



Broomfield Local Area Plan

February 2010



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BROOMFIELD LOCAL AREA PLAN

EXECUTIVE SUMMARY

The Local Area Plan provides a six-year development strategy for the RS1 lands at Broomfield, Malahide, as identified in the 2005-2011 Fingal Development Plan. Objective RS1 is *'to provide for new residential communities in accordance with approved local area plans and subject to the provision of the necessary social and physical infrastructure'*.

The total site area is 30.7 hectares comprising open fields in agricultural use and a number of established dwellings. The northern part of the lands front onto Back Road and include detached dwellings on large sites together with the former grounds of Malahide Rugby Football Club. There is also an ESB sub-station located within these lands. The southern part of the lands contain no buildings and are separated from Kinsealy Lane by an undeveloped area zoned for residential use and existing dwellings fronting onto Kinsealy Lane. There are no protected structures or national monuments on the LAP lands nor is any part of it subject to an environmental designation. There are significant lines of trees and hedgerows on the lands which are identified in the LAP for protection. The Local Area Plan has the benefit of good access to bus and train links serving Malahide, the city centre and further afield. Malahide Castle Demesne is located opposite the LAP lands on Back Road.

The Local Area Plan adopts a sensitive approach to development that will conserve, retain and enhance notable aspects of the natural environment. Great care has been taken to preserve and highlight the existing features of note within the lands while allowing for the growth of a new residential community at Broomfield.

Key Principles of the Local Area Plan

Establishment of Distinctive Character Areas

The design guidance within the Local Area Plan has been set down through the means of designating Character Areas, which respect the individual character of their immediate environs. There are three individual Character Areas identified, as follows:

- The Northern Area
- The Southern Area

- The Consolidation Area

The sub-division of the overall Local Area Plan allows for the urban design, landscape guidance and access and movement strategies to be tailored to the characteristics of each individual area.

Number of New Residential Units

The RS1 zoning on the northern part of the LAP lands indicates a gross density of 10 units per hectare. There is no density set out in the Development Plan for the southern portion. A density of 20 units per hectare is considered appropriate for this area, having regard to the character of nearby development. The LAP lands could therefore potentially accommodate 380 units in total.

Access to Sustainable Modes of Transport

The Local Area Plan is well placed to provide good access to sustainable modes of public transport, including bus routes running along the Malahide Road and The Hill and the nearby DART station at Malahide. The Local Area Plan provides for the establishment of new pedestrian and cycle routes and the upgrading of existing footpaths in order to provide both north-south and east-west connections.

Retention of Architectural and Natural Heritage

Malahide Demesne is a designated Architectural Conservation Area and Area of Sensitive Landscape. New development in the Local Area Plan will be designed so as to be sympathetic to the character and setting of the Architectural Conservation Area.

Archaeological Heritage

An archaeological assessment has been carried out and does not indicate the presence of archaeological features. However there are a number of Recorded Monuments located a short distance from the LAP lands. Archaeological monitoring will therefore be required at planning and construction stages.

Roads Improvement Works

As part of the development occurring within the Local Area Plan upgrading works will occur on Kinsealy Lane and Back Road. Pedestrian movement will also be facilitated along Kinsealy Lane by the provision of a new section of footpath. Pedestrian facilities at the road over the rail bridge on Back Road will be upgraded.

Existing Residential Amenity

It is a major objective of this Local Area Plan to secure the protection of the residential amenity of existing dwellings in the area.

SUDS Strategy

Sustainable urban drainage systems will be provided as a means of managing surface water drainage. A buffer zone will be provided along the Sluice Stream at the south of the LAP.

Phasing Arrangements

Phasing of the development is related to the need for adequate infrastructure and services to be in place. The improved pedestrian facility at the railway bridge on Back Road shall be implemented in the first phase of development.

Amenities and Facilities

Class 2 public open space is to be provided within the Local Area Plan. The adjacent Malahide Demesne will provide Class 1 public open space for the LAP. Financial contributions will be accepted in lieu of the provision of Class 1 public open space within the LAP. A neighbourhood centre is proposed as part of the LAP, which will be prioritised as part of the phasing process.

1.0 VISION STATEMENT

The vision for the LAP lands is to create a sustainable residential community with a character appropriate to its unique location. The design concept is derived from the existing natural features, in particular the mature trees and landscape elements. The LAP lands also benefit from proximity to Malahide Demesne, the amenity value of which can be maximised through the provision of safe pedestrian and cycle connections to and from the LAP lands.

A sustainable mix of residential densities and house types shall be provided in order to create a series of distinct character areas and public open spaces defined by existing natural landscape features. These areas shall be linked by pedestrian and cycle routes which will connect the subject lands to adjoining areas, local schools and services, Malahide Demesne and Village.

2.0 INTRODUCTION

2.1 Location of LAP lands

The Broomfield Local Area Plan concerns an area of 30.7 hectares located south of Malahide Demesne and west of the Dublin – Belfast railway line. Its location is shown on *Map No. 1 - Location Map* and *Map 2 - Site Map*. The northern boundary of the lands adjoin Back Road and the lands will be accessed via both Back Road and Kinsealy Lane.

2.2 Pre-Draft Public Consultation, Strategic Environmental Assessment Screening, Appropriate Assessment Screening

Pre-draft public consultation was undertaken between 19th September 2007 and 31st October 2007. A number of submissions were received and these are included in Appendix 1. Regard was had in the drafting of this Local Area Plan to the submissions received.

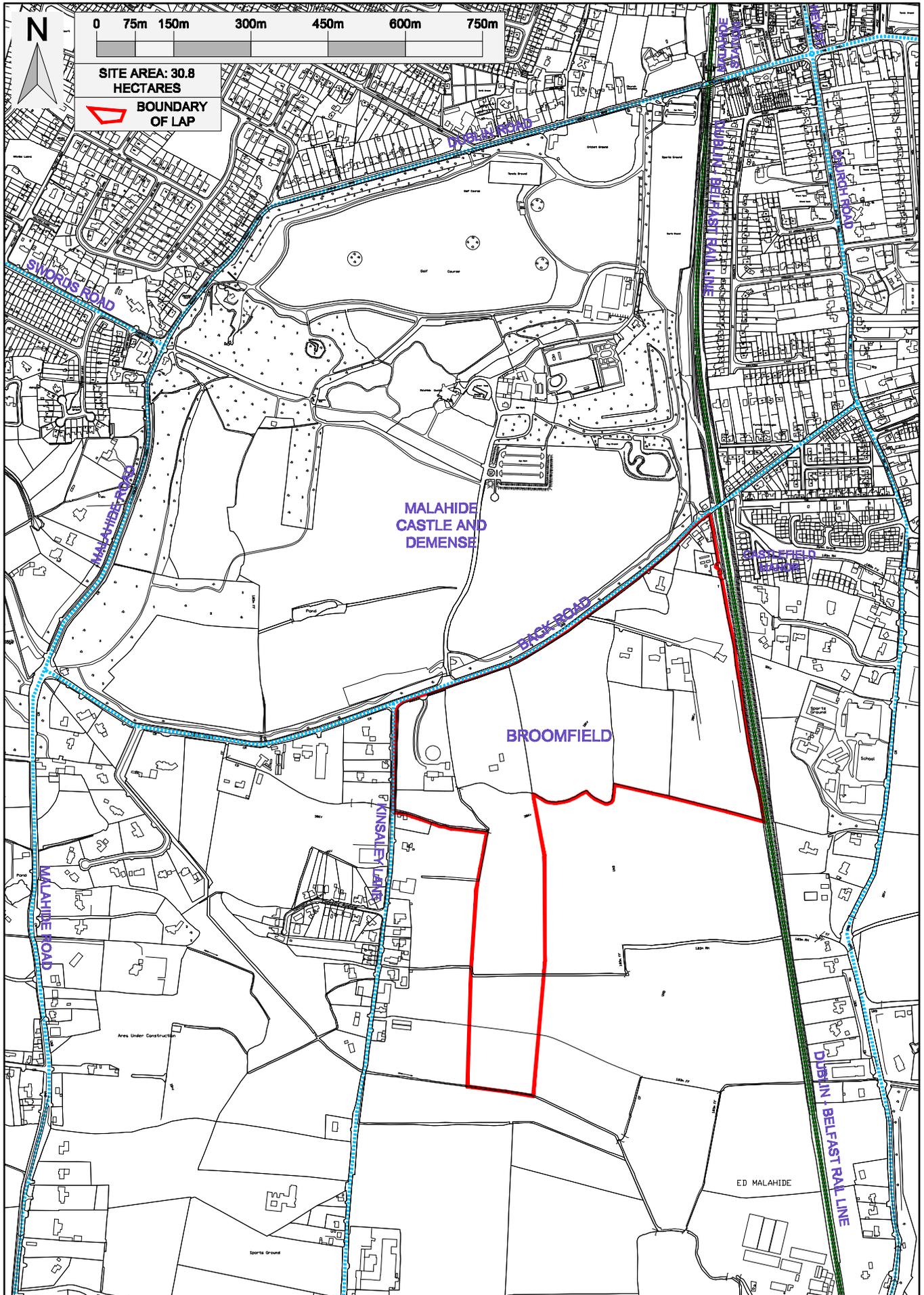
Strategic Environmental Assessment (SEA) screening, pursuant to the Planning and Development (Strategic Environmental Assessment) Regulations 2004 has been undertaken. The assessment concluded that SEA is not required in respect of the Broomfield Local Area Plan. A copy of the SEA Screening Report is attached as Appendix 2.

Appropriate Assessment (AA) screening in accordance with Article 6 of the EU Habitats Directive (92/43/EEC) has been undertaken. The assessment concluded that AA is not required in respect of the Broomfield Local Area Plan. A copy of the AA Screening Report is attached as Appendix 3.

The Department of Environment, Heritage and Local Government, the Department of Communications, Energy and Natural Resources and the Environmental Protection Agency were contacted during Strategic Environmental Assessment Screening and Appropriate Assessment Screening. Comments received have been incorporated into the Local Area Plan.

This LAP shall remain in force for a period of six years from the date of adoption.

Map 2 Site Map



3.0 PLANNING CONTEXT

3.1 National Planning policy

The National Spatial Strategy (2002 - 2020)

The National Spatial Strategy (NSS) is a twenty year planning framework designed to deliver more balanced social, economic and physical development between regions in Ireland. It provides a national framework and policy guidance for the implementation of regional, county and city plans. In order to drive development in the eight regions in Ireland the NSS proposes that areas of sufficient scale and critical mass will be built up through a network of 'gateways', 'hubs, and 'development centres'.

The concept of balanced regional development is central to the NSS. One of the broad aims of the document is to sustain Dublin's central role in the economy. In relation to the Greater Dublin Area, within which Broomfield is located, the strategy notes that in order for balanced regional development, the performance of the Greater Dublin Area should be built upon and physically consolidated. The NSS also seeks the effective integration of land use and transportation policy within the spatial structure of the Greater Dublin Area.

National Heritage Plan (2002)

The National Heritage Plan sets out the framework for the protection and enhancement of all aspects of Ireland's heritage which includes its natural heritage. One of the key concepts underlying this plan is '*placing heritage at the heart of public life*'. The plan sets a framework within which priority actions can be taken for the benefit of heritage.

Transport 21 (2006)

Transport 21 is a transport capital investment framework for the period 2006 – 2015. Its primary aim is to address the twin challenges of past investment backlogs and continuing growth in transport demand.

The projects and programmes that make up Transport 21 will aim to:

- Increase accessibility;
- Ensure sustainability;
- Expand capacity;
- Increase use, and
- Enhance quality.

Transport 21 has helped, or is helping, to fund several projects in the vicinity of Broomfield, such as the M1 and M50 motorway upgrade works and investment in bus and rail based public transport in the Greater Dublin Area.

As part of Transport 21, the **Metro North** line has been identified for funding, with the new line scheduled for completion by 2013. Using underground, surface and elevated tracks, Metro North will operate from St. Stephen's Green, via Dublin Airport, to Belinstown, north of Swords. An estimated 35 million passengers a year will travel on this service, with trains every four minutes, increasing to every two minutes as the demand builds. The journey time from Bellinstown to St. Stephen's Green will be 30 minutes. The nearest Metro stop to the Broomfield lands is approx. 6.7 km away at Fosterstown.

Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities (2008).

The Guidelines set down standards for delivering appropriately designed residential development. With relevance to the Local Area Plan, the document continues to reinforce the view on retaining the open character of certain lands, but where these are to be redeveloped, concentrating increased densities in appropriate selected locations.

Urban Design Manual – A Best Practice Guide (February 2008)

This Manual is a companion document to Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities. The Guidelines fit with and cross-reference this Urban Design Manual in such a way that the user can easily visualise the desired outcomes and study potential solutions based on best practice experiences here in Ireland and across Europe. The two documents are intended to be read together with one complementing the other.

Delivering Homes, Sustaining Communities and Quality Housing for Sustainable Communities (2007)

'Delivering Homes, Sustaining Communities' was launched in February 2007. It sets out a range of actions aimed primarily at building sustainable communities and responding effectively to housing need as well as more effective delivery of housing programmes. The Guidelines identify the principles and criteria that are important in the design of housing. They highlight specific design features, requirements and standards that are particularly relevant to the Broomfield area.

'Quality Housing for Sustainable Communities' (2007) assists in the implementation of the

policies set out in the above document. The document makes practical recommendations on more specific design issues, such as the layout and orientation of new homes through to detailed design elements, such as electricity socket provision in new residential developments.

Architectural Heritage Protection Guidelines for Planning Authorities (2004)

The Guidelines set out the requirements and procedures for planning authorities to establish and maintain a Record of Protected Structures, and to designate Architectural Conservation Areas. General best practice conservation principles are outlined, along with various criteria and development control standards in respect of projected structures. A number of key principles are explained, including the determination of the extent of 'curtilage' and 'attendant grounds'. Guidance is provided on how the application of building, fire and access regulations may be balanced with the desire and need to conserve historic buildings and their fabric.

Planning System and Flood Risk Management (2008)

The Flood Risk Management Guidelines require the planning system at national, regional and local levels to:

- 1) Avoid development in areas at risk of flooding by not permitting development in flood risk areas, particularly floodplains, unless there are fully justified wider sustainability grounds for appropriate development and unless the flood risk can be managed to an acceptable level without increasing flood risk elsewhere and where possible, reducing flood risk overall;
- 2) Adopt a sequential approach to flood risk management based on avoidance, reduction and then mitigation of flood risk as the overall framework for assessing the location of new development in the development planning processes; and,
- 3) Incorporate flood risk assessment into the process of decision making on planning applications and planning appeals.

The guidelines support the use of flood risk assessments and management and the use of Sustainable Urban Drainage Systems (SUDS) within development, in order to assess, minimise and mitigate against flooding.

Childcare Facilities Guidelines for Planning Authorities (2001)

The Childcare Facilities Guidelines provide a framework to guide local authorities in the formulation of development plan policy and also to guide developers and their designers in developing proposals for childcare facilities.

3.2 Regional Planning Guidance

Regional Planning Guidelines for the Greater Dublin Area (2004- 2016)

The Regional Planning Guidelines provide the statutory framework for the future development of the Greater Dublin Area. The overall strategy divides the Greater Dublin Area into a 'Metropolitan' and a 'Hinterland' area. Malahide is located within the Metropolitan area. The current population of Malahide is 14,937 (CSO, 2006), which confers a status of Moderate Growth Town (i.e. towns having a population of 10,000-20,000).

Broomfield is located within the Metropolitan Area as defined in the Regional Planning Guidelines. The Strategy for the Metropolitan Area is to consolidate development and increase densities within it. This objective is tempered by a need to respect the established context and type of the built/urban form. Any new development in the Broomfield LAP area will require the delivery of a well designed residential environment which respects the existing built environment.

