

KILMARTIN

Local Area Plan

May 2013



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Local Area Plan

Adopted By Council
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Introduction

1.0 Statutory Context

The Fingal Development Plan 2011-2017 has designated an undeveloped area of land comprising 78.51 hectares for Local Area Plan (LAP) purposes. The designated area, known as Kilmartin Local Area Plan, is located at the north-western development boundary of Blanchardstown. The Fingal Development Plan provides for the zoning objectives 'RA'-Residential Area and 'LC'-Local Centre on the Kilmartin LAP lands, which provides for residential and local retailing facilities. In the past 15 years, the context of the area has undergone significant change. The impacts of substantial residential and commercial development in the vicinity have resulted in the creation of a developing outer suburb.

The Local Area Plan should be read in conjunction with the Fingal Development Plan 2011-2017 as relevant policies, objectives and standards contained therein apply to the LAP lands. The LAP is consistent with the objectives of the Fingal Development Plan.

The Local Area Plan is prepared in compliance with the Planning and Development Acts 2000-2012 (Sections 18, 19 and 20). The Strategic Environmental Assessment (SEA) Directive (2001/42/EC) is also complied with. The SEA provisions are to "provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans". The Local Area Plan complies with the Habitats Directive in relation to Appropriate Assessment. Appropriate Assessment is to ensure that the protection of the integrity of European 'Natura 2000' sites is included as an integral part of the planning process at a local level.

The level of development envisaged will likely exceed the lifetime of the LAP, which is 6 years unless extended in year 5 for a further 5 years.

1.1 Vision Statement

The vision is:

- To create a sustainable place to live, work and play encompassing a cohesive and diverse community with a strong identity.
- To contribute to the economic growth of the County through the development of a vibrant economic community centred on the local centre.

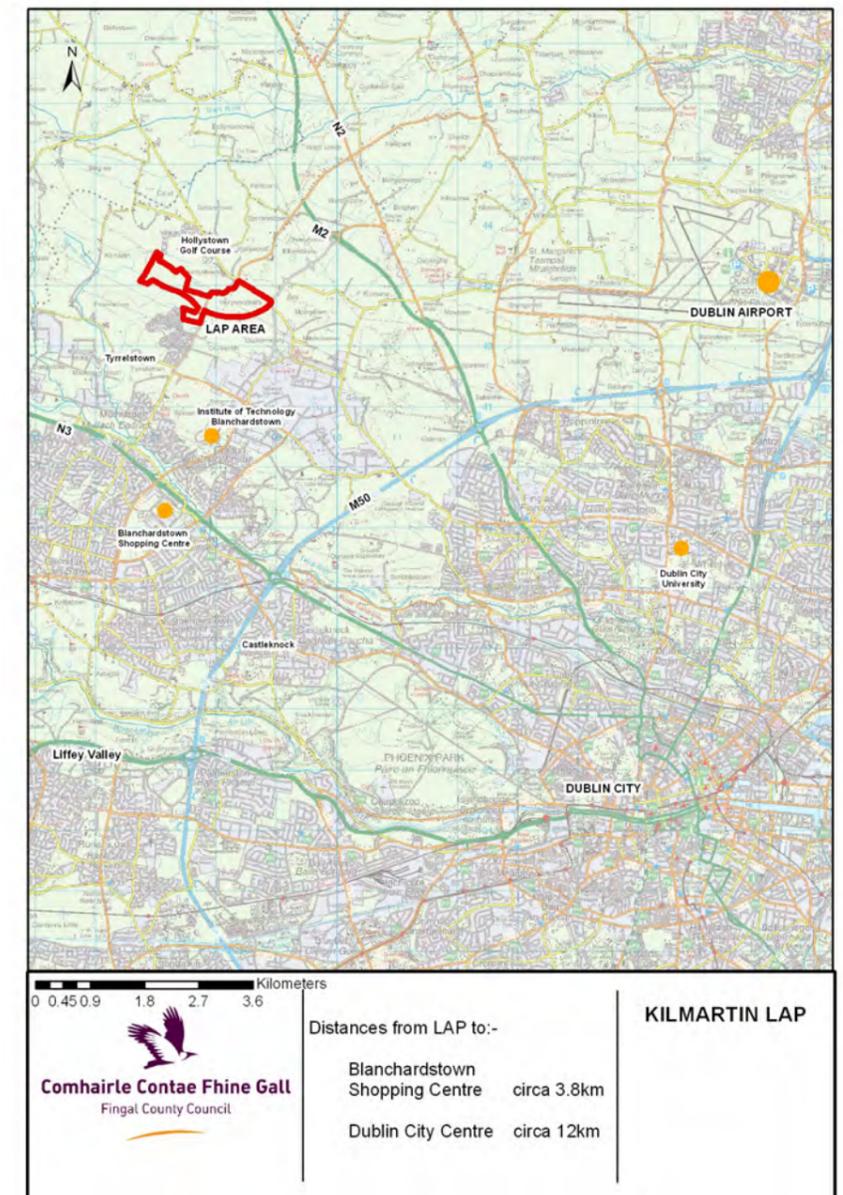
1.2 Purpose of Local Area Plan

The Kilmartin LAP sets out a development strategy for the proper planning and sustainable development of the lands and addresses the following elements:

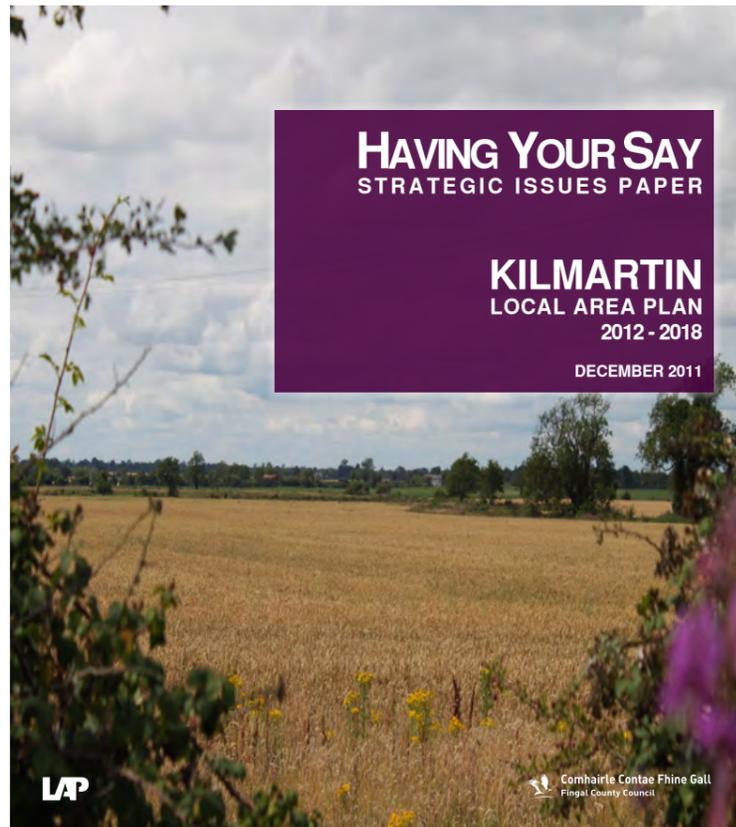
- Creation of a single community in the northern part of Blanchardstown, integrating with the existing community at Tyrrelstown.
- Provision of residential development in a phased and integrated manner, with a supporting level of mixed uses to serve the needs of the community in an extended local centre.

- Creation of a permeable and legible movement network for all modes of transport linking the lands internally and externally with the Greater Blanchardstown Area.
- Provision of high quality recreational open space and amenity facilities to meet active and passive recreational needs of the expanding population.
- Provision of community and health care facilities, in particular, schools.

MAP 1: STRATEGIC LOCATION



- Protection, integration and enhancement of existing environmental features within the lands and in the park located directly south.
- Delivery of a high quality urban design to ensure that the area has its own unique character and identity and is a desirable place to live, work and recreate.



1.3 Public Consultation

The Planning and Development Acts 2000-2012 provide for the planning authority to take whatever steps it considers necessary to consult the public.

