



Fingal County Council
Comhairle Contae Fhine Gall



HOLLYWOODRATH

LOCAL AREA PLAN

For lands zoned RS1 for residential purposes
at Hollywoodrath

Adopted by Council on the 13th November 2006

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INTRODUCTION

The Fingal County Development Plan 2005 - 2011 designates approximately 31.17 hectares (68.41 acres) of land at Hollywoodrath as zoning objective RSI

“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 lands carry a specific objective 251 :

“to provide for a density of 5 houses per acre (12 per hectare).”

The Planning and Development Act 2000 sets out the procedure for the preparation of a Local Area Plan, Part III, Section VIII states

“A local area plan shall be consistent with the objective of the development plan and shall consist of a written statement and a plan or plans which may include:-

- (a) objectives for the zoning of land for the use solely or primarily of particular areas for particular purposes, or*
- (b) such other objectives in such detail as may be determined by the planning authority for the proper planning and sustainable development of the area to which it applies, including detail on community facilities and amenities and on standards for the design of developments and structures”.*

In addition, the Planning & Development (Strategic Environmental Assessment) Regulations 2004 sets out the manner by which the LAP shall contain information on the likely significant effects on the environment of implementing the plan.

This Draft Local Area Plan has been prepared within the context of the Fingal Development Plan 2005-2011. Following an initial public consultation, the Draft Local Area Plan now sets out the framework for the optimal development of the Hollywoodrath area. The Draft Plan identifies the uses and nature and extent of buildings that may be permitted, the amenities and facilities that will be required and the services and infrastructure necessary to serve the residential zoned lands at Hollywoodrath. The Draft Plan presents an opportunity to create an area having its own distinct character, whilst enhancing the quality of life for existing and new populations.

The Draft Local Area Plan shall have a life of six years from the date on which the Planning Authority adopts it unless amended or revoked by the Planning Authority.

This Draft Local Area Plan will be available for inspection by the public for a period of not less than 6 weeks. Not later than 12 weeks after giving notice, the Manager shall submit a report on any submissions/observations received to the elected members for their consideration. The adoption of the Local Area Plan is a reserved function for the elected members

1.0 EXISTING ENVIRONMENT

1.1 Description of Locality

The subject lands comprise 31.17 ha (74.55 acres) located in North Blanchardstown to the north of the proposed N2-N3 link road and is bounded on the north east by the Ratoath Road and on the north west by the R121.

As existing the area is semi-rural in character consisting of fields in agricultural use, bounded by field hedgerows. To the north, directly across the road, is the low density residential development, mainly detached houses, of Hollystown and the Hollystown Golf Course.

Topographically, the land is gently rolling and the significant feature is the distant view of the Dublin Mountains. The site has a good orientation, the east west configuration gives good exposure to southern sunlight.

The site is crossed by overhead lines and pylons (110 kV, 10 kV) which have a significant negative visual impact. Currently the roads are heavily trafficked. The development of the planned new road network will ease traffic congestion in the area at peak times.

The Hollywoodrath lands are situated approximately 11.5 km. from Dublin city centre and 4 km. from Blanchardstown Town Centre. The lands are in private ownership.

1.2 History

The subject lands contain no structures or other items on the list of Protected Structures. The Development Plan does not list any historical sites or monuments and the area is not within a zone of archaeological importance.

1.3 Natural Heritage

Topographically, the land is flat and largely featureless. It contains hedgerows with a number of individual trees of greater scale within these hedgerows, none of which are identified in the Development Plan for preservation. A stream crosses the area on the southern boundary.

The land does not divide into any distinct areas of individual character by reason of landscape topography or use. The subject lands can be considered as one cohesive parcel of land for development purposes.

However, the more significant hedgerows, trees, streams and routes can be retained and act as structuring elements within the new development and as retained habitats providing refuge and corridors for native plant and animal species. The area is not subject to any specific nature conservation designation. Inevitably development will involve the destruction of some vegetation, in particular the removal of some hedges and trees.

2.0 PLANNING CONTEXT

2.1 Introduction

The Fingal County Development Plan 2005 – 2011 is the key statutory planning contextual document promoting and guiding development in the County. A number of national policies and strategic statutory guidelines, inform the Development Plan and have particular relevance to the subject LAP. These include

2.1.1 National Strategic Policy

Sustainable Development – A Strategy for Ireland (1997)

This document promotes co-ordination of land use and transportation to increase the use and efficiency of public transport. It also seeks higher densities in residential development proximate to transport networks.

The National Climatic Change Strategy (2000)

The Strategy provides a framework for achieving a reduction in greenhouse gas emissions, whilst continuing to support economic growth. It seeks to promote sustainable building forms and provides for a modal shift from private to public transport.