3.3 Local Planning Guidance

Fingal Development Plan (2005 -2011)

The existing zoning of the lands are illustrated on *Map 3 - Fingal Development Plan Extract*.

The land within the Local Area Plan area is zoned objective RS1 in the Fingal Development Plan 2005 – 2011, the stated objective of which is:

'To provide for new residential communities in accordance with approved local area plans and subject to the provision of the necessary social and physical infrastructure.' (Table 4.12 Fingal Development Plan).

The Council's stated vision, allied to this objective, set out in Table 4.12 of the Development Plan, is as follows:

'to ensure the provision of high quality new residential environments with good layouts and design, with adequate public transport and cycle links and within walking distance of community facilities; to provide an appropriate mix of houses sizes, types and tenures in order to meet household needs and to promote balanced communities.'

There is a Specific Objective for the northern part of the Local Area Plan area:

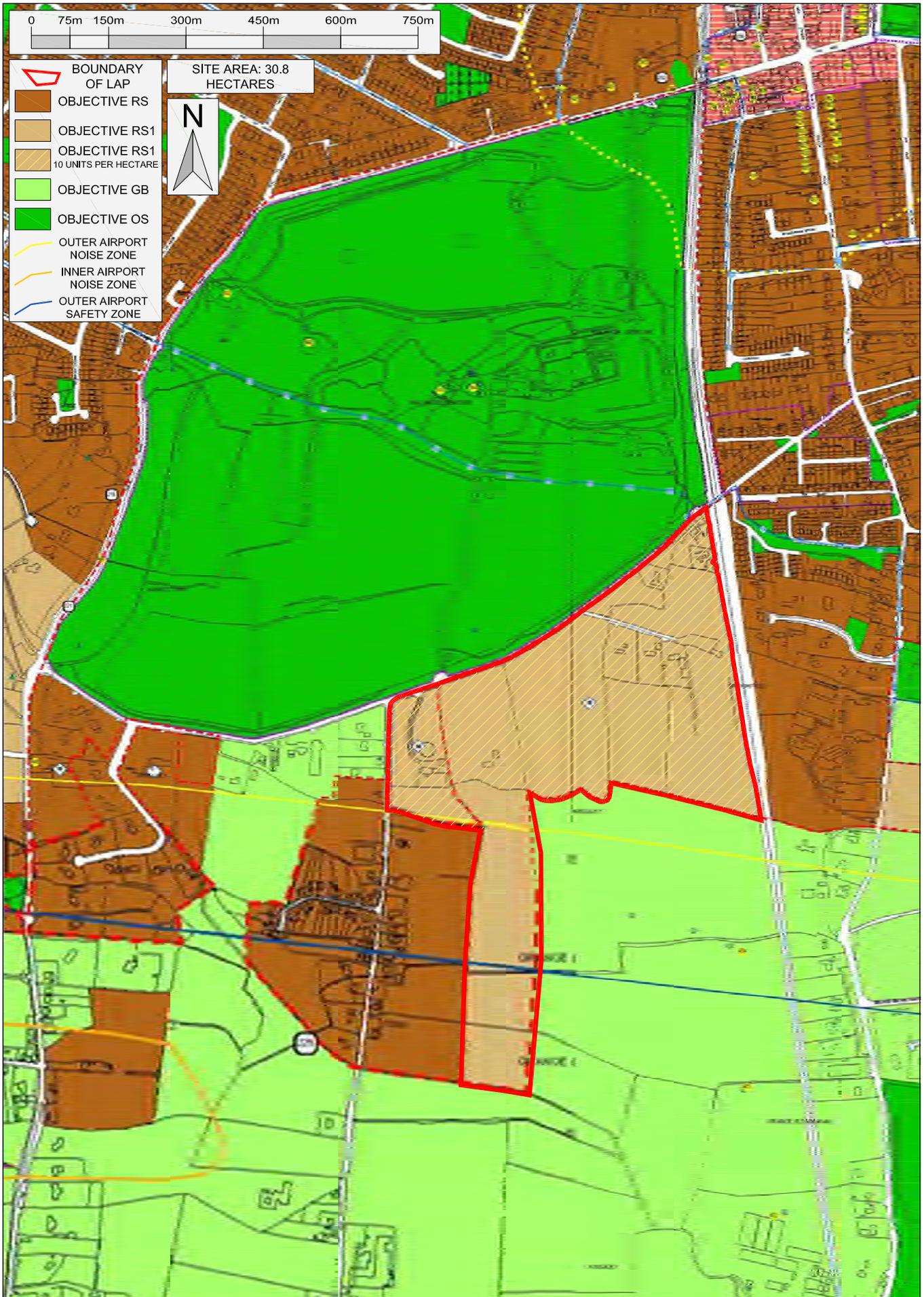
'To provide for residential development at a residential density of 10 dwellings per hectare.'

The southern part of the Local Area Plan area is within the Airport's Outer Noise Zone and within the Outer Public Safety Zone. Policy DAP 11 seeks to:

'Strictly control inappropriate development and to require noise insulation where appropriate within the Outer Noise Zone.'

In this Outer Public Safety Zone, development is restricted to 60 persons per half acre. This would equate to 297 persons per hectare. Assuming a conservative occupancy of 3.5 persons per house this would give rise to a density of 84 houses per hectare (34 per acre: 17 per half acre). A density of 20 houses per hectare is proposed for this area which is well within the allowable limit.

Map 3 Fingal Development Plan Extract



4.0 LOCATION AND PHYSICAL CONTEXT

4.1 Location and Physical Context

Broomfield is located south west of Malahide, approximately 2 km from the town centre. The Local Area Plan relates to 30.8 hectares, which includes a number of existing low density residences. The remainder of the area is in agricultural use.

The area is bounded to the north by Back Road which adjoins the southern boundary of Malahide Demesne. The railway line cuts along the eastern boundary of the area. To the west lies the existing developed area at Kinsealy Lane with the area between this and the Local Area Plan area zoned for residential use but as yet undeveloped.

Malahide Castle is located north of the Local Area Plan area. The Castle lands are well screened from the adjoining Back Road by mature broadleaf trees. (See *Map 2 – Site Map* for locational context of the lands)

4.2 Landscape and Visual Analysis

Broomfield has a mixed agricultural and residential land use pattern and is located on the urban fringe of Malahide. It is critical that specific elements which contribute to the character of the Broomfield area are identified so that these can be retained to ensure that the distinctive sense of place is not lost.

Any new development on the LAP lands shall include accessible open space which will add to the public amenity resource of the area by creating a visually appealing element in the landscape and protecting and enhancing existing features including the existing mature oak trees and views southwards over the adjacent agricultural lands.

Important tree lines such as the ash trees along Back Road and the line of mature oaks and chestnuts to the centre of the site should be retained and incorporated into any proposed development. Existing mature trees will be protected during development and will, where possible, be incorporated into the design of open spaces.

Cutting and removal of vegetation should take place in the period September to March, outside the main breeding period for birds.

A programme of landscaping will be undertaken as part of the development of the LAP lands. Native tree species and existing hedgerows, which provide benefit to invertebrates and birds, should be used so as to enhance the ecological value of the site.

A site specific SUDS system will be devised to prevent any potential impact on the groundwater of the site and impact on the Sluice River and ultimately the Baldoyle Estuary into which it discharges.

The landscape character of the area will change from predominantly agricultural to primarily residential and it is considered that the overall LAP lands, in visual and landscape terms, can accommodate development. However, any negative impacts can be mitigated to a degree by retaining elements of the landscape which give it uniqueness and through the sensitive design and layout of all new development within the LAP lands.

4.3 Trees and Hedgerows to be Retained

There are a number of trees and hedgerow stands which are of significance and which should be retained (See *Map IX – Opportunities and Constraints*). Attractive landscaped boundaries to existing dwellings are also a feature and these should be enhanced where possible. The trees and hedgerows have also been subject to a baseline study by *'Moore Group, Archaeological and Environmental Services Ltd'*.

It is important in retaining trees and hedgerows that they fulfil a useful function in the newly developed area. They should be used to frame open space or as a focus for green pedestrian routes.

4.4 Architectural and Cultural Heritage

The lands do not carry any particular environmental designation. They do not form part of any proposed Natural Heritage Area, Special Area of Conservation or Special Protection Area. There are no Protected Structures, Recorded Monuments or Zones of Archaeological Importance located on the lands. There are a number of Recorded Monuments located a short distance from the LAP lands. Therefore, archaeological monitoring within the LAP lands will be required at the planning application and constructions stages. Groundworks must be monitored by a qualified archaeologist and provision must be made for the full recording and excavation of any archaeological features or deposits that come to light.

It is notable that Malahide Castle Demesne is a designated Architectural Conservation Area and Area of Sensitive Landscape. The Demesne contains a number of protected structures, recorded monuments and protected trees. The Fingal Development Plan requires (Section 8.2) that any new development is not detrimental to the character of setting of the ACA. Any new development must therefore be sympathetic to the ACA.

4.5 Transportation and Accessibility

A Traffic Impact Assessment (TIA) has been carried out by Moylan Consulting Engineers to assess the combined impact of development of the Broomfield LAP along with other anticipated developments in the area.

The junction capacity of ten junctions at locations relevant to the Local Area Plan were assessed using traffic modelling techniques appropriate to each type of junction.

Road network improvements envisaged by Fingal County Council include proposed traffic signals at the three junctions on Back Road, namely Dublin Road/Back Road, Back Road/Kinsealy Lane and The Hill/Back Road. The provision of right turn lanes will further improve the capacity of these junctions.

In addition, a signal controlled shuttle traffic flow at the Railway Bridge is proposed on a temporary basis along with the provision of a footpath on one side of the bridge to improve pedestrian access to the Community School located on The Hill. A permanent two way traffic solution is proposed on the bridge along with a separate pedestrian walk way. Further detail on the proposed improvement of pedestrian movement at the Railway Bridge is given in Section 7.0.

The Dublin Road/Baskin Lane and Dublin Road/Chapel Road junctions have been proposed to be controlled by linked signals as part of the Kinsealy Local Area Plan. These proposals, when implemented, will improve the performance of these junctions.

In terms of pedestrian facilities continuous footpaths are required on both sides of the road along Kinsealy Lane and Back Road. In addition pedestrian/cyclist routes through the LAP lands to the school on The Hill as well as the pedestrian/cyclist routes through the Demesne to the Dart Station at Malahide to supplement the proposed east west link are contained in the Fingal Development Plan.

The current bus service to the area is good. The number 42 service operates 45 buses to Dublin and 42 buses from Dublin each weekday. During the two hour morning peak from 0700 to 0900 there are 6 buses to Dublin (one approximately every 20 minutes). In the evening peak from 1700 to 1900 there are 6 buses from Dublin (one approximately every 20 minutes). The No. 102 service operates between Sutton DART Station to Dublin Airport via Malahide 32 buses Monday to Saturday. The service also runs from Dublin airport to Malahide/Seabury and beyond 39 times Monday to Saturday, 35 of these buses continue on to Sutton DART Station

There are 98 train services each weekday in both directions with 7 trains in the two hour morning peak from 0700 to 0900 and also in the evening peak from 1700 to 1900.

4.6 Local Service Provision

4.6.1 Social Infrastructure

The LAP lands are situated in a prime location in terms of available social infrastructure.

In the immediate catchment area the following level of services are present:

Service/ Facility	Number
Sports Grounds and Clubs	26
Educational	11
Libraries	1
Significant Public Open Spaces	3
Community Infrastructure	17
Churches and Cemeteries	6
Commercial and Retail Facilities/ Centres	9

There is, therefore, a wide range of social infrastructure available to future residents of the LAP area.

The introduction of a new residential community will help to reinforce the integrity and vitality of the local community in the area and protect the viability of existing and future community services in Malahide.

4.6.2 Recreation, Amenity and Open Space Provision

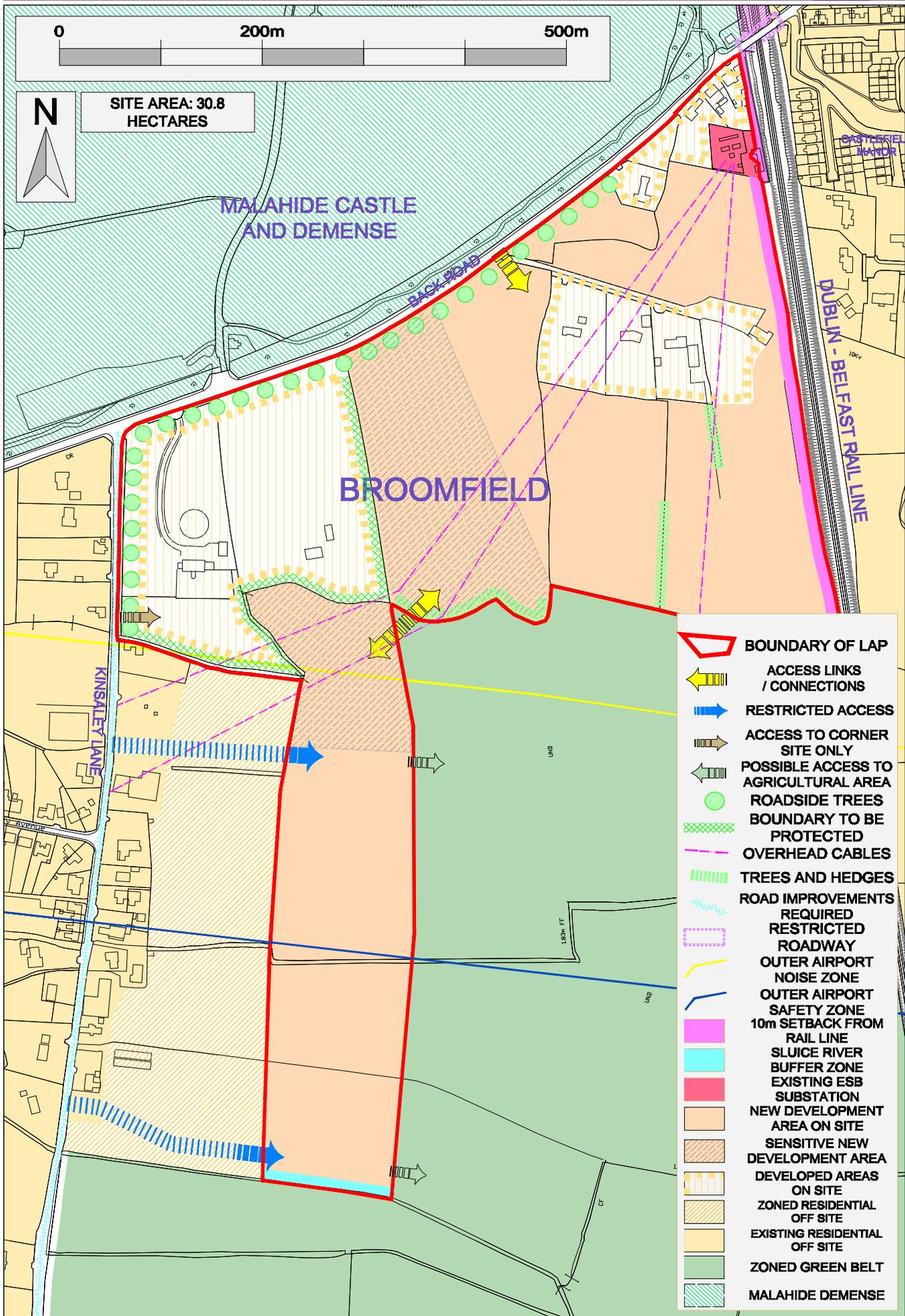
Malahide Castle and Demesne, located opposite the LAP area provides approximately 109 hectares of recreational open space, including formal sporting facilities, playgrounds, walking routes and informal green spaces. There is also a significant amount of sporting facilities within the Malahide and Portmarnock areas, including golf courses, GAA clubs, leisure centres and gyms and Malahide Estuary itself provides the location for water-based activities including sailing, canoeing and windsurfing.