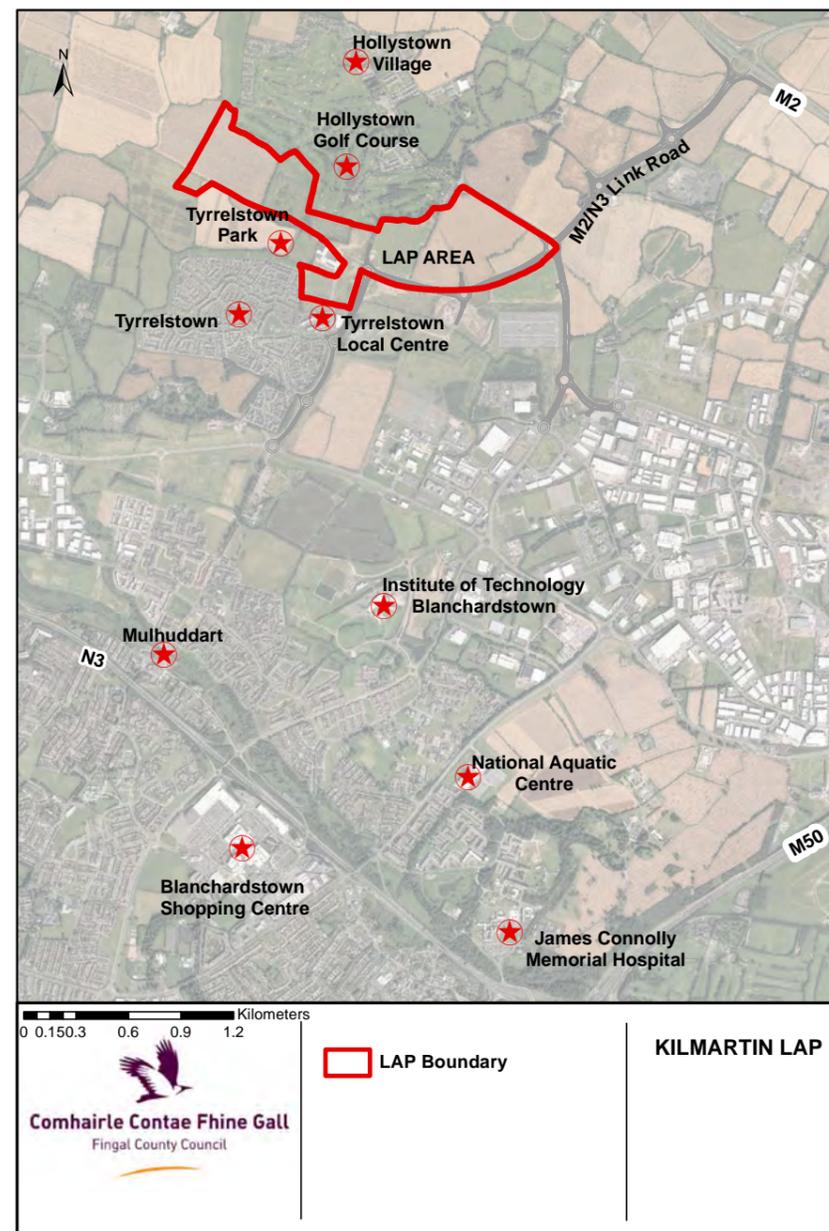
The intention to prepare a Local Area Plan for Kilmartin was advertised. Written submissions on the pre-draft consultation phase were invited from members of the public between 1st December 2011 and the 2nd February 2012. A total of 13 no. submissions were received. These submissions have been taken account of in the making of the Local Area Plan.

Simultaneously, a Strategic Issues Paper was made available to the public and interested parties. The Paper set out the main development issues facing the area. Local communities and businesses were invited to submit their views.

1.4 Strategic Environmental Assessment and Appropriate Assessment

The LAP has been scoped in relation to Strategic Environmental Assessment as required under SEA Directive 2001/42/EC. In addition, the LAP was screened for the necessity of an Appropriate Assessment (AA) regarding the potential impact of the Plan on any Natura 2000 sites, as required under the EU Habitats Directive. In both regards, the relevant government departments were consulted. The Scoping Report and Environmental Report are contained in Appendix 1. The screening exercise for Appropriate Assessment concluded that Stage 2 AA was not required (Appendix 2).

MAP 2. LOCAL CONTEXT



Planning Context

2.1 Strategic Planning Context

In preparing the Local Area Plan due regard has been given to the following national, regional and local documents:

2.2 National Context, Guidelines and Other Relevant Documents:

- National Spatial Strategy (NSS) 2002-2020
- Assessment of the Effects of Certain Plans and Programmes on the Environment – Guidelines for Planning Authorities, 2004
- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, Dec 2009
- Design Manual for Urban Roads and Streets 2013
- Guidelines for Planning Authorities – Retail Planning, 2012
- Green City Guidelines, 2008
- Technical Guidance Document – TGD 025 Identification and Suitability Assessment of Sites for Primary Schools (2nd Edition January 2012)
- Technical Guidance Document – TGD 027 Identification and Suitability Assessment of Sites for Post Primary Schools (1st Edition January 2012)
- Childcare Facilities – Guidelines for Planning Authorities, 2001
- Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2007
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, and accompanying document Urban Design Manual – A Best Practice Guide, 2009
- Government Policy on Architecture, 2009-2015
- Delivering Homes, Sustaining Communities, 2007
- Local Area Plan Guidelines – 2012
- The Planning System and Flood Risk Management, Guidelines for Planning Authorities, November 2009
- Smarter Travel, A Sustainable Transport Future, A New Transport Policy for Ireland 2009-2020
- National Cycle Policy Framework 2009-2020
- National Transport Authority Cycle Manual 2010
- National Climate Change Strategy 2007-2012
- National Disability Authority’s Building for Everyone Booklet 9 – Planning, 2012
- Spatial Planning and National Roads, 2012

2.3 Regional Context

- Regional Planning Guidelines for the Greater Dublin Area 2010-2022
- Retail Strategy for the Greater Dublin Area 2008-2016
- Greater Dublin Area Draft Transport Strategy 2011-2030
- Greater Dublin Strategic Drainage Study 2005

2.4 Local Context

- Connecting People, Places and Prosperity - An Economic Strategy for Fingal 2006- 2011 (Fingal Development Board)
- Fingal Development Plan 2011-2017

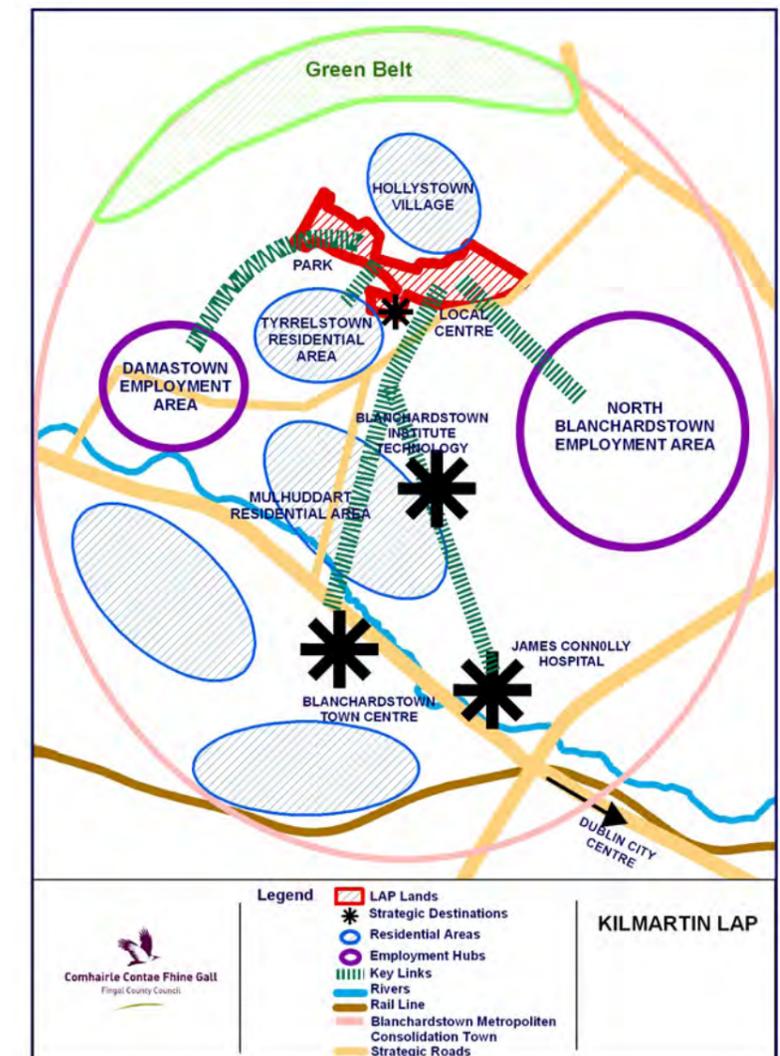
- Cherryhound Local Area Plan 2012-2018
- Hollywoodrath Local Area Plan 2006-2012
- The Transport Framework for the Blanchardstown Area 2013

2.5 Fingal Development Plan 2011-2017

2.5.1 Core Strategy

The Fingal Development Plan’s Core Strategy includes a Settlement Strategy. The Settlement Strategy seeks to consolidate existing towns and villages in compliance with national and regional policy. Blanchardstown is located within the Dublin Metropolitan Area and designated a Metropolitan Consolidation Town in the *Regional Planning Guidelines for the Greater Dublin Area 2010-22 (RPG’s)*. Metropolitan Consolidation Towns ‘should continue to be developed at a relatively large scale as part of the consolidation of the Metropolitan Area’ (Section 4.6, RPG’s).