The National Spatial Strategy (2002 – 2020) and the Strategic Planning Guidelines of the Greater Dublin Area

The policies and objectives of these strategies are encompassed in the County Development Plan. These strategies have a direct bearing on the nature and scale of the LAP in terms of the future development of County Fingal.

2.2 Regional Context

2.2.1 Strategic Planning Guidelines 1999 – 2011 Greater Dublin Area

The Strategic Planning Guidelines provide the broad planning framework for land use and transportation up to 2011.

The subject lands are located in the Metropolitan Area. The development format incorporated into the Local Area Plan provides for low density residential development. The development is planned to link and integrate with Hollystown.

2.2.2 Regional Planning Guidelines 2003 – 2016 Greater Dublin Area.

The strategy (adopted April 2004) for the Metropolitan area is to consolidate development within the area. It is envisaged that this will require the delivery of well-designed urban environments, as well as measures to ensure priority for public transport.

2.3 County Development Plan 2005 – 2011 – Policies & Objectives

2.3.1 In the Fingal County Development Plan the lands at Hollystownrath are zoned “RS1”.

“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”.

Land uses considered acceptable in principle under the objective “RS1”, include residential, holiday home, residential care home, residential institution, bed & breakfast, guesthouse, recreational facility/sports club, community centre, childcare facility, places of worship, recycling facility, community facility, education, hospital, cultural use, traveller accommodation, open space, utility installations, home-based economic activities¹, veterinary surgery, enterprise training centre, offices less than 100 sq.m., recreational buildings (commercial), petrol station and public house¹.

The RS1 zoning provides for a local centre, with acceptable uses of- ATM, betting office, doctors/dentist etc., health centre, neighbourhood shop, take-away fast food outlet, restaurant/café and public house.

2.3.2. In the Fingal County Development Plan, the subject lands carry a “specific local objective 251:-
“to provide for a density of 5 houses per acres (12 per hectare)” The number of dwelling units that result may be in the order of 330 with a population of 1150 people.

2.3.3. The subject lands also carry a specific objective to facilitate the provision of the planned strategic road network, to serve the Greater Blanchardstown Area. The network, as planned, provides for a new road link between the N2 and N3. This will run in the vicinity of the southern perimeter of the subject lands and will connect the Cherryhound Intersection on the N2 (upgraded) with the N3.

¹ Where use is ancillary to use of the dwelling as a residence

- 2.3.4.** The subject lands are partially within the inner airport noise zone (northern section of the subject lands adjacent to the Ratoath Road). The location of the area under one of the flight paths of Dublin Airport will require special noise insulation measures to be taken in the design of houses on the subject lands. The Council will implement government policy with regard to Public Safety Zones for Dublin Airport. Almost all the lands are located within the Outer Dublin Airport Safety Zone as defined by the 2005 Dublin Safety Zones Report. The Report was commissioned by the Ministers for Transport and Environment, Heritage and Local Government. It recommends restriction of the type and quantum of development acceptable within specified safety zones in the environs of the airport in the interests of public safety.

2.4 Hollystown Local Area Plan and Tyrellstown Action Area Plan

The Fingal County Development Plan, is the statutory document guiding development in the area. Plans and developments, relevant to Hollywoodrath, include the Hollystown Local Area Plan and the Tyrellstown Action Area Plan. The Hollystown Local Area Plan deals with the planning and residential development of the area directly north and west of the subject lands. The Tyrellstown Action Area Plan deals with the residential lands to the south west.

2.4.1. Hollystown Local Area Plan

The Hollystown LAP was adopted on 14th April 2003 and amended by Variation No. 35 to Fingal County Development Plan, which was adopted 11th May 2004, as a Rural Housing Policy.

Hollystown is situated to the north of Hollywoodrath with the northern fringe of the Blanchardstown area and close to the border with Co. Meath. Hollystown comprises approximately 20 hectares (49 acres).

In its present form the area consists of ribbon development along the Ratoath Road with a cluster of 126 houses fringing the Hollystown Golf Club to the north. There is also a smaller estate of 12 houses to the south of the Golf Course.

The objectives of the Hollystown LAP are to create a village neighbourhood by combining the existing disparate elements and new development and to link new development with the wider range of support facilities available at Tyrellstown and the Blanchardstown Town Centre.

The Local Area Plan includes specific objectives for- open space, traffic calming, pedestrian and cycle links, small local retail centre, a

site for community use. It is anticipated that the residentially zoned lands at Hollystown could yield an additional 450 dwelling units. There is a public open space requirement for 3.24 hectare (8 acres).