4.7 Key Opportunities and Constraints

The principal opportunities and constraints relating to the development of the LAP lands are shown on *Map 4 - Opportunities and Constraints*. These are as follows:

- New development will be required to respect the residential amenity of existing dwellings. The design of housing layouts will be required to have regard to existing strong hedgerow lines and mature trees.
- The rural character of Back Road and Kinsealey Lane shall be protected.
- Provision shall be made for the Hazelbrook Stream at the southern end of the LAP lands and a buffer zone applied to any development within this area.
- Access arrangements for the site must have regard to the existing traffic and safety characteristics of Back Road and Kinsealey Lane.
- ESB Cables shall be either diverted or placed underground.
- Visual impact of development on the northern, southern and western boundaries of the lands shall be sensitively considered.
- Any new development within the LAP lands, particularly along Back Road, shall be sensitively designed to respect Malahide Castle / Demesne.
- A 10m wide buffer zone shall be provided along the length of the railway line.

Map 4 Opportunities and Constraints



5.0 DEVELOPMENT PRINCIPLES

5.1 Land Use

Malahide Demesne, a large public park, lies opposite the LAP lands. The area is bounded to the east by the Dublin – Belfast railway line, Malahide Community School and a developed residential area. To the west there is an existing nucleus of mature residential development along both sides of Kinsealy Lane.

There are a number of existing dwellings on large sites in the north-western part of the LAP area. Consultations have been held with the owners of these dwellings or their representatives.

At the eastern end of the LAP area lie the former rugby grounds and pavilion of Malahide Rugby Club and three unoccupied houses, which are included within the development area of the LAP.

An ESB transformer station lies at the north east corner of the area and the area is traversed by a number of power lines leading to this station.

Lands to the south of the LAP area are primarily in agricultural use, with the lands between the LAP and Kinsealey Lane zoned for residential development.

The existing land uses are shown on *Map 5 - Existing Land Uses*.

5.2 Character Areas

The topography of the entire Local Area Plan area is similar, and on this basis, no natural divisions occur. Nevertheless, our analysis of the Broomfield Local Area Plan indicates that the area falls into three identifiable Character Areas, shown on *Map 6 - Character Areas*.

5.2.1 The Northern Area

The Northern Area contains the maximum interface with existing dwellings, the residential amenity of which must be safeguarded. It also contains the main tree and hedgerow landscape features which should be preserved and enhanced in any development of the area. Only one vehicular access will be permitted from Back Road to serve the requirements of this northern area. The visual impact of development close to any boundaries with Back Road and the agricultural land to the south shall be carefully considered in any planning applications.

The northern area of the LAP will contain a neighbourhood facility and bus terminus, both of which will be prioritised as part of the phasing process.

5.2.2 The Southern Area

This area lies between an area to the west zoned for residential development (currently undeveloped) and agricultural land to the east. The interface between the LAP lands and the adjoining areas to the east, west and south shall be carefully considered and any development on these lands shall be sensitively integrated with the northern area, ensuring the protection of existing residential property. At the southern end of the LAP lands, a buffer of 15m will be provided in the interests of ecology and to ensure the protection of the Hazelbrook Stream. All development in the vicinity of the Hazelbrook Stream will be required to carry out a flood impact assessment and have full regard to the findings of the Fingal East Meath Flood Risk Assessment and Management Study (FEM-FRAMS) and comply with the planning system and Flood Risk Management Guidelines (November 2009)

The southern area LAP lands will be primarily accessed from back road through the northern area lands. Provision shall be made for good connectivity throughout the development area for pedestrians and cyclists, so that one could travel easily from Kinsealy Lane to Back Road on foot or by bicycle. A managed vehicular connection (i.e. incorporating significant traffic calming features within the design) will also link the northern and southern LAP lands. Direct access from Kinsealy Lane to the southern LAP lands will be restricted to cyclist pedestrians, emergency vehicles and farm vehicles where the latter require direct access through the LAP lands to the agricultural lands to the east.

5.2.3 The Consolidation Area

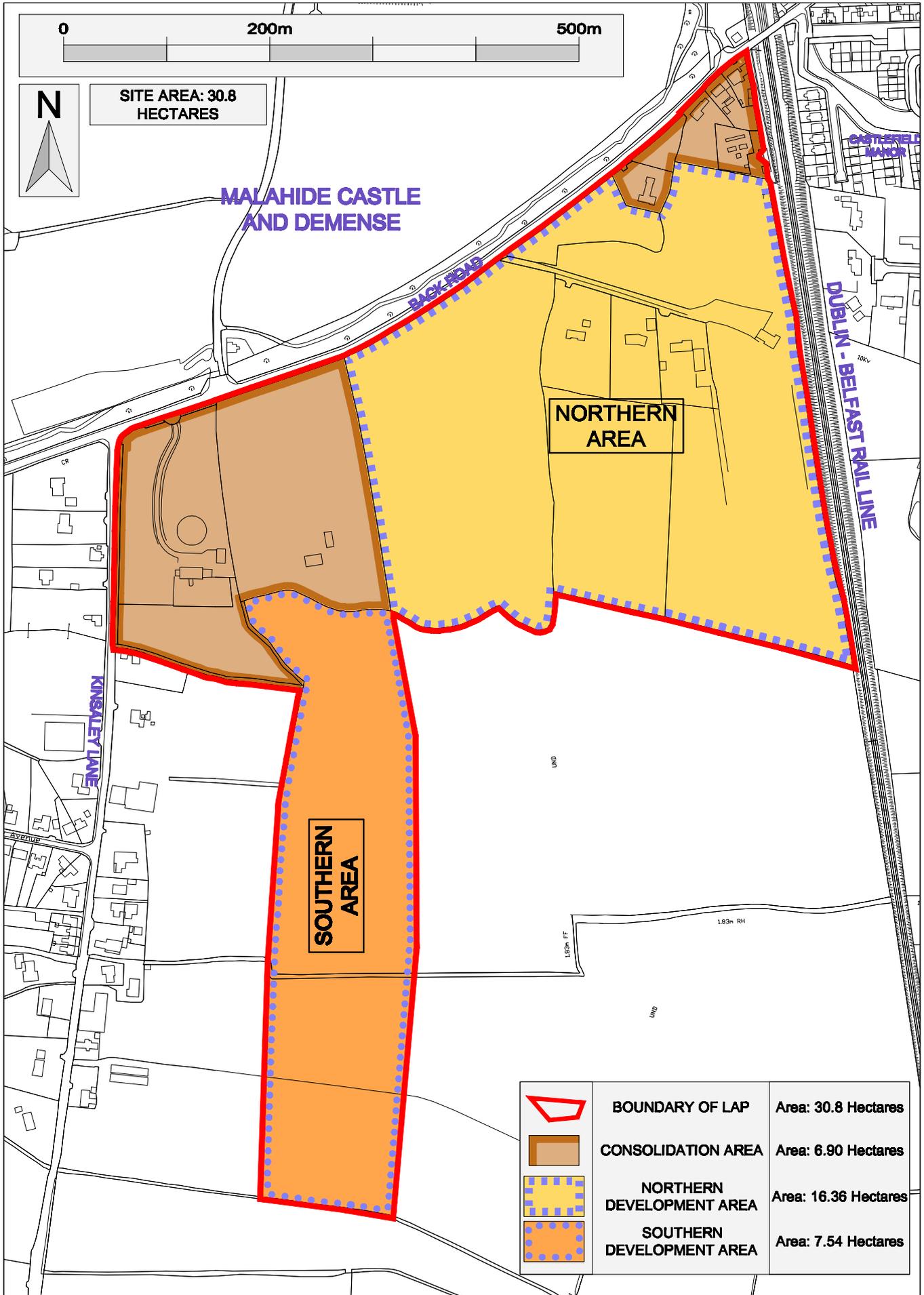
The Consolidation Area represents lands which are presently occupied by existing dwellings. There are two areas covered by this designation. The larger area is located at the western end of the Local Area Plan area with frontages onto Back Road and Kinsealy Lane. The smaller area, at the eastern end of the Local Area Plan area fronts onto Back Road.

In the Consolidation Areas, individual residences will be permitted to undertake infill development or re-development, subject to a maximum density of 10 units per hectare and subject to the following considerations:

- (i) The maximum density on these sites shall not exceed 10 units per hectare gross (including on a pro-rata basis for sites of less than 1 hectare);
- (ii) The residential amenity of existing residential dwellings must be protected where these dwellings are being retained;

- (iii) Normal planning considerations and Development Plan standards will apply, such as, inter alia, requirements for parking, private open space, minimum design standards and servicing, etc;
- (iv) It must be demonstrated that the sites can be accessed safely and to the satisfaction of the Transportation Department of Fingal County Council. Any new access points will be subject to the approval of the Transportation and Planning Departments of Fingal County Council;
- (v) Any new development in this area shall pay special regard to the Malahide Castle / Demesne entrance, which is located opposite the Consolidation Area in the north-western corner of the LAP lands. No development will be permitted which will impact negatively on the existing entrance to Malahide Castle / Demesne and visual amenity of this area.

Map 6 Character Areas



6.0 RESIDENTIAL DENSITY AND QUANTUM

6.1 Residential Density

The permitted residential density in the Local Area Plan is restricted by a Specific Objective in the Fingal Development Plan to 10 units per hectare. This density applies to the Northern Character Area and the Consolidation Area and outlines the maximum quantum of development (residential yield) in this area.

It is considered that an overall density of 20 dwellings per hectare is an appropriate density for the Southern Character Area. This accords with density standards in adjacent residential areas.

6.2 Residential Quantum

6.2.1 Consolidation Area

The consolidation area measures 6.9 hectares, with 8 established residences. This area has a maximum residential yield of 69 units (see Table 6.1 below).

Table 6.1 RESIDENTIAL QUANTUM OF CONSOLIDATION AREA

Total Area	Established Residences	Maximum Number of New Units
6.9 hectares	8	69

6.2.2 New Development Areas

Table 6.2 below indicates that the new Development Areas have the capacity to accommodate up to a maximum of 313 units.

Table 6.2 RESIDENTIAL QUANTUM OF CHARACTER AREAS

Character Area	Land Area (Hectares)	Maximum Number of Units
The Northern Area	16.36	165
The Southern Area	7.54	146

The LAP lands could therefore potentially accommodate a maximum of 380 no. units in total.

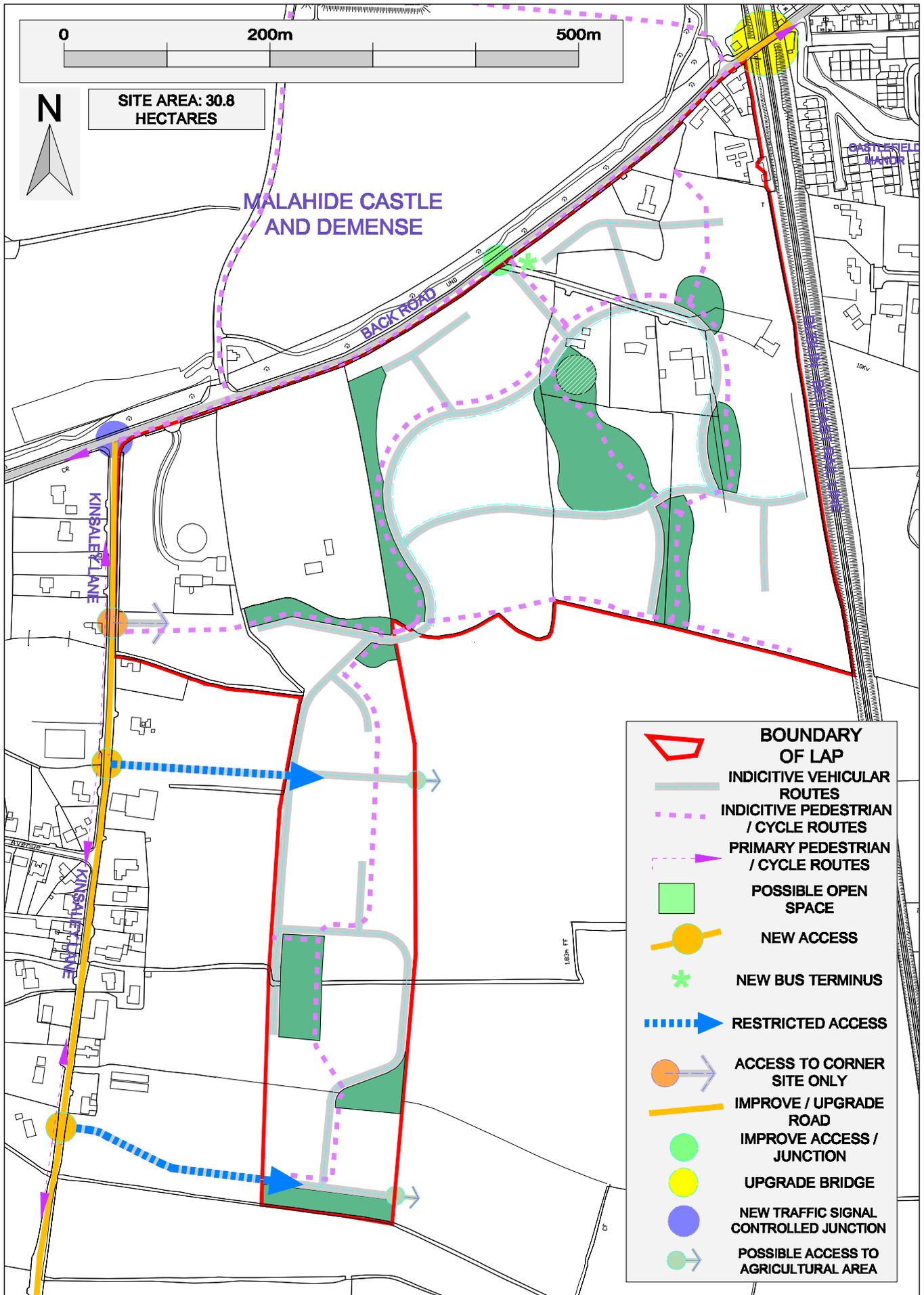
7.0 TRANSPORT AND MOVEMENT

7.1 Transport and Movement Objectives

The following table outlines specific objectives for transport and movement and should be read in tandem with *Map 7 – Indicative Movement Strategy*.

NO.	TRANSPORT AND MOVEMENT OBJECTIVES
TM1	Provision of signal controls and a right turning lane at the R107 Dublin to Back Road Junction, complete with pedestrian facilities.
TM2	The installation of Traffic Signals at the Back Road / Kinsealy Lane Junction complete with pedestrian facilities.
TM3	The upgrading of pedestrian facilities at the road over rail bridge on Back Road. A signal controlled shuttle system is proposed as a temporary measure to free up road space for the provision of a safe footway across the bridge, pending provision of a two way traffic solution with separate pedestrian walkway.
TM4	Provision of signal controls at the Back Road / The Hill if and when warranted by traffic volumes in the future and no later than completion of Phase I of development
TM5	Provision of pedestrian facilities along Kinsealy Lane. It is an objective to extend the existing footpath on the west side of Kinsealy Lane to Kinsealy Village, linking to the Kinsealy LAP, and to provide a footpath for a distance of approximately 730 m south of Back Road on the east side of Kinsealy Lane.
TM6	Provision of a pedestrian and cyclist link north of the LAP lands through the east side of Malahide Demesne linking to Malahide Dart Station.
TM7	Provision of an east west pedestrian cyclist link from Back Road to the R107 Dublin Road in accordance the objectives of the Fingal County Council Development Plan 2005 to 2011.
TM8	Explore the possibility of providing a direct pedestrian cyclist link across the railway track linking the LAP lands to An Pobal Scoil Iosa Community School at the R124, The Hill.
TM9	Provision of enhanced passenger facilities at the Dublin Bus stops located at the junction between R107 Dublin Road and Back Road. The improvements are to include a passenger refuge area complete with Kassel Kerbs and a cantilever bus shelter on the southbound side.
TM10	New vehicular access onto Back Road to serve LAP lands.
TM11	Restricted access from Kinsealy Lane for cyclists, pedestrians, emergency and agricultural vehicles.
TM12	New access off Kinsealy Lane to serve corner site of Consolidation Area.
TM13	Internal vehicular routes are to be designed for a speed limit of 30 kph and to be traffic calmed to ensure that traffic speed is restrained.
TM14	Circulation routes are to be provided to ensure appropriate connectivity for vehicular, cyclist and pedestrian traffic within the LAP lands and to adjoining developments and existing roads.