MAP 3: CORE STRATEGY CONCEPT MAP



The Core Strategy indicates that 19,990 housing units are required to meet the designated population targets for the County up to 2017. The Metropolitan Area will cater for 16,992 units and the Hinterland Area 2,998 units. There is sufficient land zoned in Blanchardstown to accommodate approximately 14,511 units. The estimated number of units deliverable up to 2017 indicated in the Core Strategy is 8,107 units. The anticipated number of residential units in Kilmartin is circa 1,400 units realisable over a period longer than the statutory 6 year time period of the LAP and Development Plan.

Blanchardstown - Potential units (existing and permitted) 14,551
Number of Units deliverable 2017 8,107

Strategic Land Banks	Number of units	Population
Kilmartin	1390	4000
Hansfield SDZ	2904	7482
Phoenix Park	1817	4688
Kelystown	1500	3870
Barnhill	1400	3612
Remaining Lands	5540	14293
Total	14551	23652

The Local Area Plan is consistent with the Regional Planning Guidelines and the Development Plan's Core Strategy. The LAP will aid in delivering the future growth targets for Fingal contained within the RPG's and the Core Strategy target of 8,107 units for Blanchardstown Metropolitan Consolidation Town.

2.5.2 Local Area Plan Zonings

The two zoning objectives relevant to the area as set out in the Fingal Development Plan 2011-2017, are as follows:

RA - Residential Area:

Zoning Objective –

“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 Vision Statement for zoning objective ‘RA’ reads:

“Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.”

LC - Local Centre:

Zoning Objective –

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

The Vision Statement for zoning objective ‘LC’ reads:

“Provide a mix of local community and commercial facilities for the existing and developing communities of the County. The aim is to ensure local centres contain a range of community, recreational and retail facilities, including medical/dental surgeries and childcare facilities, at a scale to cater for both existing residential development and

zoned undeveloped lands, as appropriate, at locations which minimise the need for use of the private car and encourage pedestrians, cyclists and the use of public transport. The development will strengthen local retail provision in accordance with the County Retail Strategy.”

2.5.3 Development Plan Local Objectives

386 - The LAP will specify a programme for the phasing of construction of residential and commercial development in tandem with the delivery of appropriate augmentation of the road network and public transport provision, preparation of a public drainage and water supply infrastructure plan, as well as provision of recreational, community and educational infrastructure.

389 – Having regard to the deficit in key community infrastructure, in particular schools and recreational amenities, preparation of the LAP shall be dependent on the advance delivery of the following: minimum 15.4 ha (38 acres) exclusive of any pylon corridor lands (to provide for the proposed public park), minimum 4.5 ha (11 acres) site for a Post Primary School, minimum 2.0 ha (5 acres) site for an additional Primary School.

397 – Provide for a density of 20 units per hectare (8 units per acre) at Hollywoodrath.

398 – Provide a community and sports facility in tandem with educational and public open space provision.

404 – Facilitate and provide community, family and youth facilities within the Tyrrelstown Town Centre Complex.

2.5.4 Development Plan Specific Objectives

Density symbol - There is a density restriction of 20 residential units per hectare on the lands east of the R121.

There is a ‘school symbol’ located on the Plan lands east of the R121.

There are 2 no. school symbols located directly south of the LAP lands, west of the R121, at both the eastern and western extremity of the designated ‘open space’ lands.

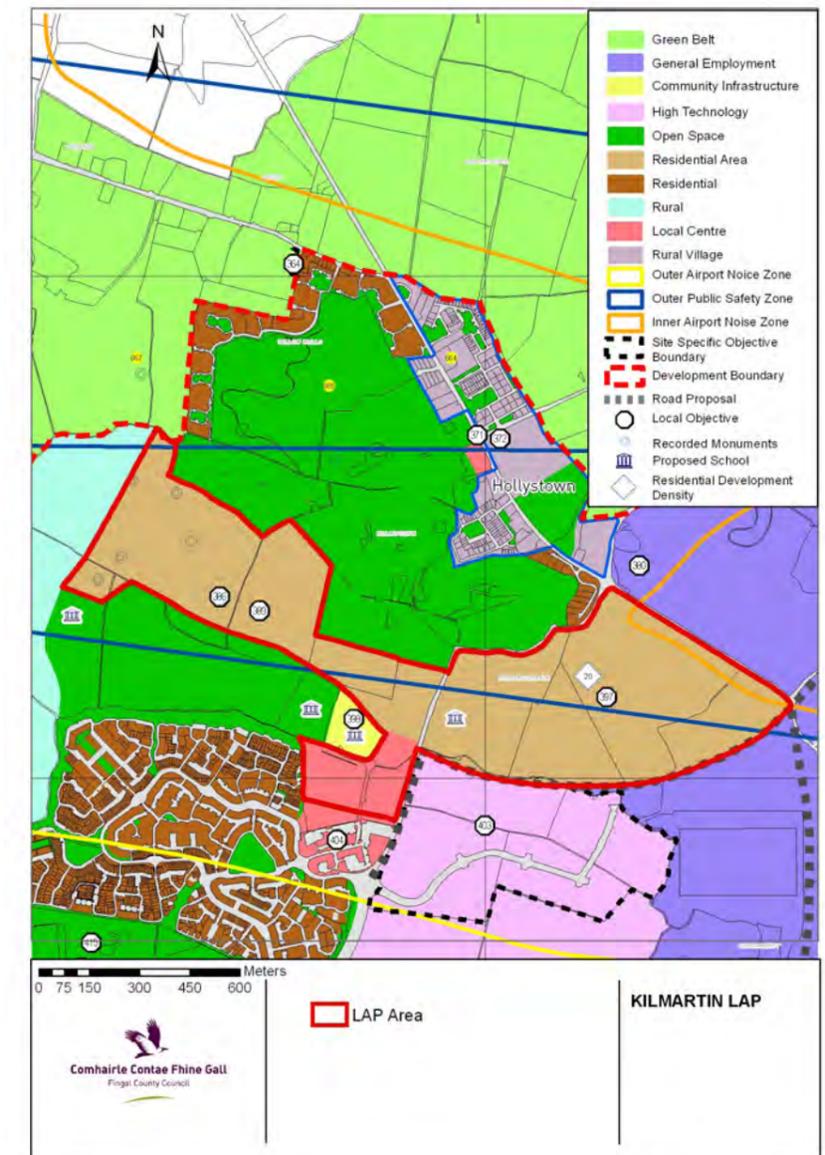
The M2/N3 Link Road runs along the southern boundary of the lands east of the R121, in addition to forming the eastern boundary of the ‘LC’ zoning.

The Inner Airport Noise Zone, the Outer Airport Noise Zone and the Outer Public Safety Zone all exist within the Local Area Plan lands.

2.5.5 Landscape Character

The lands are located within Landscape Character Type ‘Low Lying Character Type’. This character type has an open character combined with large field patterns, few tree belts and low roadside hedges. The Landscape Character Assessment identifies this character type as having a modest landscape value and low landscape sensitivity.

MAP 4: FINGAL DEVELOPMENT PLAN 2011-2017



Existing Environment and Context Appraisal

3.1 Strategic Location and Description of the Locality

The Kilmartin Local Area Plan lands are situated along the north-western development boundary of Blanchardstown and comprise approx. 78.51 hectares. Dublin City Centre is a distance of c. 12km away and Blanchardstown Town Centre 3.8km. The lands are located in a transitional zonal area, situated between the existing built up area of Tyrrelstown and the rural hinterland. The lands consist of two land parcels situated on either side of the R121 which runs from Hollystown via Tyrrelstown to Mulhuddart. The lands are predominantly grassland/ tillage.

Agricultural land bounds the LAP to the west. Hollystown Golf Club and Hollystown village are immediately to the north. Tyrrelstown Local Centre, designated open space (currently being developed as a park by Fingal County Council) and the existing residential area of Tyrrelstown lie to the south. Two national schools, Tyrrelstown Educate Together and Saint Luke's National School, exist to the south also. Employment generating lands exist to the east/south east.

There are no houses located on the lands. Access to the lands is limited, with only agricultural access points from the R121 and Ratoath Road. A vehicular access point via Tyrrelstown Local Centre exists. The lands are traversed by a number of ESB lines and pylon structures including 110Kv and 220Kv.

An extant planning permission exists for 331 residential units and a 1115sq m Local Centre on the land parcel east of the R121. The duration of the permission is valid for 10 years (granted on the 24th April 2008). No construction has commenced to date.

