the green route and provides overlooking and passive surveillance.
- Explore the sensitive re-use of Kinsaley House in consultation with the Fingal Conservation Officer and ensuring compliance with Objective No. 71 of the Development Plan, incorporating proposals for the Kinsaley House portion of the site into the first phase of development.
- Avoid overlooking of adjacent residential properties.
- Provide appropriate drainage infrastructure in accordance with the requirements of the Fingal County Council Drainage Department.
- Ensure the provision of pedestrian and cyclist permeability through the site from Chapel Road and onward connections.
- Require a single planning application to be lodged for the entire development area. While development may be phased, the piecemeal development of the area will not be supported.
- Scale height, form and character shall be in accordance with the design principles set out in the LAP.
- All design proposals for the subject site shall be informed by a detailed topographical study and visual impact assessment.
- The design requirements set out in Table 10.6.7 shall be complied with in the future development of this area.

Development Area 6 - Indicative Site Layout

10.6.7 Development Area 6 Design Requirements	

Thematic Design Manual	• A thematic design manual shall be prepared and shall accompany all planning applications lodged within the development area. The approved thematic design manual shall incorporate the following elements which are to be applied throughout the entire development area:
	  • Proposed palette of materials.
	  • Proposed landscape theme including species selection.
	  • Proposed architectural features including fenestration and roof profile.
	  • Proposed approach to open space areas.

Height	• New residential buildings shall range from 2-3 storeys in height.
Mix of units (approximate)	• 33% 2 bedroom units; 67% 3 bedroom units, or as agreed with the Planning Authority.
Layout	• The layouts of buildings and spaces shall be designed to ensure that the Development Area is permeable and legible. • Buildings shall be arranged to overlook the proposed green route. • Buildings shall be arranged to maximise visual interest and views through the site. • Open spaces shall be incorporated into the spaces between buildings and shall be designed to maximise usability. • New development shall be arranged to respect and enhance the setting of the protected structure.
Landscaping	• A common landscaping theme shall be applied throughout the development area. • Planting proposals shall be selected to foster biodiversity. • A landscape design and maintenance plan shall be submitted. • Existing trees and vegetation should be retained where possible. • Green roofs, walls and permeable surfaces shall be encouraged. • A tree survey shall be submitted where there are trees within the proposed application site or on land adjacent to the application site that could be affected by the development. • Adequate space, both above and below ground, shall be provided to allow new tree planting to be incorporated successfully - constructed tree pits shall be utilised.
Interfaces	• Development shall incorporate measures to ensure a clear distinction between public and private spaces through the use of an appropriate boundary treatment and/or a privacy strip
Access	• Vehicular access shall be provided from Chapel Road to the north of the Development Area. • Access to the Malahide Road via the adjoining Teagasc Development Area shall be pedestrian and cyclist only. • Development shall be designed to provide high-quality new streets and open spaces linking to the adjoining street pattern to maximise accessibility. • Pedestrian and cyclist access through the site shall be a priority.
Building design	• A common palette of materials shall be applied throughout the development area. • Materials shall be appropriate, durable and of good quality, the texture and colour of which should be sympathetic to the locality. • Pitched roofs shall be incorporated as a key design feature. • A topographical survey and visual impact assessment shall be undertaken to ensure that the scheme does not appear overly prominent in its surroundings given the topography of the site.
Public Realm	• Development shall incorporate design measures to ensure there is a clear distinction between public and private spaces. • Public space shall be designed to incorporate inclusive design that does not create barriers to access for users. • Development shall be designed to promote safety, visibility and to facilitate natural surveillance of adjoining connections and spaces. • Public spaces shall consider the needs of children in terms of safety and supervision. • Where dwellings incorporate modest or no front gardens, defensible space should be created behind access routes, by, for example, a planting strip. • A footpath and cycle path shall be provided on the development area's Chapel Road frontage.
Development setbacks	• 2m buffer gardens and 2m footpath between the buildings and the road.
Permeability	• The layouts of buildings and spaces shall be designed to ensure that areas are permeable and legible. • Pedestrian and cyclist permeability shall be incorporated into the design both from the north and the west.
Characteristics	• The character of the development area shall be defined by its landscape setting. • As this is a high point in the village, the residential buildings here will potentially have good views of the town to the North West, and the farmland to the south. • The green route is a key feature, connecting with the Teagasc Development Area and its amenities. • As this area is on the edge of the village it will have more of a neighbourhood feel, even though it may incorporate some apartments/ duplexes. • Private gardens provide buffers between the blocks, and the green route is planted with mature trees to give privacy from the housing to the north of the Development Area.
Sustainable Design	• Development proposals shall incorporate design measures to minimise energy use and emissions during the life cycle of the development. • All proposals for development shall seek to meet the highest standards of sustainable design and construction including, for example, with regard to passive solar and green building materials.
Architectural quality	• Architectural design shall be of high quality and should respect local distinctiveness and enrich the receiving environment. Imaginative contemporary architecture that references the rural tradition is encouraged.