Map 7 Indicative Movement Strategy



7.2 Transportation Context

The LAP lands are located less than 2 km south of Malahide, Co. Dublin. The local road network of third class roads form links between the three regional roads in the area:

- R107 – Malahide Road – Dublin City to Malahide
- R124 – Malahide to Drumnigh
- R106 – Swords to Sutton via Malahide and Portmarnock

Dublin Bus has routes along the R106, R107 and the north half of the R124. The R107 is the best served of these regional roads with buses linking Dublin City to Malahide along the Malahide Quality Bus Corridor.

The lands are also located between both the Portmarnock DART Station (to the southeast) and Malahide DART Station (to the north east).

7.3 Public Transport

7.3.1 Bus Services

The area is served by the no. 42 bus service operating between Malahide and the City Centre. The no. 42 bus stop on the Dublin Road is located approximately 1.1 km west of the site. There are currently 87 bus services per day Monday to Friday in both directions with a somewhat reduced service on the weekends.

In addition to the bus routes into the city, Malahide is also served by the no. 102 bus which links Malahide with Swords and Dublin Airport. There are currently 71 bus services per day in both directions, with a somewhat reduced service at weekends.

7.3.2 Rail Services

The LAP area is served by two Dart stations as follows:-

Malahide	Approx 1.6 km north from the subject lands, along Back Road to The Hill and Church Road via Main Street.
Portmarnock	Approx 2.5 km south from the subject lands

The timetable of existing Iarnrod Éireann train services which serve Malahide and Portmarnock stations provides for a total of 98 trains per day Monday to Friday in both directions with a somewhat reduced service at weekends.

7.4 Pedestrian and Cycle Routes

The area is currently poorly served by pedestrian and cyclist routes. Footpaths generally tend to be narrow, less than 1.5m, and are not continuous at several locations. As part of the overall development of the LAP lands, a general upgrade of the footpaths in the area will be required.

The provision of a safe route to schools in the area is a key requirement of the LAP. The Broomfield LAP makes provision for improved crossing of the railway line at Back Road allowing for easier access to existing educational and recreational facilities in the area. The following options have been considered to improve pedestrian facilities at this location:

Provide a footpath across the northern side of the bridge and traffic signals to control uni-directional or shuttle traffic flow across the bridge.

Provide traffic signals to hold traffic while pedestrians cross the bridge in a longitudinal direction.

Provide a bridge widening scheme to allow for the introduction of a footpath.

Following a review of these options it was decided that given the constraints to development in the area and the level of pedestrian and traffic demand that Option 1 is the preferred option as a temporary measure. It is an objective of the LAP to provide a two way traffic system on the rail bridge with a separate pedestrian walk way to the south as soon as practicable.

It is an objective of the LAP that pedestrian facilities including traffic signals crossing the railway line will be carried out as part of the first phase of development of the LAP lands and will be in place before any houses within the Local Area Plan lands are occupied. A special contribution will be levied and contribution paid prior to the commencement of any development to provide the pedestrian walkway.

7.5 Surrounding Road Improvements

A Traffic Impact Assessment (TIA) has been prepared by Moylan Consulting Engineers to assess the impact of traffic that will be generated by the development of the Broomfield LAP lands.

The study assesses the combined impact of the following anticipated residential developments:

Broomfield LAP – 380 units

Kinsealy LAP – 170 units

Streamstown LAP – 179 units

Kinsealy Lane Development – 90 houses

Possible Other Developments and Infill – 100 units

A study area of ten junctions has been defined in the TIA and these junctions have been assessed for capacity for a future year of 2026. The operation of these junctions and the upgrading works that may be required in the future are described below.

R107 Malahide Road – Back Road Junction

Signalisation of the junction will be required. Some queuing expected on the southern and eastern arms of the junction. Right turn lanes if feasible on these arms will reduce these queues.

Back Road – Kinsealy Lane Junction

Signals will be required to improve safety and ensure effective operation of the junction. Minor queues expected on the western and southern arms of the junction.

R124 The Hill – Back Road Junction

Signalisation of the junction required. Queuing expected on the northern and western arms of the junction. Right turn lanes on these arms will reduce these queues.

R124 The Hill – Seamount Road Junction

The existing junction is signalised. Some queues expected on all arms in 2026 at the AM Peak only.

R124 The Hill – Blackwood Lane Junction

Some queues expected on the eastern and southern arms following signalisation. These will be alleviated by the provision of right turn lanes on these arms.

R124 – Chapel Road Junction

Junction expected to operate effectively, within capacity following signalisation.

Chapel Road – Kinsealy Lane Junction

Junction expected to continue to operate effectively, within capacity as a priority junction.

R107 Malahide Road – Chapel Road Junction

Significant peak hour queuing expected on all arms following signalisation. A right turn lane on Chapel Road will reduce queuing on this arm.

R107 Malahide Road – Baskin Lane Junction

Significant peak hour queuing expected on all arms following signalisation. A right turn lane on Baskin Lane will reduce queuing on this arm.

R107 Malahide Road – Feltrim Road – Myra Manor Junction

The existing signalised junction with pedestrian crossings on all four arms has right turn lanes on the two R107 arms of the junction. Queues may form during peak hours on the northern, southern and western arms of the junction. Provision of a right turn lane on Feltrim Road will help the operation of the junction.

The conclusion of the transport assessment is that at the time of completion of the development of the area, including the development of the Streamstown and Kinsealy LAP lands, a number of junctions will require improvements to cater for the combined impact of all the above developments. The TIA recommends a number of measures as follows:

- Signalisation of a number of junctions in the area.
- Provision of right turn lanes to increase capacity.
- Improvements to pedestrian and cycle facilities in the area.
- Provide footpath and signals to control shuttle traffic flow across the railway bridge on Back Road on a temporary basis pending provision of a two way traffic flow solution with separate pedestrian walkway.
- Implementation of a Green Transportation Strategy / Mobility Management Plan.

Through the combined effect of these measures there is considerable scope to reduce the dependence on private cars and improve connectivity between the new developments and existing urban centres.

The signalisation of junctions and the improvements proposed would provide for additional green time for pedestrian stages at locations where this may be required by pedestrian desire lines. This will improve pedestrian safety and enhance pedestrian facilities in the area.

Traffic management and road improvements will result in increased safety and provide enhanced facilities for all road users including pedestrians and cyclists. As such the package of road improvement measures proposed in the LAP will benefit pedestrians and cyclists and will contribute towards encouraging a shift towards these sustainable modes of travel, in particular to and from schools.

7.6 Internal Movements

The LAP lands will primarily be linked with the wider road network from Back Road. Secondary accesses from Kinsealy Lane to the LAP lands will be restricted to emergency vehicles only. Cyclist and pedestrians are the exceptions to this; there is a vehicular access into the Consolidation Area and agricultural vehicle access to lands east of the LAP lands.

Pedestrian and cyclist linkages as well as a link road vehicular access will be provided between the Northern and Southern Character Areas. This link road partly falls outside the LAP road. No

development of LAP lands shall take place until this road is provided.

Internal movement, vehicular, cyclist and pedestrian will be provided as indicated on *Map 7 - Indicative Movement Strategy*.

It is intended that the internal vehicular movements will be controlled with the introduction of appropriate traffic calming features including horizontal deflections, restricted road widths, speed tables at junctions and on pedestrian desire lines and selected surface variations. The target vehicular design speed within the residential areas will be 30 kph.

Road cross sections generally will be for a maximum carriageway width of 5.5 m with a 1.75 m grass verge and a footpath width of 1.8 m.

Particular attention will be paid to minimising the length of pedestrian routes and to ensure that pedestrian facilities are provided throughout the LAP lands linking the existing area with adjoining lands and Malahide Village.

It is an objective of this LAP to provide for an agricultural access to farm lands to the east of the southern Character Area to enable agricultural traffic access from Kinsealy Lane.

7.7 Car Parking

Car parking standards will be provided in accordance with the Fingal County Council Development Plan standards as follows:-

- Dwelling House - up to three spaces depending on dwelling size
- Apartment - up to two spaces per dwelling depending on design

7.8 Delivery of Road Improvements

Prior to the lodgement of any planning application in the new development areas, a detailed programme for the delivery of the roads improvements outlined in Section 7.1, Objectives nos. TM1 – TM14 shall be agreed with the Transportation Department of Fingal County Council. In particular the improved pedestrian facility at the railway bridge on back road and the local neighbourhood facilities including a bus terminus shall be provided by the Developer in the first phase of development. A special contribution will be levied and contribution paid prior to the commencement of any development to provide for the pedestrian walkway over the railway line.

8.0 OPEN SPACE

8.1 Open Space Objectives

The following table outlines specific objectives for open space provision, and should be read in tandem with *Map 8 - Open Space*.

NO.	OPEN SPACE OBJECTIVES
OS1	To ensure that areas of public open space are easily accessible by pedestrians and cyclists, including the nearby Malahide Demesne.
OS2	To ensure all areas of public open space have appropriate natural surveillance and are appropriately designed and landscaped in line with the standards set out in the Development Plan.
OS3	To ensure a private open space requirement for each house (exclusive of car parking area) in excess of the Development Plan requirement of 60 sq.m. to provide for an adequate level of residential amenity.
OS4	To permit the provision of a combination of private and semi-private spaces, depending on the layout proposed. This could be in the form of small private terraces for each dwelling opening directly onto a semi-private enclosed landscaped space solely for the use of the residents.
OS5	To require that all houses (terraced, semi-detached, detached) will have an area of private open space behind the building line in order to ensure privacy for occupiers.
OS6	To accept financial contributions in lieu of the provision of Class 1 Open Space.
OS7	To provide Class 2 Open Space at the Development Plan standard of 13 hectares per 10,000 persons.

8.2 Introduction

The site has a semi-rural character, being bounded to the south by Green Belt zoned agricultural lands and to the north by a significant area of Open Space in the form of Malahide Castle Demesne (see *Map 8 – Open Space*).

The open space strategy requires that access to a range of public open space shall be provided for the future occupiers of the Local Area Plan. The range of open space is divided into three levels, or types of open space, as follows:

(i) *Class 1 Open Space* comprises larger open spaces including playing pitches;

(ii) *Class 2 Open Space* consists of smaller, casual spaces suitable for younger children's play, informal kick-about and passive amenity; and

(iii) *Class 3 Open Space*, which is provided by residential gardens and 'informal' areas of open space, which would normally be smaller than those provided under Class 2, such as verges or areas adjacent to residential properties, but which are not privately owned.

8.3 Open Space Strategy

In general terms, the Council will require public open space provision to be in line with Development Plan Objective R09, which requires the following in relation to the treatment of residential open space:

- It is located where it is accessible to the maximum number of dwellings in the area;
- It is overlooked allowing for easy supervision and may not be to the rear or side of housing or other development;
- Parking is not permitted along the roadside frontage of open space;
- Landscape treatment reflects the use to which the area is put;
- Existing trees and hedgerows are incorporated into the design of housing layouts to the greatest extent possible, taking into consideration the most sustainable use of land;
- Existing rights-of-way are protected and not blocked by development and new rights of way are established within new developments; and
- Open spaces are designed in such a way as to minimise anti-social behaviour and criminal activity.

The Open Space Strategy is shown on *Map 8 – Open Space*.

8.4 Development Plan Open Space Requirements

Development Plan Policy OSP2 requires that open space provision should be at 2.5 hectares per 1000 population. This provision is sub-divided as indicated on the table below (extracted from the Fingal Development Plan).

Table 8.1 FINGAL DEVELOPMENT PLAN OPEN SPACE REQUIREMENTS

Urban Open Space Requirements (per 10,000 population)					
Class	Category	Recreational Use	Average Unit Size	Persons per Unit	Provision per 10,000 persons (minimum)
1	Neighbourhood Parks	Active and Passive	18 ha (44.5 ac)	10,000	20 ha (max.) (49.5 ac) 12 ha (min.) (30 ac)
2	Local Parks	Generally passive but allows for active pursuits	0.4 ha (1 ac)	-	13 ha (max.) (32ac) 5 ha (min.) (12.5 ac)
3	Environmental Open Space	Preservation of trees, visual relief and screen planting	Additional to the above	-	-
Total:					25 ha (62 ac)

8.5 Class 1 Public Open Space

There is no designated Class 1 open space within the Local Area Plan. However, Malahide Castle Demesne is located adjacent to the Local Area Plan area. The Demesne comprises approximately 100 hectares of fields and recreational facilities including areas of public open space, playing fields, children's playgrounds, walking routes, formal gardens and Malahide Castle itself. As well as providing these facilities, Malahide Demesne allows direct pedestrian and cycle access to Malahide Town Centre. The proximity of Malahide Castle and Demesne provides a close natural amenity and key facilities for a range of age groups. In accordance with Development Plan Policy OSP5, financial contributions will be accepted in lieu of the provision of Class 1 public open space within the Broomfield Local Area Plan. Other suitably located Class 1 public open space will also be accepted in lieu of Class 1 public open space within the Broomfield Local Area Plan.

8.6 Class 2 Public Open Space

Class 2 public open space should be safe, secure and well designed, enjoying passive surveillance from surrounding dwellings. These areas shall be provided at several different locations throughout the site so as to provide each residential area with sufficient public open space at locations that are convenient to them. These spaces must be of a scale and configuration so as to perform a function as an attractive green space, provide a green lung and act as a usable area of children's play space and "kickabout space" for young children.

Character Area	Number of Units	Population(3.5ppu)	Class 2 POS
Northern	65	577	0.75 ha
Southern	146	511	0.66 ha
Total	311	1,088	1.41 ha

Table 8.2 CLASS 2 PUBLIC OPEN SPACE PROVISION IN NEW DEVELOPMENT AREAS

* This calculation is based on the maximum Development Plan Class 2 provision of 13 hectares per 10,000 persons

8.7 Class 3 Open Space

Class 3 public open space encompasses green strips along roads, visual relief buffers and screen planting. The Development Plan does not indicate a specific requirement for Class 3 public open space. Class 3 public open space is not included in the Indicative Masterplan, but will arise in the context of developing detailed layouts. These spaces should not be incorporated into layouts as simply 'left over' areas. They may benefit from planting and will be appropriate in areas where the Masterplan layout provides for the retention of trees and hedgerows.

8.8 Private Open Space

Private open space within the development, which would primarily comprise garden space, is expected to be extensive, relative to other contemporary residential developments, given the relatively low density proposed.

Privacy is an essential part of the quality of a residential environment. The provision of an adequately sized external private space, which is free from undue overlooking, is a fundamental tenet of residential amenity. Privacy can be achieved in a wide variety of ways through:

- The relationship of residential buildings to each other, to open space (both public and private) and to the road system;

- The location of fenestration such that overlooking of adjoining dwellings is minimised; and
- The use of adequate screening devices and landscaping elements.