An extant permission (valid until 26/04/16) for 20,000sq m of retail warehousing exists on the 'HT' zoned lands immediately south of the LAP, opposite the existing Tyrrelstown Local Centre.

3.2 Natural Environment

There are no Natura 2000 sites within or adjacent to the Kilmartin LAP. The nearest site with environmental designations (SAC or SPA) is the Rye River, Leixlip, which is 9.6km to the south west (see Appropriate Assessment Screening in Appendix 2). The LAP lands are within the catchment of the Tolka River, with a stream feeding the



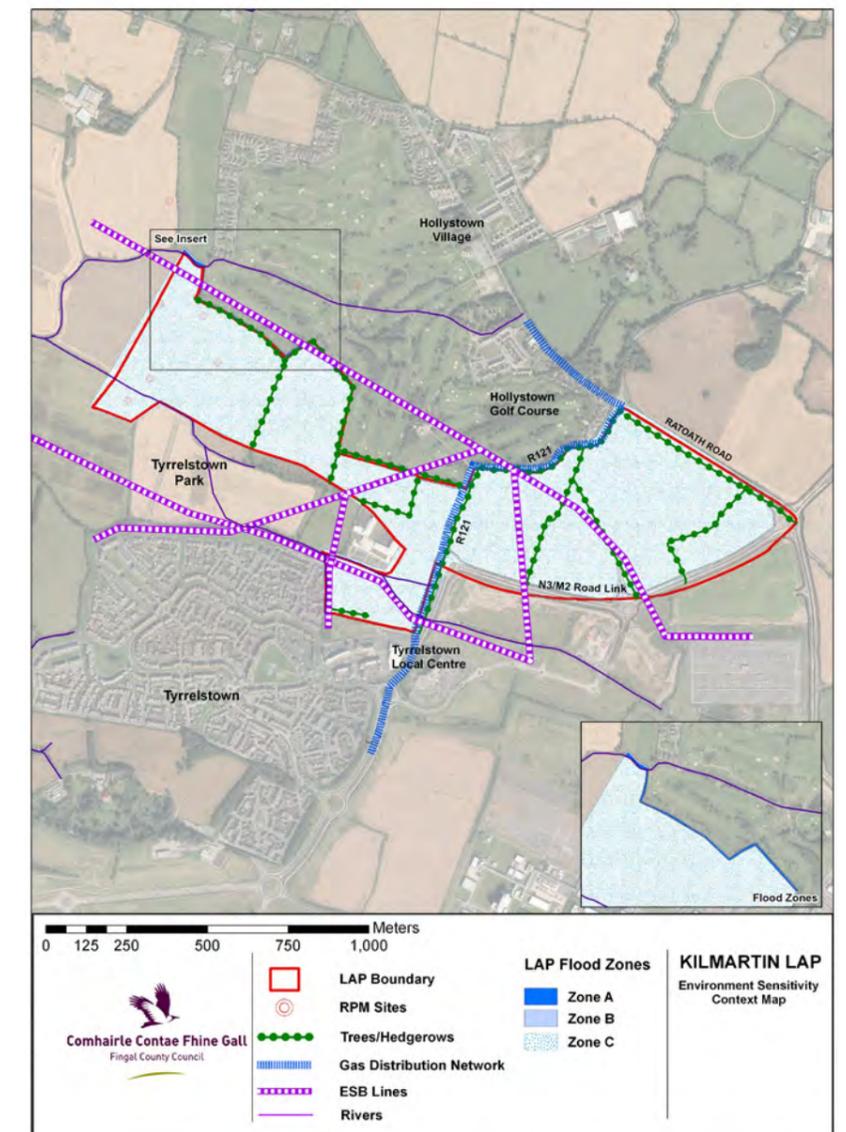
Pinkeen River forming part of the northern boundary of the lands.

The dominant soil types are Podzols Peaty and Surface Water and Ground Water Gleys, which cover most of the LAP lands. The dominant subsoil in the area is Limestone Till. The topography of the surrounding area is relatively flat. The LAP lands slope away gradually from the north east to the south west.

3.3 Archaeological Heritage

There are five recorded archaeological monuments listed in the Record of Monuments and Places (RMP) located on the lands, i.e. 4 no. 'Enclosures' and 1 no. 'Ring-Ditch'.

MAP 5: SITE ENVIRONMENTAL SENSITIVITY AND CONTEXT MAP



3.4 Existing Transportation Network

The main roads serving the Kilmartin area are:

(i) The R121 Church Road

The development lands are bisected by the R121 which links Hollystown via Tyrrelstown to Mulhuddart. The road has no verge or footpath. Traffic capacity is limited by the narrow nature of the road and by the number of existing sharp bends. The road is inadequate to cater for the transport demands of the LAP.

(ii) The Ratoath Road

The development lands lie to the south west of the Ratoath Road, which is a country road running from Hollystown and beyond to northern Blanchardstown. The road has no verge or footpath. Facilities for cyclists and pedestrians will require improvement. The road will connect with the M2/N3 link road (currently under construction) to the south. The road will form an important route around the development lands.

(iii) The M2/N3 Link Road

The link road represents the final section of the vehicular route connecting Mulhuddart on the N3 with Cherryhound on the M2. It is an essential piece of public infrastructure which is required to underpin and sustain existing public investment in employment/economic development in North Blanchardstown and the wider Dublin Metropolitan Area. The link road, due for completion Spring 2013, bounds a significant portion of the LAP and will accommodate the majority of external traffic movement generated by the development of the lands. The link road will remove a substantial amount of vehicular traffic from the local road network.



3.5 Retail - Northwest Blanchardstown

Blanchardstown Town Centre and Tyrrelstown Local Centre principally provide the north/northwest Blanchardstown area's retail and services needs.

3.5.1 Blanchardstown Retail

Blanchardstown is designated as a Level 2 'Major Town Centre' in the Retail Strategy for the Greater Dublin Area and is the largest commercial centre within the

Metropolitan Area of Fingal. Its centre is composed of Blanchardstown Town Centre and Blanchardstown Village, both of which serve significant catchments.

3.5.2 Tyrrelstown Local Centre

Tyrrelstown Local Centre currently has a total net retail convenience of circa 5,000sq m floorspace and is designated as a Level 4 Centre in Fingal's Retail Hierarchy. The Centre is an important focus for a range of commercial, service and community activities. The Retail Strategy contained within the Fingal Development Plan 2011-2017 states:



Strategy 9

Protect and enhance the role of Neighbourhood and District Centres in Fingal, facilitating their modernisation where appropriate and facilitate the provision of further centres where deemed appropriate, meeting the needs of the expanding centres of population and in accordance with relevant Local Area Plans.

Strategy 18

Encourage the improvement and modernisation of retail facilities within Level 4 Centres ensuring retail provision is commensurate with the centre's position within the retail hierarchy.

Retail Objective 40

Facilitate the development of the Tyrrelstown Centre having regard to the retail and service needs of its catchment population.

3.6 Education

An assessment of existing schools was undertaken as part of the LAP process. Discussions were held with the Department of Education and Skills. The Department requires the reservation of a site for a 24 classroom Primary School and a 600-800 pupil Post Primary School.

These facilities are in addition to the existing Tyrrelstown Educate Together National School and St Luke's National School and to the reserved primary and post-primary school sites located on the zoned 'OS' land situated south of the LAP.

3.7 Recreational Facilities

There is a lack of playing pitches and larger active open space areas in northwest Blanchardstown. Circa 17 hectares of land has been designated immediately south of the LAP for use as a public park. The park will be an important resource in this area both in terms of active and passive amenity. The construction of the park is underway and will provide 4 full size playing pitches and significant passive recreational space.

3.8 Heritage

An ecological survey was undertaken. The area is poor in overall plant species except for a few remaining roadside hedges and tree-lines at townland boundaries and at the margins of Hollystown Golf Course. A summary of the survey conclusions are as follows:

- No rare or protected plant species were found.
- A bat study was not undertaken. Bat roosting sites are unlikely to be present due to the lack of large trees. Bats may, however, use the sheltered parts of hedgerows when feeding.
- Hedgerows, where possible, should be retained and protected. Experience shows that many hedgerows are not of sufficient quality and structure to survive within an urban environment.
- Green corridors, including hedgerows, linking green spaces to be provided.
- Preserve and extend the length and width of the existing tree-line/hedgerow and its associated grassy margin around Hollystown Golf Club.
- Provide verges a minimum of five metres as buffers on either side of the preserved hedgerows/tree-lines. Any removal of hedgerows/tree-lines to be balanced with native re-planting of equal or greater area.
- A minimum ten metre wide green buffer zone to be created on both sides of the stream at the eastern end of the LAP lands and around the newly created drain in the central part of the LAP. In addition, buffers to be maintained around all feeder streams of the Pinkeen river.