In considering the planning of Hollywoodrath it is important that suitable linkages are established with Hollystown and Tyrellstown.

2.4.2. Tyrellstown

Tyrellstown is a residential development of 2200 new dwellings, a district centre with commercial/retail facilities and primary school reservations on a site of 69 hectares (171 acres).

Tyrellstown will have a significant influence on how Hollywoodrath will be developed. Links to Tyrellstown will be required to create an integrated plan for the area.

2.4.3. Development Plan Variation No. 1 (Cruiserath)

Variation No 1 of the Development Plan adjoins the southern boundary of the subject lands and provides for Retail Warehousing and Motor Showrooms. Planning permission was granted on 1st March 2006 (F05A/0523) for 20,320m² gross floor area and 1104 surface car park spaces.

2.4.4. Planning Permissions

Part of the subject lands have the benefit of a planning permission for a science and technology / light industrial logistics development (F01A/1350). The remainder of the lands have an Outline Permission for similar development (F02A/0318).

2.5 Residential Density Guidelines for Planning Authorities (1999)

The Department of the Environment and Local Government published the Residential Density Guidelines in September 1999 to advise Planning Authorities to promote increased densities in appropriate locations.

The subject lands at Hollywoodrath are located in 'OuterSuburban/Greenfield Sites'.

The guidelines state that:-

“Studies have indicated that whilst the land take of the ancillary facilities remains relatively constant the greatest efficiency in land usage on such lands will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare (14-20 per acre) and such densities should be encouraged generally.”

“where ‘greenfield’ lands are to be served by existing or improved public transport corridors, planning authorities should consider the preparation of Local or Action Area Plans for such expanded areas, setting targets for increased density yields.”

The Guidelines also seek to maximise the locational advantages of serviced lands close to existing public transport corridors in an effort to prevent urban sprawl and promote a more compact built environment.

The Guidelines highlight the role that Development Plans play in identifying areas suitable for high densities and appropriate Guidelines qualitative and quantitative criteria.

In the Fingal County Development Plan, the Hollywoodrath lands carry a specific local objective 251:- “to provide for a density of 5 houses per acre (12 per hectare).”

3.0 SOCIAL INFRASTRUCTURE

3.1 Employment

Employment areas in the vicinity of the subject lands provide a wide range of job opportunities in Blanchardstown development area. Locations include- the Town Centre, Connolly Memorial Hospital and the industrial/business use lands located to the south and east of the site. The subject lands are also in close proximity to the employment opportunities of Dublin City and Dublin Airport.

3.2 Schools

There is no primary or post primary school in the vicinity of the subject lands.

The Department of Education and Science have confirmed their requirement for a school site within the Hollywoodrath LAP.

Accordingly a 5-acre site for a primary school shall be reserved in the south western sector of the subject lands.

3.3 Crèche Facilities

There are currently no crèche facilities in the immediate vicinity of the subject lands. It is an objective of the Local Area Plan to encourage the provision of a crèche within the subject lands to cater for the emerging needs of the population.

3.4 Retail and Services

There is an existing District Centre at Tyrellstown approximately 0.5km distant from the subject lands. The Tyrellstown full range of district centre shopping, commercial business services, and medical facilities together with a hotel, conference facilities and retail warehousing to the south of the subject lands will also serve Hollywoodrath. These facilities will be safely accessible via the planned new road network. A small local centre/shop facility located within the Local Area Plan will serve the immediate local residential population.

3.5 Recreation, Amenity and Open Space

There are no public open space, amenity / recreational / community facilities in the immediate vicinity of the subject lands. Hollystown Golf Course and Tyrellstown Golf Driving Range are privately owned facilities. These facilities are to the west and south west of the subject lands. It is an objective of the local area plan to provide on site public open space, recreation / community facilities to cater for the emerging needs of the resident population of the subject lands.

4.0 STRUCTURING ELEMENTS

4.1 The Fingal Development Plan provides for the development of the subject lands as low density. To formulate a rational and sustainable Local Area Plan, the identification of movement desire lines, linkages and nodal points, as structuring elements, is required.

4.2 Desire Lines

Movement desire lines are those that people will wish to take to walk, cycle or drive as the most direct, safe and attractive route to particular facilities. It is anticipated that there will be two main routes for public transport, one leading towards Tyrellstown with its existing retail and service facilities shops and bus terminus and the other towards the Hollystown Golf Course.

4.3 Nodes

Nodes are points of concentration of activity arising from movement associated with land use and transportation. The existing major node point is at the roundabout, the junction of the R121 and Ratoath Road. A significant future node will be at the new N2-N3 link road with the R121.