All dwellings should have an area of private open space behind the building line in order to ensure that most household activities are accommodated in a 'private' space. Such areas should be orientated to allow for adequate sunshine and encourage plant growth.

Development Plan Objective OS029 requires a minimum private open space provision of 60sq.m. (excluding parking) for each house. The minimum rear garden depth must be 10 metres.

8.9 Retention of Trees

The Local Area Plan has been based around the core principal of preserving and retaining important trees and mature hedgerows. A tree survey has also been undertaken as part of the Local Area Plan.

The strategy for open space is to provide for green breaks and routes within the scheme which will reflect the needs of future residents both in relation to the residential layouts within the LAP area and the linkages to other destinations outside the site. The strategy is also to take advantage of the best trees and hedgerows on the lands and incorporate them into the open space structure.

9.0 URBAN FORM AND DESIGN

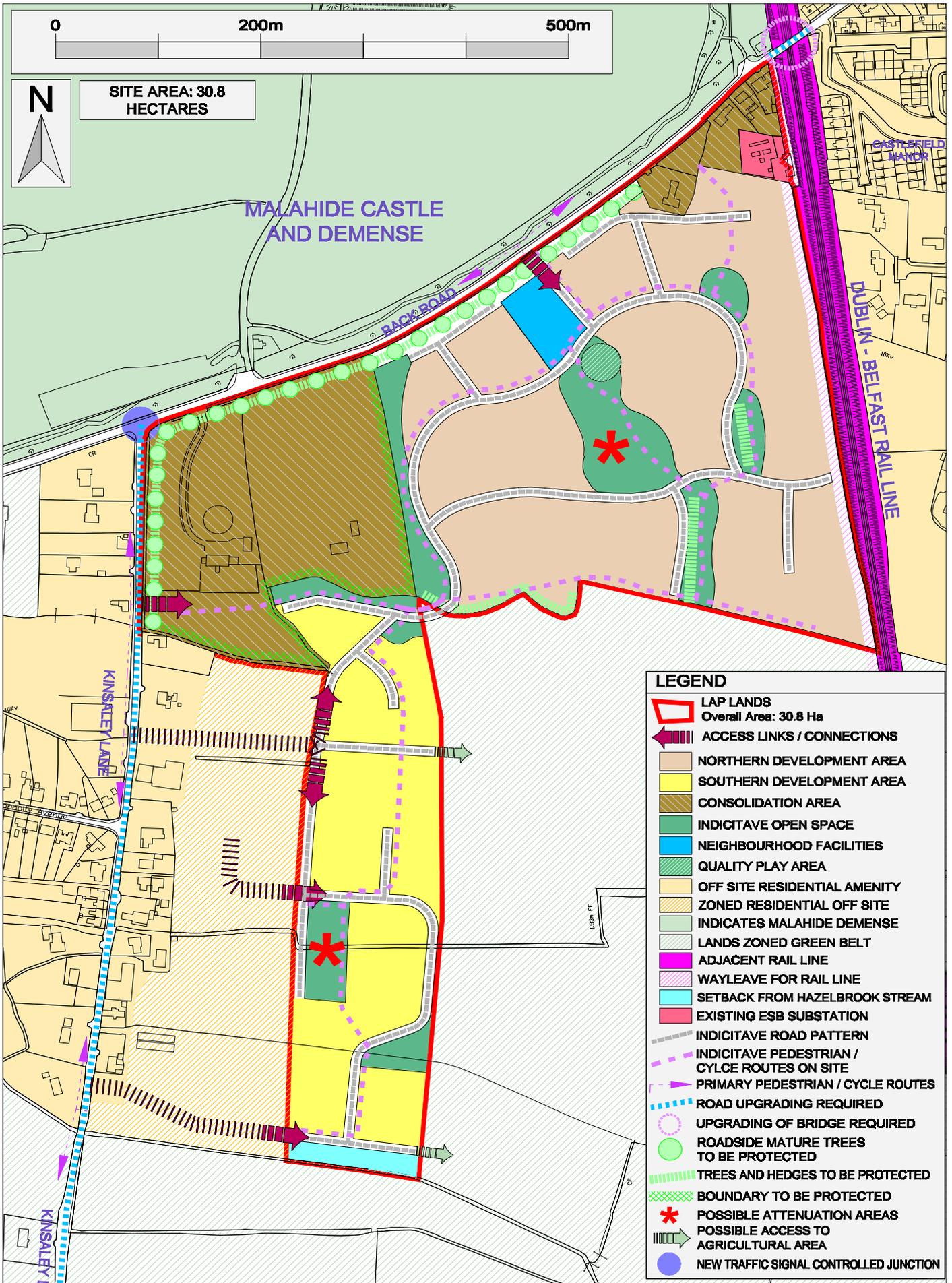
9.1 Urban Form And Design Objectives

The key design objectives are indicated below and refer to the Indicative Masterplan (*Map 9 –*

NO.	URBAN FORM AND DESIGN OBJECTIVES
UD1	To protect the amenity of existing residential occupiers, both within the Local Area Plan and adjacent to it, particular regard being had to the area adjacent to the Consolidated Area in the north west of the LAP lands.
UD2	To provide only one new road access to Back Road.
UD3	To provide an improved pedestrian facility at the railway bridge on Back Road.
UD4	To provide appropriate neighbourhood facilities including one or two small convenience shops and a crèche.
UD5	To develop the northern lands at a residential density of 10 dwellings per hectare and the southern lands at a density of 20 dwellings per hectare.
UD6	To provide appropriate footpaths, cycleways and roads to serve the levels of development envisaged in this LAP.
UD7	To ensure the conservation of the natural environment and conserve and enhance significant trees and hedgerows.
UD8	Explore the possibility of providing a direct pedestrian cyclist link across the railway track linking the LAP lands to An Pobal Scoil Iosa Community School at the R124, The Hill.
UD9	To ensure that an appropriate mix of unit types is provided.
UD10	To ensure sensitive treatment of boundary areas.
UD11	To ensure permeability by way of cycleways and footpaths throughout the scheme.
UD12	To provide for a bus terminus in the vicinity of the neighbourhood centre.
UD13	Prior to the lodgement of any application for planning permission in the LAP lands a site for the provision of a disability care facility for short term respite care shall be identified and agreed with the Council

Indicative Masterplan) and Design Guidance Matrix

Map 9 Indicative Masterplan



SITE AREA: 30.8 HECTARES

LEGEND

- LAP LANDS
Overall Area: 30.8 Ha
- ACCESS LINKS / CONNECTIONS
- NORTHERN DEVELOPMENT AREA
- SOUTHERN DEVELOPMENT AREA
- CONSOLIDATION AREA
- INDICATIVE OPEN SPACE
- NEIGHBOURHOOD FACILITIES
- QUALITY PLAY AREA
- OFF SITE RESIDENTIAL AMENITY
- ZONED RESIDENTIAL OFF SITE
- INDICATES MALAHIDE DEMENSE
- LANDS ZONED GREEN BELT
- ADJACENT RAIL LINE
- WAYLEAVE FOR RAIL LINE
- SETBACK FROM HAZELBROOK STREAM
- EXISTING ESB SUBSTATION
- INDICATIVE ROAD PATTERN
- INDICATIVE PEDESTRIAN / CYCLE ROUTES ON SITE
- PRIMARY PEDESTRIAN / CYCLE ROUTES
- ROAD UPGRADING REQUIRED
- UPGRADING OF BRIDGE REQUIRED
- ROADSIDE MATURE TREES TO BE PROTECTED
- TREES AND HEDGES TO BE PROTECTED
- BOUNDARY TO BE PROTECTED
- POSSIBLE ATTENUATION AREAS
- POSSIBLE ACCESS TO AGRICULTURAL AREA
- NEW TRAFFIC SIGNAL CONTROLLED JUNCTION

9.2 General Concept

The Local Area Plan sets out the framework for the creation of a sustainable, low density sub-urban quality housing environment through the provision of:

- High quality urban design;
- Establishing distinct character areas with bespoke Design Guidelines for each character area (see below);
- High standards in landscaping, public lighting and street furniture;
- Protecting the amenity of existing residents;
- Providing a high quality living environment for future residents;
- Maximised energy efficiency through sensitive design, building materials and optimising the benefits of solar gain;
- Internal access roads that are designed so as to provide a residential environment that is free from through traffic;
- Provision of good linkages between the Northern and Southern Character Areas of the Local Area Plan via pedestrian and cycle routes. A managed vehicular connection, *to be provided prior to any development within the LAP lands* (i.e. incorporating significant traffic calming features within the design) will also link the Northern and Southern Character Areas;
- Appropriate linkages between existing and new residential areas;
- Provision of pedestrian and cycle routes;
- Improving access to public transport links;
- Establishing green spaces;
- High quality landscaping and the preservation of native trees and hedgerows.

9.3 Principal Design Objectives

The key site opportunities and constraints are identified in Section 4. The identification of these opportunities and constraints, the relevant planning context (Section 3) and the undertaking of technical background work has created a series of design objectives for the lands which will help achieve the appropriate and sustainable development of the lands. Underpinning the design of the site will be the objective of protecting the amenity of existing and future residents both

within and outside the Local Area Plan area.

In order to create variety and diversity, proposals should be of a high quality design and not necessarily replicate existing layouts in the vicinity. The Indicative Masterplan provides an indicative form and layout for development. However, there may be other preferable design solutions that meet all requirements of the Local Area Plan.

The design vision for the LAP lands is to create a sustainable residential community with a character appropriate to its unique location. The design concept is derived from the existing natural features, in particular the mature trees and landscape elements. The site also benefits from the amenity value of the adjacent Malahide Demesne and it is important to promote access to this amenity through the provision of safe pedestrian and cycle connections.

9.4 Layout and Urban Form

Generally, the urban form should be designed so as to respect the character and the key qualities of each Character Area (outlined in Section 5). The Indicative Masterplan has been based on the following principles:

1. Protection of the residential amenity of existing residential properties (both within and outside the Local Area Plan);
2. Use of strong road frontage to demarcate the transition from public to private space;
3. To ensure the privacy of rear gardens and to accommodate in-curtilage parking;
4. Organic forms, with some clustering of units;
5. Shared surfaces where possible, minimising the impact of the roadway, and giving priority to pedestrians and cyclists;
6. Passive surveillance of areas of open space; and
7. Linking the Northern and Southern Character Areas by way of a good pedestrian and cycle network.

In respect of the three Character Areas, design guidelines are provided in the form of a Design Guidance Principles that details the requirements of the Local Area Plan in respect of the following:

- (i) Site Layout;
- (ii) Residential Design;

(iii) Landscape Design.

The Design Guidance Principles is detailed in Section 12 of this LAP

9.5 Residential Mix: Unit Types

A diverse mix of residential typologies shall be proposed to create distinctive character zones which promote a sense of place within the overall development as follows:

1. High quality low density detached housing within a sylvan landscape setting which will create a sense of 'villas in a parkland'.
2. Low density semi-detached and / or terraced housing. Contemporary architectural form and design shall be encouraged within the LAP.
3. Areas of public open space should be centred, where possible, on existing landscape features.

Although this is a residential scheme, it is imperative that some element of neighbourhood facilities be provided within the Local Area Plan lands. These facilities should be small in scale and consist of one to two neighbourhood shops and a crèche to serve the immediate local area. The provision of local facilities of this nature will help reduce car dependency for day to day shopping needs and will encourage walking and cycling. These facilities should be centrally located close to the main Back Road entrance along the route of linked public open spaces referred to above with good cycle and pedestrian permeability.

It is essential that residential amenity of adjoining neighbours is protected and the design strategy must provide for generous landscape screening at all sensitive locations and in particular at the interfaces with existing residential properties.

Boundary treatments, hard landscaping within the public realm, paving, garden walls, fences and public lighting, etc must all have an appropriate and consistent design pallet incorporating high quality low maintenance materials.

Site configuration, building orientation and internal residential layout must all be carefully considered to maximise passive solar gain. This will provide a strong platform for achievement of high energy rating of all buildings through a variety of means including careful material selection, roof design and the provision of winter gardens.

Planning applications must demonstrate how they have taken this guidance into account in the design, layout, urban form and landscape design of new developments. A design statement with supporting illustrative material should be submitted in this regard, clearly demonstrating how the proposed development complies with the Local Area Plan.

9.6 Residential Mix: Unit Sizes

In general, larger unit sizes will be accommodated across the Local Area Plan, in keeping with the established character of dwellings in the area. Dwelling houses will provide a range of house types, including 3, 4 and 5-bedroom units.

9.7 Building Heights

Building heights will vary throughout the site, including the use of half storeys and dormers, in order to create a varied roofscape. In general, building heights throughout the Local Area Plan area will be two-storey.

The maximum height permitted will be three storey, which must be demonstrated to perform an urban design function – i.e. terminating a vista, turning a corner, acting as an internal landmark or highlighting an entrance point. Planning applications will be required to provide a plan clearly indicating varied building heights, with a supporting statement providing a justification for heights proposed, particularly in the case of taller buildings.

9.8 Phasing of Development

It is an objective of the Local Area Plan that development of the plan lands shall take place on a phased basis to ensure orderly development and for adequate infrastructure and services to be in place, including the availability of mains water, and the management of surface water and foul drainage.

The relevant LAP areas for phases 1 and 2 are indicated on Map 11 – *Indicative Phasing of Lands*. Phase 1 will comprise development of the northern and westerly parts of the Northern Character Area together with the northern section of the Southern Character Area. Phase 2 shall comprise of the remaining LAP lands. Note: development in the Consolidation Areas can take place at any-time.

Prior to the lodgement of any planning application in the new development areas, a detailed programme for the delivery of the roads improvements outlined in Section 7.1, Objectives nos. TM1 – TM14 shall be agreed with the Transportation Department of Fingal County Council. In particular the improved pedestrian facility at the railway bridge on Back road and the local neighbourhood facilities including a bus terminus shall be provided by the Developer in the first phase of development. A special contribution will be levied and contribution paid prior to the commencement of any development to provide for the pedestrian walk way over the railway line.

9.8.1 *Childcare Facilities*

A minimum of 2 childcare facilities shall be located within the LAP lands, at locations convenient

to serve development throughout the entire Local Area Plan, and in consultation with the Planning Authority. These facilities shall be in accordance with the standards set out in the Childcare Facilities Guidelines. One childcare facility shall form part of the neighbourhood centre facilities.

9.8.2 Bus Terminus

A bus terminus facility shall be provided in the vicinity of the main entrance to the LAP lands off Back Road and the proposed neighbourhood centre. The terminus shall be implemented along with the local neighbourhood centre as part of first phase of development.

9.8.3 Assisted Care Facility for the Elderly

The Planning Authority will encourage the provision of an assisted care facility for the elderly within the LAP lands.

9.8.4 Disability Care Facility

The Planning Authority will ensure that a site for a disability care facility is identified within the LAP. Accordingly Objective UD13 will be applied to ensure that 'Prior to the lodgement of any application for planning permission in the Local Plan lands a site for the provision of a disability care facility shall be identified and agreed with the Council.

9.8.5 Site for a Specially Adapted House for a Fingal Resident With Special Needs

The need for a site for the provision for a specially adapted house for a fingal resident with special needs has been identified. A specially adapted house may be provided in advance of the phasing requirements of this LAP, subject to the location of the site being agreed with the Planning Authority.

9.9 Housing Strategy (Part V)

Because of the nature of the Local Area Plan area and the density constraints imposed on it compliance with the requirements of Part V of the Planning and Development Act 2000 shall be achieved either by providing 15% affordable accommodation on site or by providing 15% of the land area for the purpose of affordable housing. Compliance with Part V requirements shall be agreed with Fingal County Council as part of the planning application process.