Development Strategy

4.1 Introduction

Section 4 sets out the key elements and objectives that are required to deliver the coordinated development of the Plan lands, as an urban extension to the existing residential community of Tyrrelstown.

The Local Area Plan RA zoned lands will facilitate approx. 1390 residential units (c. 524 units east of R121 and c. 866 units west of the R121). Additional residential units will be located on the zoned 'LC' lands. The anticipated new population is c. 4,000 persons. The population will be supported by a range of community services, educational facilities, retail facilities, open space and physical infrastructure, which will be developed in tandem with residential growth.

Section 4 addresses the following:

- **Green Infrastructure**
- **Movement Strategy and Transportation Infrastructure**
- **Land Use Mix**
- **Urban Design**
- **Water and Infrastructure Services**

4.2 Green Infrastructure

The Kilmartin LAP addresses Green Infrastructure (GI) under the five GI themes.

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

4.2.1 Landscape

The Fingal Development Plan 2011-2017 provides a Landscape Character Assessment of the County. The Development Plan classifies the County into 6 'Landscape Character Types'. The LAP lands are located within Landscape Character Type 'Low Lying Character Type'. This character type has an open character combined with large field patterns, few tree belts and low roadside hedges. The area is characterised as having a modest value and a low sensitivity in the Fingal Development Plan Landscape Character Assessment. The use of existing vegetation on site, notably the field hedgerows and ditches, has value in integrating future development into the existing landscape. Important trees, hedgerows and townland boundaries will be preserved.

In terms of topography, the land is relatively flat and largely featureless. There is a gradual slope from the north-east towards the south-west. The lands comprise of a number of large fields subdivided by hedgerows. A number of individual trees of greater scale are contained within the hedgerows, none of which are identified in the Development Plan for preservation. There are drains at a number of field margins.

The LAP lands can be divided into two distinct areas separated by the R121. To the east, the land is gently sloping and the significant feature is the distant view of the Dublin Mountains. The land is crossed by overhead lines and pylons which have a negative visual impact. West of the R121, the land is relatively flat with short-distance views to the west over agricultural land. The land is crossed by overhead lines and pylons which have a negative visual impact especially on the designated 'LC' portion.

Overall the LAP land has a good orientation. The east-west configuration gives it good exposure to southern sunlight.

Boundary treatments (including noise amelioration mounds) and building lines to the Ratoath Road, the R121 (Church Road) and adjacent to new link road will need to 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, create a vehicular/pedestrian/cycle access to the land or where it is desirable to create passive surveillance points. Where hedgerows are removed, there will be a requirement for replanting and mounding at appropriate locations.

Objective L01

Protect existing trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character and ensure that proper provision is made for their management.

Objective L02

Ensure that any development in proximity to a townland boundary, roadside hedgerow or a hedgerow which forms a link with other habitats retains such features or replaces such features with equal or greater area of native trees, hedgerows and shrubs.

Objective L03

Ensure that adequate measures are taken to protect residential amenities adjacent to roads.

4.2.2 Archaeological and Architectural Heritage

There are five recorded archaeological monument listed in the Record of Monuments and Places (RMP), 4 no. 'Enclosures' and 1 no. 'Ring-Ditch'. The lands were surveyed in detail (refer to SEA Environmental Report for specific details). This survey work included non-invasive (a desk study, field walkover survey, geophysical survey) and invasive (monitoring of topsoil stripping and test trenching) archaeological



investigations. The archaeological report shows that the archaeological landscape has gradually been eroded away. Centuries of land clearance and improvement, agricultural development and more recent developments have resulted in the removal of all of these monuments. However, aerial photography and follow up surveys have shown that traces of these monuments may survive below ground.

The policies set out in the Fingal Development Plan 2011-2017 provide a comprehensive policy approach for archaeology in the County. The management approach as detailed in the Fingal Development Plan 2011-2017 will be implemented in the Plan area.

Objective AAH01

Protect as yet undiscovered archaeological sites or features that survive subsurface in accordance with the National Monuments Legislation. Developers will make provision to allow for and fund whatever archaeological work needed on site if any remains are noted following topsoil removal. All required additional archaeological investigations, including monitoring during removal of topsoil and during construction phase, to be carried out by a suitably qualified archaeologist at the developer's expense, under licence and in consultation with the Department of Arts, Heritage and Gaeltacht.

Objective AAH02

Locate, where feasible, identified archaeological sites and monuments within open space areas.

Objective AAH03

Require a place-naming scheme which reflects the heritage of the Kilmartin area.

4.2.3 Biodiversity

Important hedgerows and treelines should be maintained to protect the remaining wildlife features. Verges of five metres or more should be left on either side of hedgerows and tree-lines as buffers, to promote their use as wildlife corridors and to facilitate the development of grassland communities. Where this is not feasible, replacement habitats will be provided. Any removal of hedgerows within the Kilmartin LAP should be balanced with re-planting an equal or greater area of native trees, hedges and shrubs, whether in linear form or in large, connected blocks, to provide corridors for wildlife.



Existing watercourses within the lands will be maintained with riparian strips of a minimum 10 metres, which will be widened to incorporate passive and small active parks where feasible.

A green network of corridors is proposed as part of the LAP strategy to link open space areas both within the lands and to the surrounding environment. (See Map 6). Linkages will be created between Hollystown Golf Course and the stream corridor of the Pinkeen River as well as to the public parkland and Tyrrelstown to the south. This will allow wildlife to move throughout the lands despite surrounding development.

Objective B01

Ensure that all development proposals include measures to protect and enhance biodiversity.

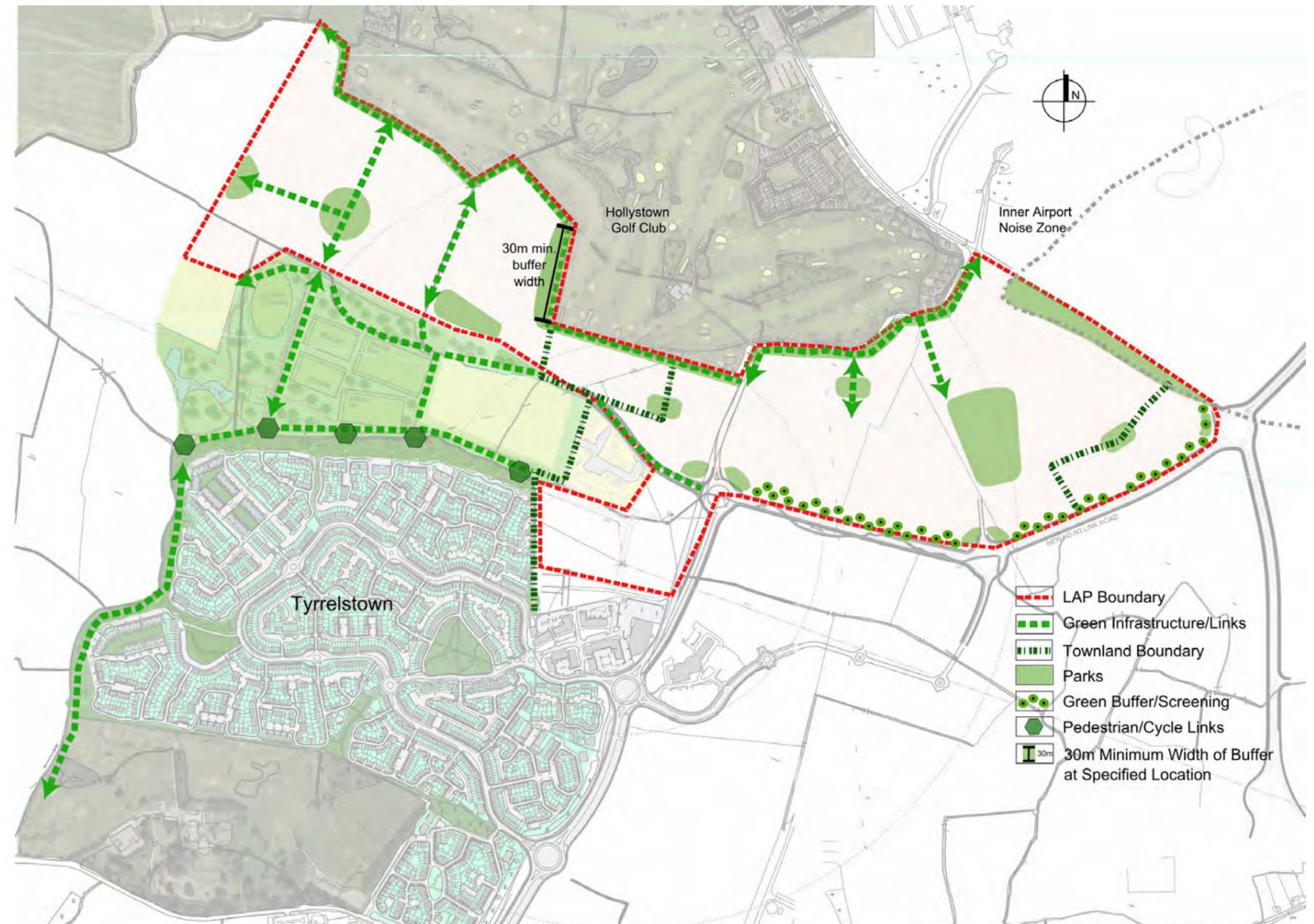
Objective B02

Protect a riparian corridor along all watercourses within the LAP lands and widen such corridors to incorporate passive and small active parks where feasible.