4.4 Character Areas

The area is largely featureless. The only elements of character are the significant hedgerows with a number of individual trees of greater scale within these hedgerows. The new development will create the character of the area. Negative features are largely absent with the exception of the ESB lines. As existing there is a lack of definition at road boundaries but it is not significant.

4.5 Views

The significant feature is the far view of the Dublin Mountains and special view corridors are warranted for retention for amenity exploitation and for structuring the future layout.

4.6 Orientation

The triangular shape of the area with the apex to the north facilitates good orientation with sunlight for a very substantial part of the subject lands.

4.7 Traffic Impacts

Currently the heavily trafficked routes are the Ratoath Road and the R121 with congestion occurring at peak times at the junction of both roads. It is anticipated that the N2-N3 link road will partially run immediately south of the subject lands and then travel through the ST1 lands to the south. The N2 – N3 road link will form a major barrier to the south with consequent noise issues. In time, with the completion of the new road network (N2-N3 link), the function of the Ratoath Road is planned to revert back to its local / rural design nature. In this way, it is planned that the subject land at Hollywoodrath and the adjacent Hollystown Area will physically, socially and visually integrate to become a coherent residential settlement area.

4.8 Public Transport

There is no public transport service, existing in the immediate area. Residential development in Hollystown is dependent on car transportation. The public bus terminus at Tyrellstown is located approximately 750 metres from the centre of the LAP area. Most of the subject land is outside the catchment area (400 – 500 meters) of being served by a bus stop. The low density also mitigates against the provision of public transport. It is anticipated that the development of Hollystown and Hollywoodrath will give rise to a demand for public transport, although the low densities will limit the level of service. The design of main internal distributor roads will have regard to the possible extension of public transport through the subject lands.

Provision shall be made for a public bus terminus/turning circle in the vicinity of the open space and neighbourhood centre. The provision of which shall form part of the planning permission for the neighbourhood centre.

4.9 Seveso Site

There is a Seveso Site to the south of the subject lands - 1km distant.

5.0 LOCAL AREA PLAN

5.1 General Concept

5.1.1. The Hollystown local area plan for low density residential development at Hollywoodrath must be seen in the context of the Development Plan

- which encourages high densities in areas proximate to major transport corridors and
- the objective to provide a range of house types in the Blanchardstown Area.

5.1.2. The Local Area Plan sets out the framework for the creation of a sustainable suburban quality housing environment supported with the provision of

- good three dimensional urban design
- buildings to incorporate architectural expression at entrances, corners, ground floors and roofs.
- use of high quality materials with good maintenance characteristics. Natural materials such as stone, brick and timber will be favoured.
- high standards will be required for ground finishes, street furniture, signs landscaping, public lighting and demands placed on open space, and bin storage to be designed in at an early stage.
- Internal access roads geometry (widths, radii, speed limitations) to be designed consistent with a traffic calmed residential area.
- Landscaping to be used in a structural manner, to assist in the ordering of routes and spaces. Native species such as lime, ash and cherry to feature.
- car parking may be parallel on street and at right angled bays. Designed clusters must be overlooked by the front of houses. Where rear courtyards are used not more than 10 cars may be accommodated and must be overlooked. Appropriate noise and car headlight attenuation measures put in place.
- attention to orientation and landscaping
- appropriate connections between new and existing developed lands
- open space for active recreation in a location that serves both new and existing development
- pedestrian and cycle routes at local level.
- high standards of energy efficiency and environmental sustainability in layout orientation and building materials.
- high standards for noise amelioration, and insulation in dwelling units with regard to traffic and aircraft noise this will involve ensuring noise insulation in new buildings so that traffic and aircraft noise does not exceed acceptable levels in living spaces. Details of acceptable levels will be included in the Master Plan.

- Landscape / noise attenuation - mounds to the Ratoath Road, Church Road and N2-N3 Road Link (part of).

5.1.3 A density of 12 dwellings per ha (5 houses per acre) will be facilitated. The number of dwelling units that result may be in the order of 330 with a population of approximately 1150 people.

5.1.4 The layout design of the Local Area Plan enables the creation of areas of distinct character, with variation in density and building form. Each area will have a limited / closed traffic access route from a new internal land distributor road. Traffic calming will be an integrated feature of the layout.

5.2 Access

In the present condition, the surrounding road network is insufficient to provide safe efficient access to the subject lands. This is a consequence of the heavy traffic volumes on the surrounding road network during morning and evening peaks and also a consequence of various structural, geometric and safety deficiencies on parts of this network. Local improvement measures are insufficient to address these issues. In order for the LAP lands to be developed it will be necessary for the N2/N3 dual carriageway link to be completed and operational between Church Road (R121) and the Cherryhound Interchange on the N2.