10 Development Area 6 - Kinsaley House

Figure 10.6.1: The Avenue, Saffron Walden, Pollard Thomas Edwards Architects

11.1 Introduction

The purpose of the phasing of development is to ensure the delivery of upgrades to physical, community and social infrastructure, in tandem with the provision of new housing and the resultant population increase. This document outlines the optimal sustainable development strategy for the village, however, given the overall quantum of development, it is anticipated that it is likely to take place over a time period exceeding the term of the LAP. The Manual for Local Area Plans, 2013 states as follows in relation to the phasing of development:

"Creating sustainable places requires the integrated and timely provision of development, with supporting physical and social infrastructure. Integrated and timely provision of infrastructure is important because it provides the physical framework within which sustainable development can be fostered, it demonstrates commitment and reduces uncertainty for investors, it provides greater control of phasing and it allows a greater range of developers and actors to take part".

Section 19 (2) of the *Planning and Development Act 2000* (as amended) provides for the phasing of development in an LAP. The phasing requirements set out in this section shall be complied with and are outlined in Table 11.1.

11.2 Irish Water Pumping Station

The Floraville Pumping Station, which is located along Kinsealy Lane, approximately 250 metres north east of the junction with Chapel Road. It is understood that the Floraville Station, which serves a catchment of c. 26ha, is at capacity in terms of foul flows and becomes significantly overloaded during storm events. In order to address this capacity issue, Irish Water has been granted planning permission (F18A/0041) to construct a new pumping station, along Chapel Road adjacent to Kinsaley House. However, it is currently understood that construction will not commence on the pumping station until 2020. This LAP envisages the construction of c. 565 additional dwellings in Kinsaley, for which the existing Floraville pumping station lacks capacity. It is also noted that the Kinsealy Woods development is currently under construction and will provide an additional 82 dwellings in the area. Given the capacity issues within the system, no substantial development projects that would put additional pressure on the pumping station, shall be constructed until the permitted pumping station is constructed and operational, except with the prior consent of the Fingal County Council Water Services Division and that of Irish Water.

11.3 Greater Dublin Drainage (GDD) Project

As noted earlier in the LAP, the GDD is a regional wastewater project designed to serve the Greater Dublin Area by augmenting the Ringsend Wastewater Treatment Plant. The project includes, inter alia, an orbital sewer with pumping stations at Blanchardstown and Baldoyle. Irish Water have submitted a Strategic Infrastructure Development (SID) application to An Bord Pleanála for the construction of the GDD project. The proposed Outfall Pipeline Route (land based section) runs immediately to the south of the LAP boundary, through lands currently under the ownership of Teagasc. If approved, the underground pipeline will require a significant surface wayleave to facilitate access to the pipe, if required.

A full-sized soccer pitch and car park/ drop-off area is required to be located within the Teagasc Development Area, or immediately to the south (the location to the south of the boundary being affected by the proposed GDD alignment). The development of these facilities can therefore only take place either 1) north of the GDD alignment 2) after the pipeline has been constructed or 2) following confirmation that the alignment will not affect this land. Should a proposal be made for the construction of the proposed sports ground and car parking to the south of the Teagasc Development Area, the alignment of the GDD pipeline shall be confirmed with Irish Water and any required way leaves shall be incorporated into the design. The timing of the delivery of the facilities will also help inform the Planning Authority's position as to where the facilities are to be located.

11.4 Phasing of Development Areas

In order to ensure that new residents moving into the identified development areas benefit from the amenities identified herein, it is a general objective of this LAP that community and green infrastructure elements are delivered in the first stage of development of a given Development Area. Table 11.1 identifies the elements of each Development Area that shall be delivered in the first phase.

The LAP supports segregated cycle and pedestrian links to Old Portmarnock R124 to provide access to Portmarnock train station as part of the further development in Kinsaley village and should be included in the next County Council Capital Programme 2020 with a view to submitting a planning application in 2021 for the agreed scheme.