9.10 Construction Waste Management

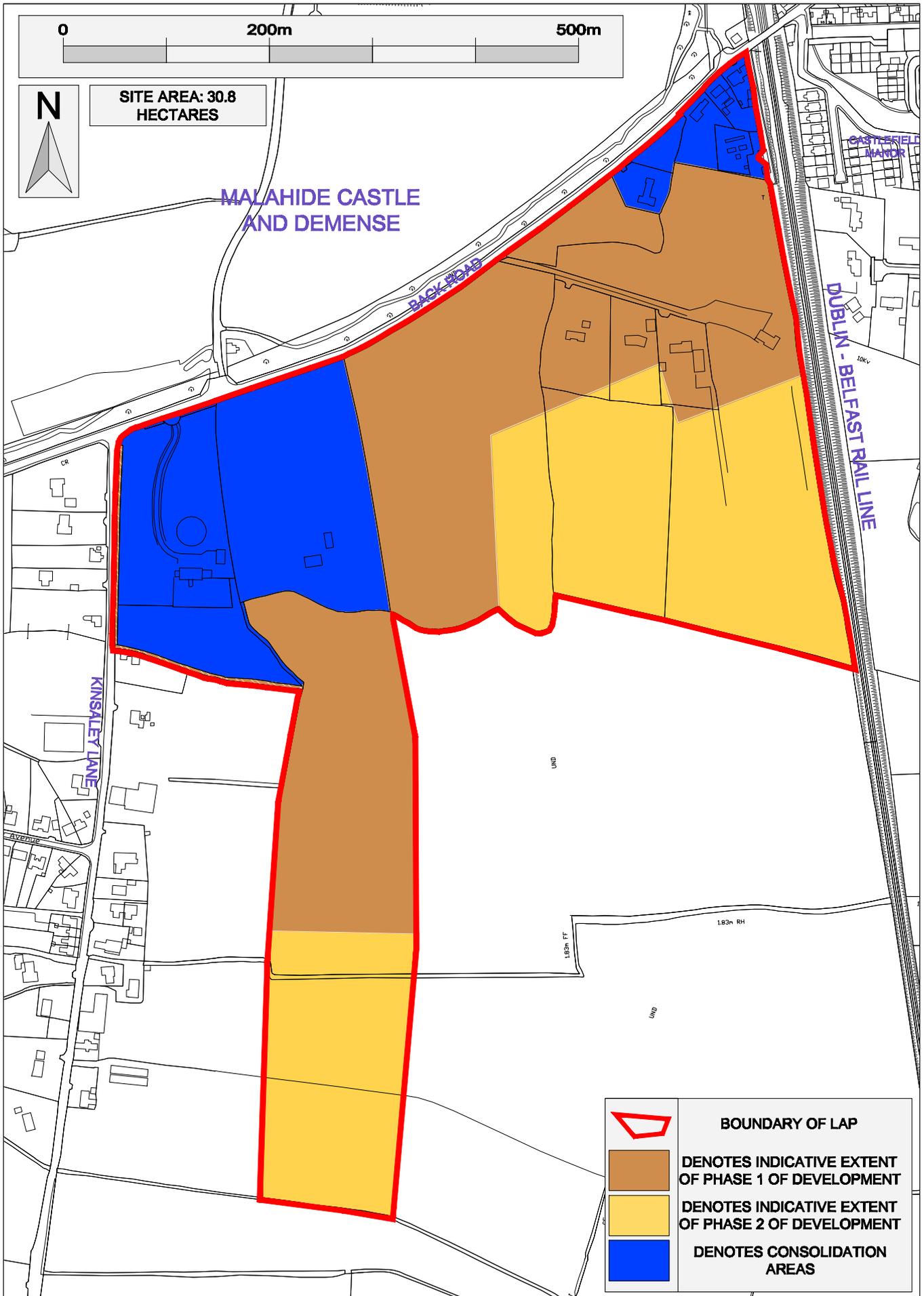
Fingal County Council will require responsible environmental management in the construction and development phase of this Local Area Plan. Developers must ensure that wastes generated during the construction phase of development are appropriately managed to avoid any adverse impact on surface water courses and their associated habitats and species. It is an objective of this plan that developers shall put in place a programme for the proper management and (as appropriate) recovery or disposal of soil/ construction/ demolition waste material generated at the site during the construction phases of development.

In accordance with Development Plan policy, all planning applications for development in excess of 15 units must be accompanied by a Waste Management Plan, detailing (as a minimum) the provision for construction and demolition waste management, including the recovery or disposal of this waste. This programme shall also indicate the location of proposed site depots/storage areas and wheel washing facilities etc. The levels of cut and fill should be balanced in so far, as is practicable.

Where appropriate, excavated material from development sites is to be re-used for landscaping, land restoration or for preparation for development. Details of any surplus material to be disposed of shall be included in the Waste Management Plan.

All planning applications will have to clearly demonstrate compliance with the above. It is an objective of this plan that developers shall take adequate measures to minimise the impacts of traffic noise and dust on residential amenity during construction phases.

Map 10 Indicative Phasing Of Lands



10.0 SERVICES

Objective S1

Any development of the LAP lands will have full regard to the findings of the Fingal East Meath Flood Risk Assessment and Management Study (FEM-FRAMS) and comply with the provisions of the Planning System and Flood Risk Management Guidelines (November 2009).

10.1 Foul Drainage

The Local Area Plan lands are located within the Malahide Foul Drainage Catchment. The existing treatment plant at Malahide was upgraded in 2003 and has sufficient capacity to cater for the subject lands. However, the Greater Dublin Strategic Drainage Study identified a number of deficiencies within the network within Malahide, particularly referring to a lack of capacity in the network from Connolly Avenue Pumping Station to the wastewater treatment plant. In addition, overloading of the system upstream of Connolly Ave at Floraville PS occurs during periods of heavy rainfall due to infiltration to the network. These deficiencies have resulted in flooding adjoining the Floraville PS and at St. Margaret's Road. An Bord Pleanála have refused a previous planning application in the area due to lack of capacity.

These deficiencies will be addressed as part of the Malahide Foul Drainage scheme for which funding is now included for in the Department of the Environment and Local Government Water Services Investment Programme. These works are expected to be complete by 2013.

Any proposed development within the Broomfield LAP would be dependant on either

- (i) Completion of the Malahide Regional Drainage Scheme – due to be completed in 2013 or
- (ii) Adequate capacity remaining in the foul drainage network downstream of the catchment.

Discussions have been ongoing with developers of lands within the catchment of Connolly Pumping Station regarding providing temporary works to allow the developments to progress in advance of the Malahide Foul Drainage Scheme. Further detailed discussions should be had prior to any commencement of construction to ensure that any temporary works take into consideration any change of circumstance that may occur in the near future.

While the temporary works have been agreed in principle these are limited to a maximum of 330 additional units due to restrictions within the network downstream of the catchment. Existing planning permissions and Local Area Plans within the catchment will reserve a large portion of that remaining capacity.

If an applicant proposes to connect to an interim solution constructed by others, no application for planning permission will be considered prior to the completion of the interim works.

10.2 Surface Water Drainage

Fingal County Council currently has no plans to extend the existing surface water drainage network east of the railway line as far as the Local Area Plan lands. All development will be subject to appropriate design and must detail how surface water runoff will be disposed of.

10.3 Sustainable Urban Drainage

A stormwater management plan, designed in accordance with the *Greater Dublin Strategic Drainage Study – Volume 2* must be incorporated into all new developments. The stormwater management system must comply with the principles of SUDS and must deal with the minimisation of surface water runoff and the prevention of pollution. To mimic natural catchment processes as closely as possible, a “treatment train” approach should be adopted. The stormwater management plan should comprise of a series of features which incrementally reduce pollution, flow rates and volumes of runoff.

It is important that this drainage concept is given due consideration at the initial design stage for phases of development within the LAP lands. The stormwater management system should be designed as an integral feature of an overall development scheme as opposed to being a retrofit solution at the latter design stage.

The Water Services Department should be consulted on all stormwater management proposals at pre-planning stage. Ponds, Detention Basins, Pervious Pavements, Swales, Infiltration Trenches, Soakways, Green Roofs and Bio-retention areas are all approved SUDS devices. Over-sized Pipes/Attenuation systems are not true SUDS devices and will only be considered as a last resort where it can be shown that SUDS measures are not achievable.

In addition to managing stormwater runoff at individual site level the principle of SUDS will be applied at a regional level. Regional facilities deal with runoff on a catchment scale rather than at source level typically controlling 2 hectares or larger. Fingal County Council has carried out a preliminary assessment of the LAP lands and has established appropriate locations as well as associated volumes for regional SUDS installations. It should be emphasized that these figures are based on assumed values and detailed design of such facilities will depend on further site investigations. This preliminary assessment may be subject to change as the potential for the development of SUDS within the Hazelbrook catchment will be analysed as part of the Fingal

East Meath Flood Risk Assessment and Management Study (FEM-FRAMS) which may suggest alternative locations for SUDS facilities.

10.4 Water Quality

The Sluice River rises to the north of Dublin Airport and flows in an easterly direction to enter the Irish Sea at Portmarnock, Co. Dublin. The Sluice River flows through a largely rural area.

It is located in the Eastern River Basin District established under the Water Framework Directive (WFD) 2000/60/EC. The Sluice River is included in the Santry, Mayne and Sluice Water Management Unit (WMU) for the purpose of implementation of the WFD. The objective of the Water Framework Directive is to achieve 'good status' for all waters by 2015. This involves improving water quality where necessary and preventing deterioration in waters.

In order to assess river water quality in the Sluice River, Fingal sample the Sluice River quarterly. This is not a statutory monitoring programme but rather an investigative programme which aims to enable Fingal to achieve the objectives set out in the WFD. Historical water quality data indicates the Sluice is moderately polluted and the water quality is generally unsatisfactory.

The EPA does not monitor the Sluice River under the EPA biological monitoring programme therefore there is currently no biological data available for the Sluice River. However, it is included under the Dangerous Substances statutory monitoring programme established under S.I. No. 12/2001: Water Quality (Dangerous Substances) Regulations, 2001. The Sluice River has complied with all limits set out in the Regulations since 2005. Monitoring is carried out quarterly.

In order to help achieve 'good status' for the Sluice by 2015 a number of measures would be imposed on any developers to ensure no reduction in the water quality of the Sluice River.

10.5 Flood Risk Assessment

The proposed LAP lands are located within the catchment of the Hazelbrook Stream and within the river catchment of the Sluice river both of which have been designated as High Priority watercourses under the Fingal East Meath Flood Risk Assessment and Management Study (FEM-FRAMS). FEM-FRAMS is a strategic level catchment based flood risk assessment and management study of 19 rivers and streams. The study is being carried out to meet the requirements of the EU Floods Directive, the purpose of which is to:

“establish a framework for the assessment and management of flood risks, aiming at the reduction of the adverse consequences for human health, the environment, cultural heritage and economic activity associated with floods in the Community.”

The main objective of FEM-FRAMS is to map the existing and potential flood hazard and risk areas which will be incorporated into a Flood Risk Management Plan for the area. Development within the LAP lands adjacent to the Hazelbrook Stream will be determined by the information provided under FEM-FRAMS and the recommendations of the draft Planning System and Flood Risk Management guidelines.

The objective of the draft Planning System and Flood Risk Management guidelines, which have been adopted by Fingal County Council, is to provide a comprehensive mechanism for the incorporation of flood risk identification, assessment and management into the planning process. The guidelines recommend adopting a sequential approach to flood risk management which will direct development away from vulnerable areas. The phasing of development within the LAP lands must take cognisance of the recommendations of FEM-FRAMS and the Planning System and Flood Risk Management Guidelines.

Accordingly Objective S1 will apply:

Objective S1

‘Any development of the LAP lands will have full regard to the findings of the Fingal East Meath Flood Risk Assessment and Management Study (FEM-FRAMS) and comply with the provisions of The Planning System and Flood Risk Management Guidelines (November 2009)’.

10.6 Water Supply

Supply can be taken from the existing 4 inch Asbestos Cement watermain or the 12 inch Asbestos Cement watermain both located to the north of the site. There is adequate pressure in the existing network to cater for the Local Area Plan lands.

10.7 Electricity

The lands are currently served by an existing power supply network including a 10 kva and two 38 kva lines with a major ESB substation located in the north east corner of the LAP lands.

The existing overhead power lines will be located underground or diverted, as part of the overall development of the LAP lands.

However it is not envisaged that any significant upgrades of the existing infrastructure will be required to serve the LAP lands.

Ongoing discussions will be maintained with the Electricity Supply Board.

10.8 Gas

The existing gas supply system east of the railway line has no spare capacity to cater for the development of the LAP lands. There is however a gas network within the Dublin Road which is capable of serving the Broomfield LAP lands.

A gas supply will be required to be constructed along Back Road to connect the LAP lands to the existing supply on Dublin Road.

10.9 Broadband

Broadband is available in the area.

11.0 ENERGY EFFICIENCY AND SUSTAINABILITY

11.1 Energy & Sustainability Objectives

Objectives for achieving energy efficiency and sustainability within the Local Area Plan lands are set out below.

NO.	ENERGY AND SUSTAINABILITY OBJECTIVES
ES1	A minimum Building Energy Rating (BER) of A3 for each apartment and B1 for each house to be achieved for any new developments.
ES2	Residential developments shall be designed and laid out so as to maximise passive solar gain, maximise natural light, optimise thermal performance, use natural ventilation and other such design features, as appropriate.
ES3	All residential development must have suitable and adequate internal and external storage space designed for three waste streams – residual waste, dry recyclables and organic waste.

11.2 Introduction

A primary objective of the Local Area Plan is to achieve improved standards of sustainable design and construction, in tandem with sustainable development through macro design considerations, such as proximity to public transport routes and orientation for solar gain.

The foregoing sections of this Local Area Plan have set down pointers towards sustainable development, including the following:

- Minimising the use of the private car, through promoting walking, cycling and the use of public transport.
- Encouraging best use of building land and optimal utilisation of services and infrastructure in the provision of new housing.
- Seeking to ensure that residents of new housing schemes enjoy the benefits of first-rate living conditions in a healthy, accessible and visually attractive environment.
- Placing environmental protection and enhancement (both of the natural and cultural heritage) at the forefront of the development considerations.

11.3 Sustainability and Building Design

Buildings have considerable environmental impact, for example through operational energy, transportation of people between them, raw materials consumed by the building and use of land. Building design will reflect national sustainability and energy conservation policies and contribute to the creation of appropriate urban form within the development.

In their life cycle, energy is used in buildings in a number of different ways:

- In construction;
- In operation, for lighting, heating and power;
- For demolition, recycling and disposal.

The importance of implementing more sustainable design in construction has been identified as a key part of supporting sustainable development overall. Increasing levels of building construction creates increased greenhouse gas emission which has in turn been linked to changes in climate and global warming. By far the biggest contribution to greenhouse gases is in emissions of carbon dioxide. The building sector is a major energy consumer, accounting for approximately 40% of total energy consumption, of which residential development accounts for 25% (SEI 2005).

There are many examples of buildings and technologies that demonstrate the feasibility and viability of achieving substantial reductions in CO₂ emissions from developments via good design, choice of construction method and location close to existing public transport interchanges.

11.4 Housing Design Standards

Sustainable development, through energy and use efficiency, will be achieved in Broomfield through the following means:

- Adopting passive solar building design principles through the orientation of buildings, selection of materials on the basis of thermal performance, the use of insulation, natural ventilation, curtain walls and sun shading as appropriate.
- Maximising the use of natural light.
- Introducing high efficiency artificial lighting systems and layouts.
- Considering optional natural ventilation to all or part of the buildings.
- Adopting ecologically sustainable material selection policies and practices.