Given the scale of development envisaged (330 residential units), it is considered that the LAP lands can be accessed efficiently via a limited number of links to the surrounding road network. Three links are suggested as follows:-

- 1) to the R121 (Church Road) on the western boundary of the site [Western Access];
- 2) to the Ratoath Road to the north of the site.

The Ratoath Road is the dominant road link to Hollystown/Ratoath and carries twice the volume of traffic as the R121 (Church Road). In order to preserve the capacity of this link, it is considered that access to it should be prohibited or very significantly restricted.

A local access link is proposed through the subject lands connecting two of the above accesses. This link would be designed as a 'calmed' street passing through the retail/civic spaces of the subject lands and specific measures will be provided to reduce its attractiveness for 'through-traffic'. When designing this link road geometry (width, radii, speed) to be designed consistent with the aforementioned constraints. Consideration will be given to facilitating the extension of public transport services through the site to the lands of the Hollystown LAP.

As the aforementioned links and access routes are developed, and the Ratoath Road along the eastern boundary is improved, the priority of the existing R121 forming the northern boundary of the subject site will be reduced. The future function of this road link will be primarily for local access and slow-mode road-users. Local improvements will be undertaken to improve safety and visibility along this link consistent with the reduced importance of the road. It is an objective that, when completed, the overall access/road network will provide safe and convenient routes for pedestrians/cyclists through the LAP lands forming a continuous link between Tyrellstown and the lands of the Hollystown LAP.

5.3 Social and affordable housing – Residential mix

Development of private housing in this location is desirable and will contribute to a better housing mix. The Council's Housing Strategy 2005 – 2011 indicates a requirement for 20% for social and affordable housing on the subject lands.

5.4 Residential Mix and Variation in Density

The Local Area Plan will seek to provide a variety of dwelling types, tenure and size to accommodate different household sizes. Residential development will include a mix of house types and sizes including detached, semi-detached and terraced units 2 and 3 storey in height to provide variety and create areas of distinct character. Layouts will be designed to calm traffic, provide self policing of the public realm, connections to neighbouring areas, appropriate scale of roads and buildings.

The Urban Development Masterplan to be agreed prior to any development taking place shall define the variation in densities in each of the different character zones. The overall density shall not exceed 12 houses per hectare and the maximum density in any zone shall be 24 houses per hectare.

5.5 Open Space

Residential development on the subject lands will comply with the public open space standards as set out in the County Development Plan. Class 1 and Class 2 public open space will be provided on site within the subject lands. In addition, Class 1 Open Space is located in the centre of the subject lands and may cater for the needs of residents in the wider area of Hollystown. The central public open space area includes a minimum area of 2.5 ha (6.2 Acres) approx. as the open space contribution arising from development on the subject lands. A children's playground will be required to be provided. In addition, play station installations will be erected in the park and other key locations leading to the park. These area play objects are designed to develop children's senses while also having a sculptural character.

In relation to Class 2 public open space a minimum module size of 0.2 ha will be reserved in order to ensure that allocation is sufficient for informal games and recreational activities.

5.6 Community Facilities and Creche Provision

The subject lands will have a limited requirement for community and shopping facilities. This requirement will be monitored by the Planning Department in tandem with the needs of residents in the wider area of Hollystown and Tyrellstown. A local shop will be provided on the subject lands in tandem with a crèche facility and will be located in a central location. The "Childcare Guidelines for Planning Authorities" recommends 20 childcare places for every 75 dwellings.

5.7 Boundary Treatment

Boundary Treatments (including noise amelioration mounds) and building lines to the Ratoath Road, Church Road, and to the south will be carefully designed and provided for in all planning applications.

As far as practicable, the hedgerows on Church Road will be preserved except where it is necessary to upgrade the existing road and create a vehicular access to the site. Where hedgerows are removed, there shall be significant replanting and mounding (where appropriate).

5.8 Waste Recycling Requirements

The Council supports Government and EU objectives for waste reduction including the recycling and reuse of waste. It is an objective of this plan to develop and extend recycling facilities within the area.

All residential development must have suitable and adequate internal and external storage space designated for 3 waste streams - residual waste (grey bin), dry recyclables (green bin), organic waste (brown bin) - and must comply with the *"Waste and Recycling Storage Requirements for Residential and Non-Residential Developments in Fingal"*.

A site for the provision of a Fingal managed Bring Bank should be provided in the car park of any proposed Neighbourhood Centre/retail facility in accordance with the Council's requirements.

All non-residential developments must have suitable and adequate internal and external storage space for segregated waste and must comply with the *"Waste and Recycling Storage Requirements for Residential and Non-Residential Developments in Fingal"*.