Objective B03

Preserve and extend the length and width of the existing tree-line/hedgerow margin around Hollystown Golf Club and the adjacent R-121 corridor.

MAP 6: GREEN INFRASTRUCTURE AND CONNECTIONS



Objective B04

Integrate provision for biodiversity with public open space provision and sustainable water management measures (including SuDS) where possible.

Objective B05

Provide green links between Hollystown Golf Course, the internal open space provision within the LAP lands and the surrounding public parkland and existing agricultural land.

Objective B06

Maintain verges of five metres or more on either side of hedgerows and tree-lines as buffers, to promote their use as wildlife corridors and to facilitate the development of grassland communities.

4.2.4 Parks, Open Space and Recreation

High quality public open space will be provided in accordance with the requirements of the current Fingal Development Plan in order to meet the amenity requirements of future residents within the Plan lands. For all developments with a residential component, the overall standard for public open space provision is a minimum 2.5 hectares per 1000 population. The Green Infrastructure Strategy contained within the Fingal Development Plan 2011-2017 will be used to inform the location and type of open space for Kilmartin. This Strategy outlines the public open space hierarchy and accessibility standards and allows for the provision of:



TABLE OSI OPEN SPACE HIERARCHY AND ACCESSIBILITY			
Type of Public Open Space	Areas	Accessibility from homes	Note
Pocket Parks (Class 2 as per Development Contribution Scheme) Facilities for smaller children, but not necessarily formal play facilities. Have an important visual and social function also. Pocket parks must not be to the side or back of houses and must be adequately overlooked.	Between 400 sq m – 0.2 hectares	Every home within 100m walking distance	Provide pocket parks in all cases. No contributions in lieu
Small Parks (Class 2 as per Development Contribution Scheme) Depending on their size, these will accommodate playground facilities, kick about areas, and passive recreation.	Between 0.2 – 2 hectares	Within 400m walking distance of homes	
Local Parks (Class 1 as per Development Scheme) Accommodate playground facilities and a number of playing fields. Passive recreational and biodiversity areas will also be accommodated in these parks.	Between 2 hectares – 20 hectares.	400 metres.	
Urban Neighbourhood Parks (Class 1 as per Development Contribution Scheme). A wide variety of facilities and uses can be provided here due to their size. Biodiversity areas will also be accommodated in these parks.	Between 20 hectares – 50 hectares	Within 1km	
Regional Parks (Class 1 as per Development Contribution Scheme) Provide for a large range of uses. Formal and informal play areas, passive recreation areas, biodiversity areas and often a distinct attraction will be available on site.	Over 50 hectares	Within 5km	

Source – Fingal Development Plan 2011-2017

The Open Space Strategy will connect with the open space network in the Greater Blanchardstown Area. A hierarchy of open spaces with appropriate uses is proposed.

Lands contained within the ‘Inner Airport Noise Zone’ located at the most eastern extremity of the LAP will be used as linear parkland. A ‘Local Park’ will be developed east of the R121. Given that lands west of R121 abut the public parkland currently under construction, it is envisaged that the remaining public open space will be taken up by ‘Small and Pocket Parks’ or linear/generous buffer screening. These will be located central to the lands, siding onto the public parkland, Hollystown Golf Club and onto the western boundary of the LAP. The buffer zone located along the Hollystown Golf Course boundary will incorporate a parcours recreational element. The buffer should be a minimum 10 metres wide. Two playgrounds will be provided within the LAP lands at the developers’ expense, one either side of the R121.

The open space strategy will underpin the layout of each residential sector and will take place in tandem with development. All open space areas should be overlooked by residential units.

Objective POSR01

Provide a wide variety of public open spaces on a hierarchical basis throughout the LAP lands in order to achieve a choice of open space facilities.

Objective POSR02

Require a minimum public open space provision of 2.5 hectares per 1000 population. For the purposes of this calculation, public open space requirements are to be based on residential units with an agreed occupancy rate of 3.5 persons in the case of dwellings with three or more bedrooms and 1.5 persons in the case of dwellings with two or fewer bedrooms.

Note: In calculating open space provision for RA lands west of R121, an allowance of 6 hectares of land should be given for the public park being provided immediately south.

Objective POSR03

Require a minimum 10% of the LAP ‘RA’ area be designated for use as public open space. (Fingal Development Plan 2011-2017 Objectives OSO2A and OSO2B apply). The above requirement applies independently to both parcels of RA lands east and west of the R121.

Objective POSR04

Ensure every home within a new residential scheme is located within 100 metres walking distance of a pocket park, small park, local park, urban neighbourhood park or regional park.

Objective POSR05

Provide for the development of quality open space areas and facilities to meet the recreational needs of residents.

Objective POSR06

Maximise the accessibility of the recreational amenities by developing a network of key cycle and pedestrian routes.

Objective POSR07
Provide passive supervision to open spaces.

Objective POSR08
Two children's playgrounds shall be provided within the LAP lands at the developers' expense, one either side of the R121.

Objective POSR09
Provide appropriately scaled children's playground facilities. Playground facilities shall be provided at a rate of 4 sq m per residential unit. A minimum of one piece of play equipment shall be provided for every 50 sq m of playground.

Objective POSR10
Encourage active uses such as tennis courts in public open space or in the public park located to the south of the LAP.

4.2.4.1 Private Open Space

Private open space for the residential sector will be provided in accordance with current Fingal Development Plan standards.

4.2.5 Sustainable Water Management

Sustainable Water Management (SWM) is defined as the management of our water resources whilst taking into account the needs of present and future users. To achieve this, the drainage network for the LAP lands is to be designed and constructed to provide sustainable infrastructure. This will ensure that the local environment and receiving waters are protected from increased flows and pollutant loading. A detailed SuDS Strategy has been prepared to inform the LAP and is contained in Appendix 3. (See Section 4.6.3 for more detail)

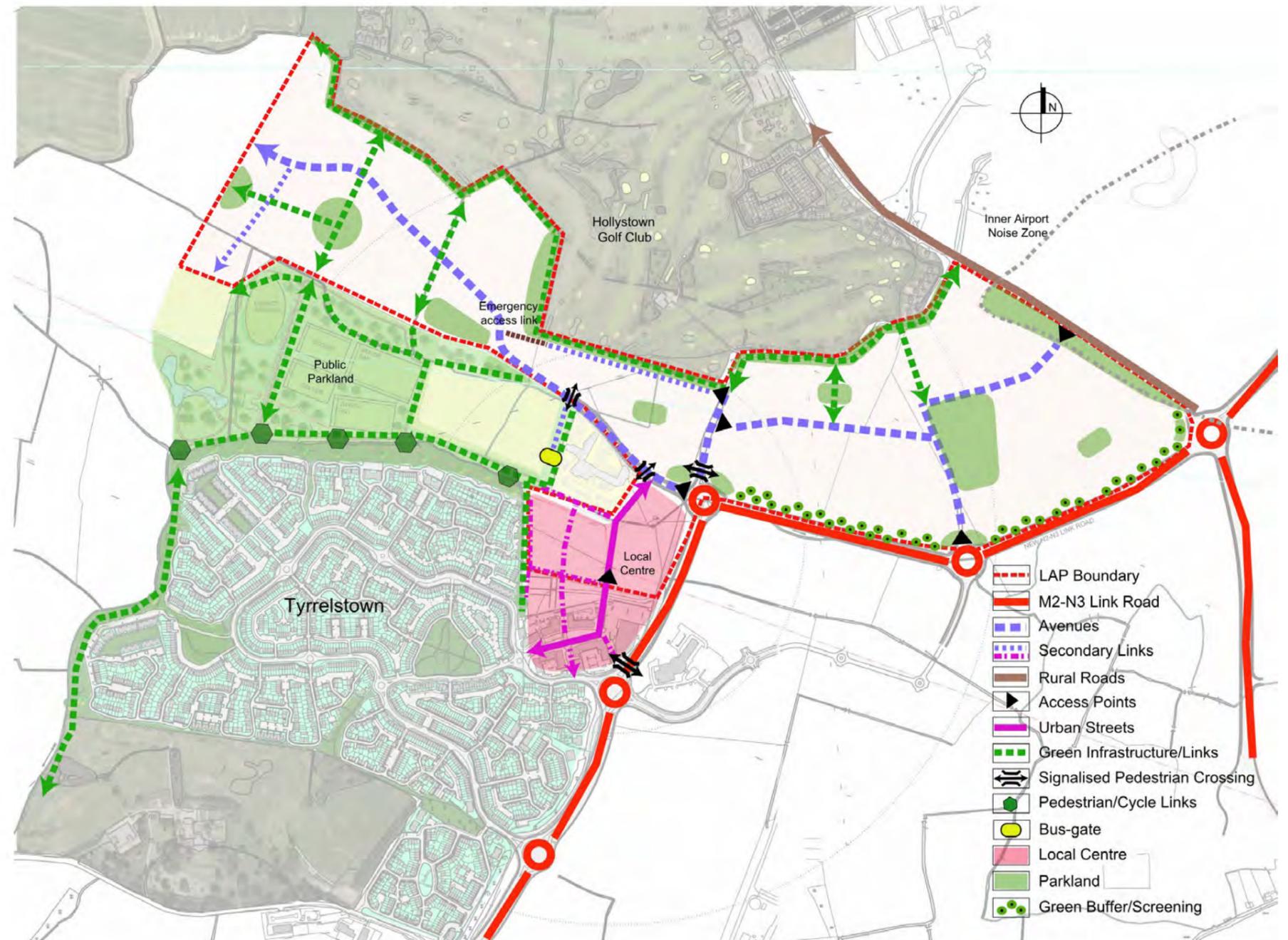
4.3 Movement Strategy and Transportation Infrastructure