11.5 Building Energy Rating (BER)

The Energy Performance of Buildings Directive (EPBD) contains a range of provisions aimed at improving energy performance in residential and non-residential buildings, both new-build and existing. As part of the Directive, a Building Energy Rating certificate, which is effectively an energy label, will be required at the point of sale or rental of a building, or on completion of a new building. All new dwellings constructed will require a BER certificate before they are offered for sale or rent. The minimum BER certification required of all new homes is indicated in Table 11.1 (Minimum Building Energy Rating) below.

Table 11.1 - MINIMUM BUILDING ENERGY RATING

Dwelling Type	Minimum Rating
House	B1
Apartment	A3

11.6 Waste Management

An integrated waste management strategy is required to ensure that waste management makes a positive contribution to the overall sustainability of any development. The waste strategy should form an integral part of the overall sustainable strategy for the site. Furthermore, all new developments will have to comply with Fingal County Council Waste Management Plan with regard to issues such as bin storage and bottle bank /textile sites.

11.7 Waste Recycling Requirements

All residential development must have suitable and adequate internal and external storage space designed for three waste streams – residual waste, dry recyclables and organic waste. It must also comply with requirements set out in the Fingal County Council publication ‘*Waste and Recycling Storage Requirements for Residential and Non-Residential Developments in Fingal*’.

11.8 Water Conservation

Water conservation measures should be incorporated into future developments. The amount of water used in the development should be limited through the use of water conserving devices such as low flush, dual flush systems and automatic cut off devices, in order to prevent continuous unattended drawing of water.

Other water conservation measures which should be investigated as part of new development proposals include: grey water and rain water recycling.

12.0 DRAFT BROOMFIELD LOCAL AREA PLAN DESIGN GUIDANCE PRINCIPLES

Design guidelines for each of the three Character Areas within this LAP are provided below in the form of a Design Guidance Principles. The Design Guidance Principles detail the requirements of the LAP in respect of Site Layout, Residential Design, and Landscape Design

Northern Character Area

Site Layout

- The Character Areas are of a scale to enable them to define their own character. An approach that fosters more innovative design will be welcomed.
- The layout shown on the indicative masterplan is not prescriptive. Other layouts may be proposed which also achieve the objectives of the Local Area Plan.
- The area shall be developed at a maximum density of 10 dwellings per hectare.
- Dwellings shall be oriented so as to maximise solar gain and minimise the visual impact on the landscape.
- Access to the site shall be safe, secure and attractive for pedestrians, cyclists and vehicle users.

Northern Character Area

Residential Design

- Passive surveillance will be a key design factor for new residential development. Public open spaces shall be overlooked by dwellings to ensure their security and safety.
- Consideration of economies shall be factored into the design of water and sewerage services as an input into the layout design process.
- Existing significant natural features such as trees and hedgerows shall be maintained to provide natural shelter and privacy and to add to biodiversity.
- Each Character Area shall be designed in such a way so that it has a distinct identity.
- The scale and massing of dwellings shall be proportionate to existing dwellings in the surrounding area. Different design elements may be articulated to break down mass where necessary.
- Colours and materials proposed shall not conflict with existing established colours and materials.
- New buildings shall be predominantly 2 storeys in height with a maximum of 3 storeys permitted.

Northern Character Area

Landscape Design

- The landscaping of new development shall complement existing landscape character of the area.
- Native species of plants and trees shall be utilised in new planting schemes.
- Existing landscaped site boundaries shall be retained and enhanced.
- Open spaces shall be well landscaped and enjoy good levels of natural surveillance.

Southern Character Area

Site Layout

- The Character Areas are of a scale to enable them to define their own character. An approach that fosters more innovative design will be welcomed.
- The layout shown on the indicative masterplan is not prescriptive. Other layouts may be proposed which also achieve the objectives of the Local Area Plan.
- The area shall be developed at a maximum density of 20 dwellings per hectare.
- Dwellings shall be oriented so as to maximise solar gain and minimise the visual impact on the landscape.
- Access to the site shall be safe, secure and attractive for both pedestrians and vehicle users.

Southern Character Area

Residential Design

- Passive surveillance will be a key design factor for new residential development. Public open spaces shall be overlooked by dwellings to ensure their security and safety.
- Consideration of economies shall be factored into the design of water and sewerage services as an input into the layout and design process.
- Existing significant natural features such as trees and hedgerows shall be maintained to provide natural shelter and privacy and to add to biodiversity.
- Each Character Area should be designed in such a way that it has a distinct identity.
- The scale and massing of dwellings shall be proportionate to existing dwellings in the surrounding area. Different design elements may be articulated to break down mass where necessary.
- Colours and materials used shall not conflict with existing established colours and materials.
- New buildings shall be predominantly 2 storeys in height with a maximum of 3 storeys permitted.

Southern Character Area

Landscape Design

- The landscaping of new development shall complement the existing landscape character of the area.

- Native species of plants and trees shall be utilised in new planting schemes.
- Existing landscaped site boundaries shall be retained and enhanced.
- Open spaces shall be well landscaped and enjoy good levels of natural surveillance.

Consolidation Character Area

Site Layout

- Existing residential properties in the Consolidation Area may be redeveloped or subject to infill development at a maximum density of 10 units per hectare.
- The privacy and amenity of retained dwellings shall be respected in any new development.
- The visual impact of new dwellings on the landscape shall be minimised.
- New dwellings shall be designed to maximise solar gain and minimise the visual impact on the landscape.
- The design and layout of new dwellings shall take account of the objective to retain existing natural features and contours, where possible, and to provide natural shelter and screening.

Consolidation Character Area

Residential Design

- Each dwelling shall be simple in form and in keeping with the character of adjacent dwellings.
- Colours and materials used shall not conflict with existing established colours and materials.
- The scale and massing of dwellings shall be proportionate to existing dwellings in the surrounding area. Different design elements may be articulated to break down mass where necessary.
- Consideration of economies shall be factored into the design of water and sewerage services as an input into the layout and design process.
- Openings and windows shall be arranged so as to provide good natural light and an attractive composition.

Consolidation Character Area

Landscape Design

- The landscaping of new development shall complement the existing landscape character of the area.
- Within the Local Area Plan area, the Consolidation Area shall be adjoined on the eastern and southern boundaries by public open space.
- Native species of plants and trees should be utilised in new planting schemes.
- Existing landscaped site boundaries shall be retained and enhanced.

APPENDIX 1

Pre-Draft Public Consultation (19th September 2007 to 31st October 2007).

List of Submissions Received

BROOMFIELD LOCAL AREA PLAN

PRE-DRAFT CONSULTATION AND SUBMISSIONS RECEIVED

A Pre-Draft Public Consultation period took place prior to the publication of the Draft Broomfield LAP. This is a non-statutory process, and is at the discretion of the Local Authority. An advertisement announcing the consultation was published in local newspapers on 19th September 2007. The closing date for receipt of submissions and observations was 31st October 2007. Seven submissions were received and the following briefly outlines the main issues raised.

Improvement of Railway Bridge at Back Road to make it safe for pedestrians and cyclists. No development to be permitted until new bridge in place.

Provision of Safe Pedestrian and Cycle Infrastructure to encourage local trips by foot or bicycle – Specifically, the provision of a cycle route through Malahide Demesne to the Village and Train Station. The provision of a new gate and pedestrian lights opposite the entrance road to Broomfield. More cycle and walking lanes required. A pedestrian / cycle route is required through the new Park planned for the Old Golf Links.

A large number of children access St. Oliver Plunkett School from the Broomfield / Back Rd direction, the provision of a safe cycle route through Malahide Demesne at the time of arrival and dismissal is required. Safe cycle / pedestrian routes should also be provided for in the plans for the park at Paddy's Hill affording children a safe passage from the Coast Rd estates to Malahide Community Schools. A rear access / pedestrian bridge should be secured from the LAP lands to Malahide Community School. Old Rugby Club identified as potential cycle and pedestrian route to Scoil Iosa to relieve pressure on Back Road Bridge and The Hill. A proper footpath and cycling network in the area should be provided. Upgrading of Kinsealy Lane should be provided through levies including a footpath to Malahide Road. A series of pedestrian crossing points along the perimeter of the LAP lands and the installation of traffic lights at the Kinsealy Lane junction should be provided. Widening of the existing footpath on the southerly side of Back Road should occur.

Primary School: Consideration must be given to the construction of a primary school on the LAP lands.

Urban Design & Landscaping Framework: Retain rural character by retaining existing trees and hedges, especially on Back Road where tour buses pass taking visitors to Malahide Castle. Need to protect the amenity and character of the area. Retain existing trees and hedges in the general area. Landscape the edge of Back Road where it fronts Malahide Castle to match the style of the Demesne. LAP should prioritise recreational facilities and landscaping. A focal or linear park should permeate the site allowing connectivity and permeability.

Natural Heritage: Existing wildlife in the area needs to be protected and hedges and trees should be retained. Policies should be included within the LAP to ensure wetlands are protected. Flood plains should be protected.

Traffic: Safety concern on Back Road, excessive speed at non peak times. Traffic congestion at peak times. Concern that density proposed in LAP would exacerbate this problem. Issue of road ramps and the noise generated by empty lorries going over them.

Access: Kinsealy Lane is not suitable for a significant junction, the road to the old Rugby Club is however a suitable access point to new housing developments. Provision for alternative transport other than private car should be considered in LAP due to distance from shopping areas. Minimise entrances onto Back Road. Limit of 2 storey houses along Back Road and in LAP area. Vehicular access to the site should be restricted to one major access point along Back road and one secondary access point onto Kinsealy Lane. Each access should have turning lanes allowing free flowing traffic from both directions. Consideration should be given to traffic lights at these locations.

Community Facilities are required. There is a need for a small neighbourhood facility inc. shop, crèche and commercial unit, ideal location is recommended close to the Back Road junction with the old Rugby Club Road. Lack of small scale office developments, crèches and retirement living in area. There was an issue in the past with anti social behaviour on Back Road.

Water & Drainage: Existing residents wish to be connected to sewerage system freeing them from septic tank reliance. Issue of inadequate drainage, need for a drainage plan, overflow and contamination problem at St Margaret's Road and Malahide Beach. No development should be permitted until problem is resolved.

Power Lines, Phone Masts, Gas & NTL: general point about the additional population the LAP will bring will subsequently lead to additional people objecting to any future mast or power line applications. Issue of powerlines passing over residents homes. Absence of Gas and NTL in area.

Density: Maintain density of 10 units per hectare throughout LAP area. Submission proposes 1/15th ha per unit and that areas for landscaping and local services are excluded when calculating average density.

APPENDIX 2

SEA SCREENING REPORT

Broomfield Local Area Plan

Screening Report

**Prepared by Planning Dept.,
Fingal County Council,
Swords.
November 2007**

Strategic Environmental Assessment – Screening

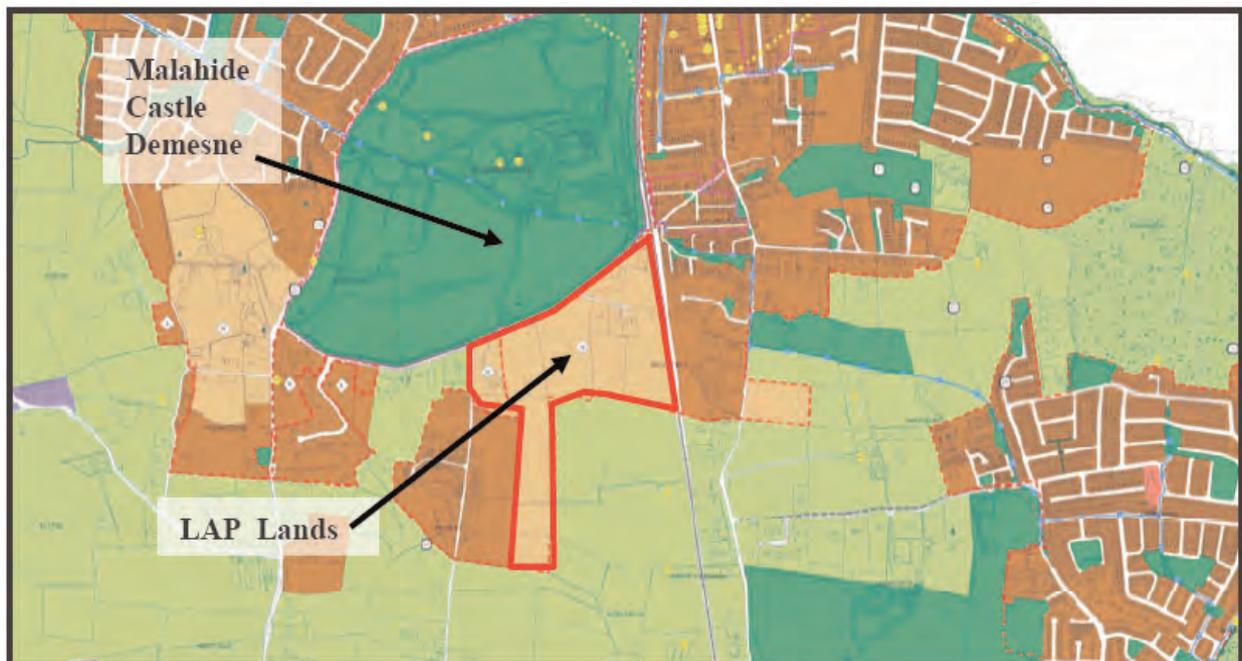
Report pursuant to the Planning and Development (Strategic Environmental Assessment) Regulations 2004.

Introduction:

The Strategic Environmental Assessment Planning Guidelines 2004 states that ‘screening’ of Plans is required in the case of Local Area Plans where the population is less than 10,000 persons. ‘Screening’ is the process for deciding whether a particular plan other than those for which SEA is mandatory, would be likely to have significant environmental affects, and would thus warrant SEA. It is the intention of the Planning Authority to prepare a Local Area Plan for the lands at Broomfield, which would have a population below the 10,000 persons threshold. The purpose of this report is to screen the subject lands to determine whether the Local Area Plan requires a Strategic Environmental Assessment.

2.0 Site Location:

The Plan lands are located in the southern environs of Malahide, c. 1 km south of the town centre, immediately south of Malahide Castle Demesne (see Map no. 1 below). The subject lands, the topography of which is generally flat, comprise two primary land uses, namely agricultural and residential. The area of the LAP lands is c. 75.80 acres (c. 30.67 hectares). The lands are bound to the north by a public road, to the east by a railway track, to the south by agricultural land and the west by existing residential units.



Map no. 1: Site Location

3.0 Policy Context:

The Broomfield Local Area Plan was designated in the Fingal Development Plan, 2005-2011. The subject lands are governed with the following specific objectives:

- The Fingal Development Plan 2005 provides that the LAP area is intended to provide for new residential communities in accordance with approved local area plan and subject to the provision of social and physical infrastructure.
- It is a specific objective of the 2005 Development Plan to provide for residential development on the majority of the LAP lands at a density of 10 units per hectare (i.e. the entire northern rectangular section).

4.0 Characteristics of the Local Area Plan:

The lands the subject of this LAP are already identified for development in the Fingal Development Plan 2005-2011 by way of the aforementioned objectives under Section 3

above. It is envisaged that the LAP will establish a land-use framework for the sustainable development of the area in a co-ordinated and coherent manner. Land uses anticipated within the LAP include primarily for the provision of residential units, open space and childcare facilities.

5.0 Criteria for determining the likely significant environmental impacts:

Schedule 2A of the Planning and Development Regulations 2001 sets out the criteria for determining the likely significance environmental effects of the Plan. The following section of the report will assess the Local Area Plan against the criteria set out in Schedule 2A.