5.9 Reservation for E.S.B. Transmission Lines and Pylons

The Local Area Plan provides that the reservation of the route of the E.S.B. 110 kV and transmission line and pylons through the subject lands, be kept free from development (40 metre reservation). The areas under the power lines do not constitute public open space. The Local Area Plan provides that the 10 KV transmission line be diverted from the LAP lands or undergrounded.

5.10 Energy

Fingal County Council is committed as a priority to encouraging more sustainable development through energy end use efficiency, and increasing the use of renewable energy, in all new building projects in the designated area within the Hollywoodrath Local Area Plan.

It will achieve this by:

- Encouraging responsible environmental management in construction
- Promoting sustainable approaches to housing developments by spatial planning, layout, design and detailed specification
- Ensuring high standards of energy efficiency in all housing developments under its remit, and encouraging developers, owners, and tenants to improve the environmental performance of the building stock, including the deployment of renewable energy
- For housing, specifically applying an improvement of 60% relative to prevailing norms as represented by the Building Regulations Part L
- For other buildings, specifically applying an improvement of 60% relative to prevailing norms as represented by the Building Regulations Part L

- Anticipating the operational implementation of the EU Directive on the Energy Performance of Buildings (EPBD) by encouraging the energy rating and labelling of building energy performance, so as to give visible recognition to such improvements.
- The specific approach proposed for developers is to set a target, accompanied by a menu of design and technology options, including renewable energy technologies, as a means of offering flexibility towards meeting that target in the most technically and economically feasible manner on a case by case basis.
- As an initial step towards achieving greater environment sustainability, Fingal County Council is proposing the introduction of a performance based CO₂ Emissions Target (CET) for new buildings being constructed within the Hollywoodrath Local Area Plan.

- **Targets**

- All new buildings within the designated area will represent a significant improvement in energy and associated environmental performance relative to prevailing practice.

The following conditions apply:

- **Housing:**

A collective average reduction of at least 60% in CO₂ emissions deriving from energy usage for space and water heating within the housing development, relative to a baseline of prevailing regulatory and design practice. This initial baseline of comparison is to be represented by the provisions of Technical Guidance Document L (TGD L) to the Building Regulations, 2002 using a conventional gas fired heating boiler with an assumed seasonal efficiency of 75%. The calculation is to be carried out for the time being using the Heat Energy Rating Method in TGD L, pending adoption of the official national methodology for determining energy performance of housing for the purposes of the EU Energy Performance of Buildings Directive (EPBD).

In meeting this CO₂ performance target, the development shall include:

- A collective average reduction of at least 60% in energy consumption for Space and water heating, relative to the baseline of existing regulatory and Design practice and using the methodology outlined above; and
- A contribution of 30% by renewable energy supply systems to meet the collective space and water heating requirements within the housing Development.

- **Non-residential**

A collective reduction of at least 60% in CO₂ emissions deriving from total energy usage (space heating, water heating, lighting, other) arising from all services within the development, relative to a baseline of existing regulatory and design practice. This initial baseline of comparison is to be represented by the provisions of TGD L to the Building Regulations, 2006. In the absence of an official national methodology for determining the energy performance of non-domestic buildings, this calculation is to be carried out using a method compliant with the draft European Standard prEN 13790.

In meeting this CO₂ performance target, the development shall include:

- A collective average reduction of at least 60% in energy consumption for all services, relative to the baseline of existing regulatory and design practice and using a methodology as outlined above; and
- A contribution of 30% by renewable energy supply systems to meet the collective energy requirements within the development.

To illustrate the above, using the Heat Energy Rating methodology, the baseline energy performance of new housing is typically 125 kWh/m²/year for space and water heating when constructed to the minimum requirements of Building Regulations, 2002, and using a boiler with a seasonal efficiency of 75%. This translates into a CO₂ performance of 23.7 kg/m²/year using a gas fired heating system.

Fingal County Council requires that new housing developments should achieve a 60% reduction in CO₂ emissions associated with space and water heating (i.e. to below 9.5 kg/m²/year), which must include a reduction in energy use for this purpose (i.e. to below 50 kWh/ m²/year) and a contribution of at least 30% by renewable energy systems to meet the collective space and water heating requirements within the development.

- **Menu of Options**

In pursuit of these targets, a strong menu of superior design and specification options

will include the following:

- Site layout and associated bio-climatic/ passive solar design measures.
- Enhanced levels of insulation in walls, roofs, floors, glazing and doors.
- Reduced uncontrolled air infiltration losses.
- Use of healthy and controllable ventilation systems.