A tiered and phased approach to movement is identified, focused on a hierarchy of street functions. (See Map 7).

4.3.1 Street Hierarchy

Development of a hierarchical street network will create a legible and highly connected community. The four street categories outlined below, in addition to off-street walking and cycling routes, will form the primary transport system throughout the lands. They will be designed to reflect and complement urban character which underpins the urban design strategy. The proposed street and pedestrian systems will ensure permeability and ease of movement for all modes of transport.

MAP 7: ROADS AND ACCESS



4.3.1.1 Main Urban Street

The main urban street will link into the existing Tyrrelstown Local Centre. The street will be designed as a slow speed pedestrian friendly street. The main urban street will run in a north-south direction and will have wide footpaths, cycleways and planting. Ease of movement for buses will be incorporated into the design. Trip

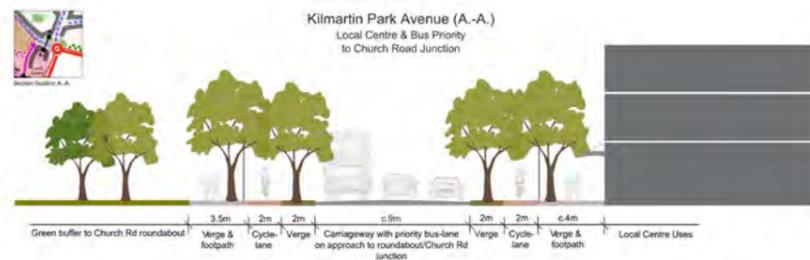
intensive commercial developments with requirements for significant car parking will be concentrated to the east of the main urban street.

Secondary streets in the Local Centre will be pedestrian friendly, with commercial premises opening directly onto footpaths. Gateway buildings/features at key location are envisaged in the Local Centre.

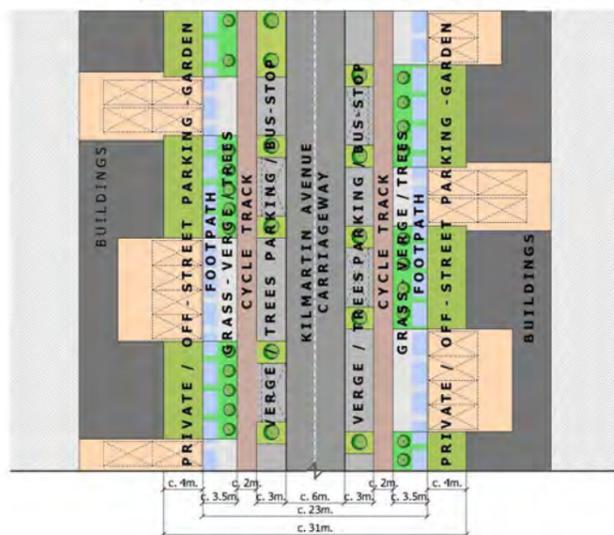
4.3.1.2 Avenues

The Avenues are the most important streets for movement. The horizontal alignment will incorporate visual and speed reducing consideration. The Avenues will be tree lined with separate cycle and pedestrian routes situated on both sides of the road. The distance between directly opposing houses will be in the order of 31m. Direct access to individual residential houses can be gained off these roads. There will be a variable building line to allow on-plot parking and corner expression. Roadside parking will be permitted along the Avenue at certain locations. The design of the western Avenue should have regard to the future accessibility of lands located further west.

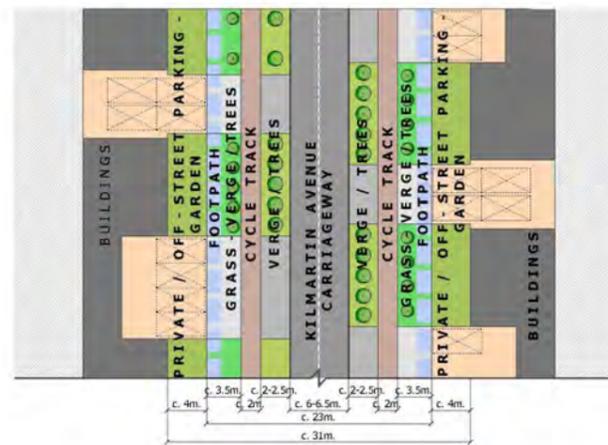
A detailed street design plan for the primary east/west distributor Avenue streets will be required prior to the submission of planning applications (see Section 6 Phasing). The road layout plan is to include details of surface treatments of cycleways, footpaths, nature strips, road pavement and street lighting. Regard to be given to the publication *Manual for Urban Roads and Streets (2013)* to guide the detailed design of streets. See below Kilmartin Park Avenue indicative layouts.



**KILMARTIN PARK AVENUE
TYPICAL KEY - SECTION**



**KILMARTIN PARK AVENUE
Curved road sections & areas with limited on-street parking**



4.3.1.3 Secondary Streets

These streets are to provide high permeability through the lands, whilst maintaining a low design speed. They give access through the character areas, but do not generally connect through the lands. Landscaped islands, comprising hard and soft landscaping and tree planting, are proposed at 150m intervals in order to create a visually attractive environment and to act as a traffic calming feature. They are narrower than Avenues, are off-set and meander more. Distance between directly opposing buildings is in the order of 21.7m

4.3.1.4 Shared Surface Residential Street

Typically 8.2m wide shared surface residential streets are proposed to serve smaller clusters of housing. They are the least connected streets and are for local access only. They are located within pedestrian dominated areas. The street is shared by parking/seating, play areas and traffic movement with 1.5m wide clear zone for pedestrians only, pinch-points at 3.1-3.7m and 2-way sections at 4.8m. Parking will vary between on-street, front garden and behind building line. Distance between directly opposing buildings will range from 18-21m.

4.3.2 Access to the lands east of the R121

Three links are proposed: (see Map 7)

- 1 from the R121 (Church Road)
- 2 from the Ratoath Road
- 3 from the M2-N3 link

A main avenue street is planned connecting 1, 2 and 3 above. The connection will be designed as a calmed 'Park Avenue', incorporating measures to minimise through-traffic.

As the aforementioned access routes are developed and when the M2/N3 link road is opened, the priority of the existing R121 forming the northern boundary of the lands

will be reduced. The future function of the R121 at this location will be a green route, primarily for pedestrian/cycling/bus uses only with limited access for cars. This will be achieved by creating a cul-de-sac. This will require a formal resolution by the Members of the Council. The overall green route will provide safe and convenient pedestrians/cyclists/bus facilities forming a continuous link between Tyrrelstown and Hollystown.

4.3.3 Access to the lands west of the R121

Three links are proposed: (see Map 7)

1. From the R121 (Church Road) just south of Hollystown Golf Club. This will also act as an emergency access link in the event of the closure of the 'Park Avenue' to the south.
2. From Tyrrelstown Local Centre. This will run to the east of Tyrrelstown Educate Together National School. A possible 'bus gate only' route may be incorporated into the transport network to the west of the Educate Together National School. This will be determined in discussions with the public transport service provider.
3. From the R121 (Church Road) via the roundabout linking the M2/N3 road with the R121.