11.5 Check List for Planning Applications

In the interests of ensuring that the new development is well integrated with existing development and constructed in tandem with physical and social infrastructure, it is an objective of this LAP that individual planning applications shall be submitted for each of the proposed development areas, with the exception of Development Area 5, which at 0.6 ha is the smallest development area as well as being in multiple ownerships. All planning applications shall comply with the guidance outlined in the Village Development Framework Plan and Design Guidance (VDFP).

The purpose of the Thematic Design Manual is to ensure that development in a given area is of the quality required by this LAP as well as to enable developers in other areas of Kinsaley to easily draw on approved design features. This will ensure an appropriate level of consistency across the village.

All development proposals shall comply with the objectives set out in the Village Development Framework Plan and Design Requirements and shall be accompanied by a Site Design Statement demonstrating how the proposals respond to the objectives set out for each development area.

Applicants shall submit proposals for the protection and management of local biodiversity features in all planning applications within development areas where the number of dwellings exceeds 30 no. units.

To protect undiscovered archaeological features, developers shall make provision to allow for and fund all required archaeological investigation which may be needed, in accordance with the National Monuments Legislation.

Construction and demolition waste management plans shall be submitted as part of planning applications in accordance with objective DMS149 of the Development Plan.

Details of the proposed landscaping, hard and soft, of these spaces will be required at planning application stage.

11 Phasing of Development & Application Requirements

Kinsealy Lane Development Area

The following elements shall be provided in the first phase of development:

- Proposed internal access road to serve all serviced sites
- Proposed public open space element
- Development only to proceed after all archaeological investigation as required by the Department of Culture, Heritage and the Gaeltacht and the Planning Authority are complied with

The above elements shall be provided/ undertaken prior of occupation of any dwelling units. Proposals for development within the Kinsealy Lane Development Area requiring connections to Water and Waste Water Infrastructure will be subject to Irish Water Infrastructure capacity requirements and to the constraints of the Irish Water Capital Investment Programme.

Malahide Road West Development Area

The following elements shall be provided in the first phase of development:

- Proposed civic square
- Proposed retail units
- Proposed internal access road and emergency access from Baskin Lane
- Works to facilitate the proposed riparian corridor as per the requirements of the Fingal County Council Drainage Division and the Parks and Green Infrastructure Division

The above elements shall be provided before the first dwelling is occupied. Proposals for development within the Malahide Road West Development Area requiring connections to Water and Waste Water Infrastructure will be subject to Irish Water Infrastructure capacity requirements and to the constraints of the Irish Water Capital Investment Programme.

Garden Centre Development Area

The following elements shall be provided in the first phase of development:

- Works to facilitate the upgrade to the Baskin Lane/ Malahide Road junction as per the requirements of the Transport Division of Fingal County Council

The above element must be provided/ undertaken before the first dwelling is occupied. Proposals for development within the Garden Centre Development Area requiring connections to Water and Waste Water Infrastructure will be subject to Irish Water Infrastructure capacity requirements and to the constraints of the Irish Water Capital Investment Programme.

Malahide Road East Development Area

No specific phasing requirements, however, proposals for development within the Malahide Road East Development Area requiring connections to Water and Waste Water Infrastructure will be subject to Irish Water Infrastructure capacity requirements and to the constraints of the Irish Water Capital Investment Programme.

Teagasc Development Area

The following elements shall be provided in the first phase of development:

- East-west green route incorporating pedestrian and cyclist facilities
- Proposed playground as per the requirements of the Fingal County Council Parks Division
- Provision of full-sized soccer pitch and associated car parking or a timeframe for the delivery of same to be agreed with the Planning Authority
- Multi-use games area (MUGA)
- Footpath along the Malahide Road boundary

The above elements shall be provided before the first dwelling is occupied. Proposals for development within the Teagasc Development Area requiring connections to Water and Waste Water Infrastructure will be subject to Irish Water Infrastructure capacity requirements and to the constraints of the Irish Water Capital Investment Programme.

Kinsaley House Development Area

The following elements shall be provided in the first phase of development:

- East-west green route incorporating pedestrian and cyclist facilities
- The proposed redevelopment/ reuse of Kinsaley House

The above elements shall be provided before the first dwelling is occupied. Proposals for development within the Kinsaley House Development Area requiring connections to Water and Waste Water Infrastructure will be subject to Irish Water Infrastructure capacity requirements and to the constraints of the Irish Water Capital Investment Programme.