- Heat recovery systems.
- Use of daylight.
- Water conservation measures.
- More sustainable building materials.
- Improved heat generation appliance efficiency, e.g. condensing boilers
- Intelligent heating system configuration and time/ temperature/ zone/function controls
- Efficient provision of domestic hot water.
- Fuel switching to low or zero CO2 emitting fuels.
- Energy efficient lighting systems.
- Incorporation of renewable energy systems, e.g. active solar, heat pumps, biomass.
- Provision of appropriate group or district heating systems.

In the case of non-domestic buildings, additional options include:

- Heating, ventilation and air conditioning systems and controls.
- Electrical energy use including motive power.
- Efficient lighting systems and controls.
- Building Energy Management Systems
- Occupancy controls.
- Monitoring and Targeting systems.
- Combined Heat and Power (CHP).

Other measures which can contribute to the energy efficiency and renewable energy targets can also be considered.

This menu approach enables specifiers and developers to adopt approaches which are responsive to site and client circumstances and constraints, and offers the flexibility to explore and employ different mixes of options on a case by case basis, to maximise technical and economic feasibility.

5.11 Management Companies and Taking-in-Charge

This Local Area Plan must have regard to the councils policy on Management Companies and Taking-in-Charge. The development shall be designed in such a way that the roads, public open spaces, water services, sewerage and public lighting shall be taken in charge by the council and shall not be subject to a management company except where gated communities are created. Should any apartments or duplexes be built in the development, these shall not be governed by the same management companies as the houses.

6.0 INFRASTRUCTURE – ROADS AND ENVIRONMENTAL SERVICES

The Council will provide adequate and improved infrastructural services to the subject lands. Where a development is facilitated by public services which have been or will be provided, contributions towards the cost of providing such services shall be required, as provided by the Planning and Development Act 2000. Contributions shall be levied at the rate prevailing at that time. Where the development includes the provision of improved roads, cycleway networks, new internal roads, footpaths or environmental services, the Council will obtain satisfactory security from the developer to secure the provision and maintenance of such services.

6.1 Environmental Services

- 6.1.1 The subject lands are located in an area where there are current deficiencies in the level of provision of existing environmental services. Water supply, foul and surface drainage disposal facilities are being planned and will be available to service the subject lands as follows:

Foul Sewer:-

The subject lands lie within the overall catchment of the Tolka Valley Trunk Sewer. A drainage plan to service the subject lands and adjoining lands by gravity via the Tyrellstown development is approved. Access to this system is contingent on obtaining the necessary landowner consents and/or the Local Authority exercising its statutory powers. As an interim measure, a pumped sewage option to the Church Road Sewer may be adopted subject to approval of details. This latter option, if adopted, shall be closed off, once a gravity sewer connection becomes available. An alternative solution is to lay a new gravity pipeline along the proposed Damastown Road Extension to facilitate a gravity connection from the subject and adjoining lands to the Tolka Valley Sewer via the Pinkeen River branch.

Foul Drainage is dependent on a gravity solution being constructed and available to drain the subject and adjacent lands in the catchment to the Tolka Valley Trunk Sewer.

Surface Water:-

Development in the subject lands will require the implementation of a stormwater management plan following the principle of Sustainable Urban Drainage (SUDS) and in compliance with the policies developed for the Dublin Region by the Greater Dublin Strategic Drainage Study (GSDSDS). Additional surface water drainage in the Tolka River

catchment must be in accordance with the recommendations of the Tolka Flood Study Report.

Where feasible the use of culverts on watercourses is to be restricted and riparian corridors free from development established.

Adequate provision is to be made in the drainage system to cater for development in the subject lands and further upstream.

Prior to commencing development, details of a Sediment and Water Pollution Control Plan is to be submitted for the agreement of the Water Services Department.

Water Supply:-

The subject lands lie within the Ballycoolin High Level Water Supply area. An adequate supply will be available to cater for the subject lands when the proposed water tower is commissioned in 2007.

A 300mm diameter water main in the roadways along the perimeter of the subject lands linking to the existing 300mm main on the R121 is required.

A Water Management and Conservation Plan is required.

7.0 IMPLEMENTATION, PROGRAMMING & PHASING

The Local Area Plan identifies significant development potential for a quality residential neighbourhood within the subject lands.

In order for the LAP lands to be developed, it will be necessary for the:

N2 – N3 Road Link

This duel carriageway link to be completed and operational between the Church Road and the Cherryhound Intersection on the N2.

Public Open Space Masterplan

A Public Open Space Programme for the entire Hollystown/Hollywoodrath Area drawn up in consultation with the Council presenting development proposals for the Local Area Plan area shall be submitted to the planning authority for their agreement on the adoption of this plan. This Public Open Space Masterplan shall be brought before the Area Committee for consideration.