5.1 Characteristics of the Local Area Plan, having regard to:

The degree to which the LAP sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.

The LAP, having regard to site specific Development Plan objectives, will set a broad framework for the development of the primarily greenfield lands. The main characteristics of the LAP is to develop the lands primarily for low density residential development, sympathetic to the surrounding area and Malahide Castle Demesne.

The Broomfield Local Area Plan was designated in the Fingal Development Plan, 2005-2011. The subject lands are governed with the following specific objectives:

- The Fingal Development Plan 2005 provides that the LAP area is intended to provide for new residential communities in accordance with approved local area plan and subject to the provision of social and physical infrastructure.
- It is a specific objective of the 2005 Development Plan to provide for residential development on the majority of the LAP lands at a density of 10 units per hectare (i.e. the entire northern rectangular section).

The LAP will adhere to the aforementioned objectives.

The degree to which the LAP influences other plans or programmes including those in the hierarchy.

It is considered that the LAP will influence positively the 2005-2011 County Development

Plan, as it is a requirement of the 2005 Plan to prepare a LAP for the lands and the LAP will adhere to all site specific Development Plan objectives.

The relevance of the LAP for the integration of environmental considerations in particular with the view of promoting sustainable development.

The lands are zoned primarily for residential development in the 2005-2011 Fingal County Development Plan. The purpose of preparing a Local Area Plan for the lands is to establish a landuse framework for the sustainable development of the area in a co-ordinated and coherent manner prior to the lands being developed. The Local Area Plan will conform to the principles, objectives and policies of the Fingal Development Plan and therefore have a strong emphasis on promoting the sustainable development of the area.

Environmental problems relevant to the LAP.

The c. 75.80 acre site comprises primarily agricultural land with no particular special environmental designation. The site does not form part of any proposed Natural Heritage Area, Special Area of Conservation or other similar designated area. There are no recorded monuments or Zone of Archaeological Importance located within the site. There are a number of recorded monument located a short distance from the LAP lands. Therefore, archaeological monitoring within the LAP lands will be required at planning application stage. There are no protected structures or Architectural Conservation Areas located within the Plan area. There are no protected views or prospects listed on site in the Development Plan. There are no trees listed for protection on the lands.

It is noteworthy that the Malahide Castle Demesne, a designated Architectural Conservation Area (ACA) and sensitive landscape, is located to the north of the LAP lands. The Demesne contains a number of protected structures, recorded monuments and protected trees. The 2005 County Development Plan, under Section 8.2, requires that any new development is not detrimental to the character or setting of the ACA. A primary consideration of the LAP will be to ensure that any new development will be sympathetic to the ACA. Consultation with Fingal County Council's Conservation Office will take place in the preparation of the LAP. The Planning Authority is satisfied that the lands can be developed in a manner sympathetic to the ACA, given that the lands are physically separated by a public road and that it is a specific objective of the 2005 Development Plan to provide for residential development in the LAP at a low density of 10 units per hectare adjacent to the ACA.

The development of the LAP lands will result in the creation of additional traffic levels in the area. However, the traffic levels generated will be limited due to the density re-

striction referred to earlier. The Planning Authority is satisfied that the traffic levels accruing will not generate strategic environmental issues.

The relevance of the LAP for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste management or water protection).

The Planning Authority considers that the LAP is not considered of any significant relevance in this regard.

5.2 Characteristics of the effects and of the area likely to be affected by the proposed LAP:

The probability, duration, frequency and reversibility of the effects.

It is considered that there will be no significant negative effects of a strategic nature upon the implementation of the LAP. It is expected that the effects will be permanent and irreversible.

The cumulative nature of the effects.

No notable cumulative negative effects are anticipated given the scale and nature of the LAP.

The transboundary nature of the effects.

It is not anticipated that the Plan will have any national, regional or inter-county transboundary effects.

The risk to human health and the environment.

The implementation of the Local Area Plan is not likely to result in any risks to human health or the environment. The nature of the development on site, i.e. residential, is not considered a high risk land-use. Also of note is that the lands are fully serviced and located within walking distance of the town centre, thus, minimising risk to human health and environment.

All future development on the LAP lands will be subject to appropriate surface water run off design and detail, which will comply with the principles of SUDS and deal with

the minimisation of surface water runoff and the prevention of pollution.

All development in the vicinity of the Sluice tributary will be required to carry out a flood impact assessment.

A riparian corridor of 15 metres will be encouraged along the extent of the stream.

All effluent generated by development on the LAP lands will be directed to the Fingal County Council treatment plant.

Water supply will be taken from the public network.

The magnitude and special extent of the effects (geographical area and size of the population likely to be effected).

The effects are considered localised only i.e. the LAP lands and immediate environs.

The value and vulnerability of the area likely to be affected due to:

a) Special natural characteristics or cultural heritage.

The c. c. 75.80 acre site comprises agricultural land with no particular special environmental designation. The site does not form part of any proposed Natural Heritage Area, Special Area of Conservation or Special Protection Area. There are no recorded monuments or Zone of Archaeological Importance located within the site. There are a number of recorded monument located a short distance from the LAP lands. Therefore, archaeological monitoring within the LAP lands will be required at planning application stage. There are no protected structures or Architectural Conservation Areas located within the plan area. There are no protected views or prospects listed on site in the Development Plan. There are no trees listed for protection on the lands.

It is noteworthy that the Malahide Castle Demesne, a designated Architectural Conservation Area (ACA) and sensitive landscape, is located to the north of the LAP lands. The Demesne contains a number of protected structures, recorded monuments and protected trees. The 2005 County Development Plan, under Section 8.2, requires that any new development is not detrimental to the character or setting of the ACA. A primary consideration of the adjacent LAP will be to ensure that any new development will be sympathetic to the ACA. Consultation with Fingal County Council's Conservation Office will take place in the preparation of the LAP. The Planning Authority is satisfied that the lands can be developed in a manner sympathetic to the ACA, given that the lands are physically separated by a public road and that it is a specific objective of the 2005 Devel-

opment Plan to provide for residential development in the LAP at a low density of 10 units per hectare adjacent to the ACA.

b) exceeded environmental quality standards or limit value.

It is anticipated that environmental quality standards will not be exceeded and that the value of the area will not be limited as a result of the LAP implementation.

c) intensive land use.

The LAP will ensure that the development of this area for residential development is undertaken with due cognisance to its surrounding environment, which would be categorised as low-intensity. Specific objective of the 2005 Development Plan to provide for residential development on the majority of the LAP at a low density of 10 units per hectare will ensure an appropriate intensive land-use.

Effects on areas or landscapes, which have a recognised national, community or internal protection status.

As noted above, there are no features within the Plan boundary which have a recognised protection status.

6.0 Conclusion:

The Planning Authority is satisfied that the Local Area Plan will ensure that the lands will be developed in a sustainable and environmentally sound manner and in accordance with the 2005-2011 County Development Plan. Furthermore, the Planning Authority is satisfied that the development will not have a strategic environmental effect on the area, having regard, in particular to the findings of Section 5 above. In view of the foregoing, it is considered that a Strategic Environmental Assessment is not required in respect of the Broomfield Local Area Plan.

APPENDIX 3

AA SCREENING REPORT

Broomfield Local Area Plan

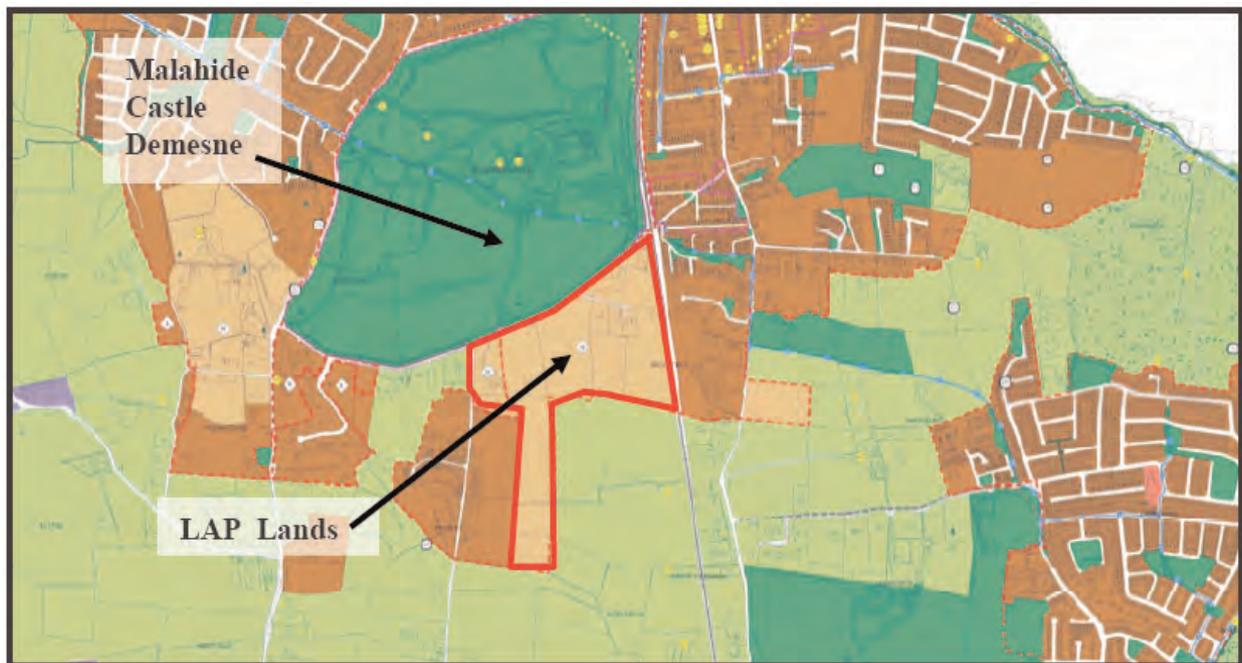
Appropriate Assessment Screening in accordance with Article 6 of the Habitats Directive

Introduction

European Directive (92/43/EEC) on the Conservation of Natural Habitats and Wild Flora and Fauna (known as the Habitats Directive) protects habitats and species of European nature conservation purpose. The Habitats Directive establishes a network of sites designated for their ecological protection. These are referred to as Natura 2000 sites or European sites, normally called Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). Article 6 of the Habitats Directive requires any draft land use plan (development plans, local area plans, regional planning guidelines, schemes for strategic development zones) or amendment/variation to it proposed under the Planning and Development Act 2000 (as amended) to be screened for any potential impact on areas designated as Natura 2000 sites. The purpose of this report is to screen the Broomfield Local Area Plan to assess the potential impacts on Natura 2000 sites.

2.0 Description of Proposed Broomfield Local Area Plan (LAP)

The Plan lands are located in the southern environs of Malahide, c. 1 km south of the town centre (see Map no. 1), immediately south of Malahide Castle Demesne and comprise of approximately 75.80 acres (c. 30.67 hectares) of agricultural and residential land. The LAP, having regard to site specific Fingal Development Plan 2005 - 2011 objectives, will set a broad framework for the development of the primarily greenfield lands. The main characteristics of the LAP are to develop the lands primarily for low density residential development, sympathetic to the surrounding area and Malahide Castle Demesne. It is a specific objective of the 2005 Fingal Development Plan to provide for residential development on the majority of the LAP lands at a density of 10 units per hectare (i.e. the entire northern rectangular section).



Map no.1: Site Location

3.0 Natura 2000 Sites

There are no Natura 2000 sites on the Plan lands. There are two Natura 2000 sites located a short distance from the Plan lands, namely Malahide Estuary and Baldoyle Estuary. The following sub sections give a brief description of each area.

3.1 Malahide Estuary

The Malahide Estuary is located approximately 1.3km north of Broomfield. Malahide Estuary is designated in accordance under the EU Birds Directive, EU Habitats Directive, the Wildlife (Amendment) Act 2000 and the Ramsar Convention.

Malahide Estuary is internationally important for both light-bellied Brent Geese and Black-Tailed Godwit and has nationally important numbers of a further twelve species. The significance of these classifications is that any threat to the habitats of these species could have consequences for either the all-Ireland or international populations of these birds, depending on the species affected.

Site Name	Designated Areas	Basis
Malahide Estuary	Special Protection Area	EU Birds Directive
	Candidate Special Area of Conservation	EU Habitats Directive
	Proposed Natural Heritage Area	Wildlife (Amendment) Act, 2000
	Ramsar site	Ramsar Convention

Designated area	Sub-sites	Principal Habitat types
Malahide Estuary	Broadmeadow Estuary Outer Malahide estuary Corballis to Malahide Island	Mudflats, lagoon, saltmarsh Mudflats, sandflats, saltmarsh Sand dunes, saltmarsh, sandy beach

3.2 Baldoyle Estuary

Baldoyle Estuary is located approximately 2.5km south east of Broomfield. Baldoyle Estuary is designated in accordance under the EU Birds Directive, EU Habitats Directive, the Wildlife (Amendment) Act 2000 and the Ramsar Convention. Baldoyle is a tidal estuarine bay protected from the open sea by a large sand dune system. Two small rivers, the Mayne and the Sluice, flow into the inner part of the estuary. Large areas of intertidal flats are exposed at low tide.

Site Name	Designated Areas	Basis
Baldoyle Estuary	Special Protection Area	EU Birds Directive
	Candidate Special Area of Conservation	EU Habitats Directive
	Natural Heritage Area	Wildlife (Amendment) Act, 2000
	Statutory Nature Reserve	Wildlife Acts, 1976 and 2000
	Proposed Candidate Special Area of Conservation	EU Habitats Directive
	Ramsar site	Ramsar Convention

4.0 Screening Assessment of potential impacts

The following table assesses the key areas of sensitivity in relation to Malahide Estuary and Baldoyle Estuary.

Description of Plan	Broomfield Local Area Plan
Habitat Loss & Fragmentation of Site/Species	It is not anticipated that the Broomfield LAP will result in any loss or fragmentation of site/species given (a) its location and distance c 1.3km from Malahide Estuary and c 2.5km from Baldoyle Estuary (b) the land use type proposed and (c) the limited scale of development vis a vis density restriction.
Quality of Water in Sluice and Mayne Rivers	Appropriate measures will be implemented to ensure water quality in the Rivers is not adversely impacted upon.
Quantity of water flowing into the Estuaries	The Broomfield LAP will not result in any reduction in water quality flowing into the Malahide or Baldoyle Estuaries as SUDS will apply.
Capacity of SWWTP	Sufficient capacity to cater for the subject lands.
Disturbance of Key Species	There is no anticipated disturbance to key species within the estuaries.
Noise	There is no anticipated noise impact on the estuaries.
Air Pollution	There is no anticipated air pollution impact on the estuaries.
Construction Impact	There is not anticipated impact due to the distance of Broomfield to the estuaries.
Physical changes that will flow from plan/project	There is no anticipated impact on the estuaries in terms of physical changes which will flow from the LAP.
Transportation Requirements	Internal roads, footpaths and cycle ways.
Plan Implementation Period	2009-2015.
Cumulative Impacts with other Plans/Projects	No notable cumulative negative effects are anticipated, with particular regard given to the proposed Streamstown Local Area Plan.
Land Take	N/A.
Climate Change	There is no anticipated impact on the climate.
Interference with key relationships that define the structure/function of site	There will be no impact on the key relationships that define the structure/function of site due to the location and distance of Broomfield to the estuaries.

- On the basis of the above assessment, it is the opinion of Fingal County Council that the proposed Local Area Plan to which this screening relates is:
 - (i) not directly connected with or necessary to the management of the site, and
 - (ii) not likely to have a significant effect on a European site (in combination with other plans or projects).

Accordingly an appropriate assessment is not required.