Urban Development Master Plan

A detailed Masterplan showing the design of the Character Areas, Class 2 Open Spaces, Commercial Centre, Roads, Pedestrian/Cyclist routes, and residential design elements to comply with this Plan shall be submitted to the planning authority for their agreement on the adoption of this Plan.

Planning Applications

When the Master Plans are agreed, development proposals will be submitted for approval to the Planning Authority, in the form of a planning application, in the normal way and will provide for appropriate phased infrastructure.

Phasing

Phase	Items to be implemented
Prior to any development commencing	<ul style="list-style-type: none"> • Master Plan agreed by Council • Public Open Space Masterplan agreed by Council • N2 – N3 Road link to be completed and operational between Church Road and the Cherryhound Intersection on the N2 • The provision of traffic calming measures on the Rathoath Road between Hollystown Cross and Belgree Lane as were required in the Hollystown RV1 Plan • A cycle/pedestrian route be constructed between Hollywoodrath and the location of the permanent primary school • A report be done on the provision of public transport services to the area.
Prior to any development being occupied	<ul style="list-style-type: none"> • A permanent Primary School is provided for the general Tyrrelstown/Hollywoodrath Area

It is envisaged that development targeted in this Local Area Plan may occur over a period of five years. However, depending on the provisions of infrastructure demand and economic circumstances, this may not be achieved during the lifetime of the Plan. This Local Area Plan will be revised after a period of five years but may be reviewed at an earlier date if deemed necessary.

8.0 ENVIRONMENTAL APPRAISAL

The Planning and Development Act 2000, Section 19, 4(a) states that:

“A Local Area Plan shall contain information on the likely significant effects on the environment of implementing the plan”.

In accordance with legislative requirements an assessment of the need to prepare a Strategic Environmental Assessment (SEA) of this Local Area Plan has been carried out. Having consulted with the prescribed bodies the Council consider that the Plan is not likely to have significant effects on the environment.

The main possible environmental effects are as follows:

8.1 Humans

This Local Area Plan seeks to promote sustainable development and increased choice in housing. Development will increase the population of the wider area and this will support community and commercial services planned and available in the wider area.

8.2 Ecology

Development will result in the removal of grasslands and some hedgerows. There are no features of ecological rarity. The habitats and flora and fauna species are representative of abandoned farmland in the urban fringe area.

8.3 Archaeology & Protected Structures

There are no recorded monuments or protected structures on the subject lands. The Department of Environment, Heritage & Local Government recommend that the area be subject to an inspection by a suitably qualified archaeologist in advance of development.

8.4 Landscape

Development of the subject lands will significantly and permanently alter the landscape character at this location. The impacts will be managed through design and layout of the new development.

8.5 Built Environment

The plan proposes to provide a high quality built environment as an integrated extension of the existing wider Blanchardstown Development area.

8.6 Transportation and Noise

Development will generate a significant amount of additional traffic and this will result in some further adverse impact on the existing rural road network and residential amenities. However, the provision of the planned new road network and improvements should improve transportation management and enable structural/social integration of the residential community at Hollywoodrath with Hollystown.

8.7 Construction Impacts

Development will impose some adverse impacts on the wider community, in terms of traffic, noise and dust, particularly during construction phases. It is an objective of this plan that developers shall take adequate measures to minimise these impacts, during construction phases.

8.8 Drainage

The lands are within the catchment of the recently completed North Fringe Sewer. New infrastructure and wayleaves will be required.

Surface water runoff from the development of the lands will be subject to S.U.D.S. and must be in accordance with the recommendations of the Tolka Flood Study.

Water supply to serve the development of the lands can be provided when the proposed Water Tower at Ballycoolin (high level water supply) is commissioned in 2007.

Road access can be provided from the Ratoath Road and Church Road. Provision will be made for the future realignment of the roads in consultation with Fingal County Council.

8.9 Airport Noise and Public Safety Zone for Dublin Airport

The subject lands are partially within the inner airport noise zone (northern section of the subject lands adjacent to the Ratoath Road). The location of the area under one of the flight paths of Dublin Airport will require special noise insulation measures to be taken in the design of houses on the subject lands. The Council will implement government policy with regard to Public Safety Zones for Dublin Airport. Almost all the lands are located within the Outer Dublin Airport Safety Zone as defined by the 2005 Dublin Safety Zones Report. The Report was commissioned by the Ministers for Transport and Environment, Heritage and Local Government. It recommends restriction of the type and quantum of development acceptable within

specified safety zones in the environs of the airport in the interests of public safety.

8.10 Overall Environmental Impact

It is considered having regard to the specific objectives and provisions of this Local Area Plan that the implementation of the plan is unlikely to have significant adverse environmental impacts.