Objective MS1

Prioritise sustainable modes of transport including walking, cycling and public transport and reduce reliance on the use of private cars within Kilmartin.

Objective MS2

Ensure existing junctions and roads external to the lands are designed to maximise transportation efficiency and movement. A Traffic Management Plan shall be prepared for the area containing the LC lands/Phase 1 (east and west) taking cognisance of schools to be completed prior to the lodgment of any planning application.

Objective MS3

Develop a hierarchical street network comprising a number of new street links, supporting internal permeability, with links to the surrounding environment

Objective MS4

Cul-de-sac the R121 (Church Road) just south of Hollystown Roundabout to through vehicular traffic.

Objective MS5

Facilitate a bus gate on the pedestrian/cycle connection located west of the 2 no. existing primary schools, linking the LAP lands to the Local Centre.

Objective MS6

Prepare a detailed design plan for the primary east/west main avenue streets.

Objective MS7

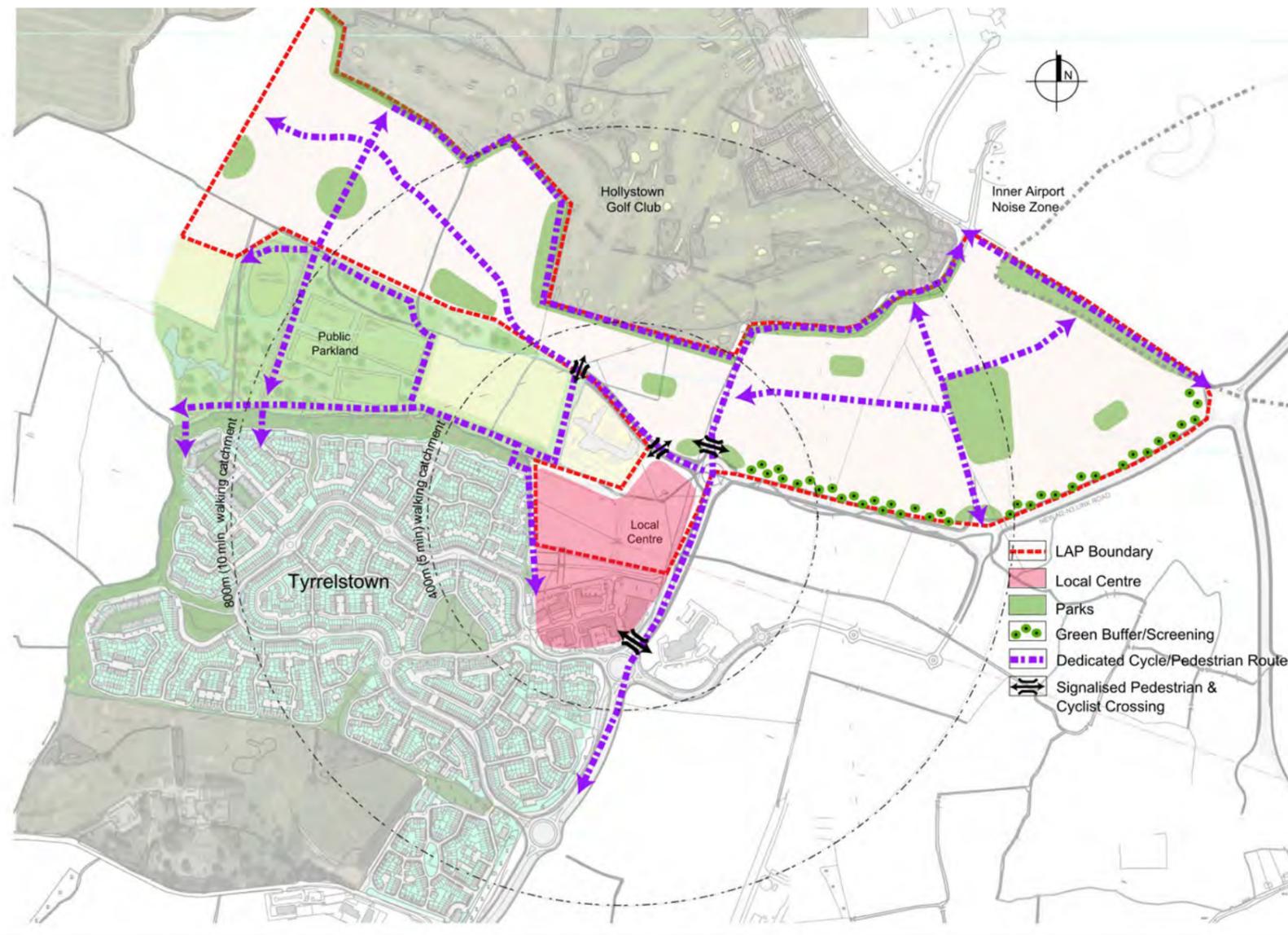
Ensure trip intensive commercial developments with requirements for significant car-parking are concentrated to the east of the main urban street in the Local Centre.

4.3.4 Cycle/Pedestrian Access

The Local Area Plan incorporates a network of pedestrian and cycle routes connecting to the Local Centre, schools, community services and public open space. The pedestrian/cycle routes will connect with existing links in adjoining areas and to the pedestrian/cycle network in the Greater Blanchardstown Area. The Pedestrian/Cycle Routes Map 8 identifies the pedestrian/cycle desire lines within the lands and to surrounding areas. Signalised pedestrian and cyclist crossing points are identified which will aid in the delivery of a more permeable neighbourhood.

All pedestrian/cycle routes, will as far as practical, be directly overlooked by residential development to ensure a high degree of supervision. The cycle and pedestrian routes indicated on Map no. 8 are indicative only. The precise location of the routes will be finalised at planning application stage.

MAP 8: INDICATIVE PEDESTRIAN/CYCLE ROUTES



Objective C01

Provide for an urban environment within Kilmartin where priority is given to legibility and permeability for cyclists and pedestrians, with safe, direct and easy access provided to public transport points, schools, park, local centre, existing community of Tyrrelstown and to the Greater Blanchardstown Area.

Objective C02

Ensure that all pedestrian and cycle routes within Kilmartin are overlooked by residential development.

Objective C03

Encourage direct walking and cycle routes through pocket parks and open space areas to provide direct linkages between the character neighbourhoods, local centre, schools, parks and public transport.

4.3.5 Bus Service

Tyrrelstown is served by the No. 40D bus route which travels from Tyrrelstown to the city centre via Finglas (every 15 mins at peak time, 30 mins at off-peak time). The No. 238 bus route travels from Tyrrelstown to Damastown via the Blanchardstown Town Centre (every hour at peak times).



Regular and direct bus links from the Local Centre to Blanchardstown Centre are important to successfully connect development in the area. Fingal County Council, the bus transport provider and the developers will be required to work together at the planning application stages to enhance the quality of this important connection. The Traffic Management Plan to be prepared as part of Objective MS2 will incorporate provisions for ease of bus movement. There may be merit in facilitating a bus route through the new public park to reduce public transport journey times.

Objective B01

Facilitate and promote the development and use of an enhanced quality and integrated public transport network with bus as the primary facility to serve the existing and future residents of Kilmartin/Tyrrelstown.

4.4 Land Use Mix

4.4.1 Density and Housing mix

The RA lands west of the R121 will support net densities of 35 units per hectare representing c. 866 units. The RA lands east of the R121 will support 20 units per hectare representing c. 524 units. The total number of residential units across the lands will be approximately 1,400 units, resulting in a population of circa 4,000.

Higher densities are identified within the Local Centre and at appropriate adjacent locations. Medium densities are identified across the majority of the lands. Lower densities are identified at the eastern and western parts of the site.

The LAP advocates a mix of residential units, tenure mix, unit size and design to support the development of a balanced community.

Residential development will comprise predominantly single house units, incorporating a mix of semi-detached, detached and terraced housing. Apartment type units are envisaged on the 'LC' zoning. The Development Management process will ensure that an adequate residential mix is maintained throughout the LAP lands. The Council will look favourably on the provision of accommodation to suit the



different residential needs within the community. These will include the needs of the aging population who may wish to trade down to a smaller house or for those who wish to relocate from rural areas to live closer to services.

Objective DHM01

Promote a sustainable mix of housing types, sizes and tenures to reflect the diversity of needs in an expanding community set in a high quality well designed environment.

Objective DHM02

Promote the provision of family sized residential units.

4.4.2 Building Heights

Development at the Local Centre will be primarily 3/5 storeys in height, with potential for key punctuation buildings along the Main Street and at key junctions on adjoining streets.

The height of dwellings across the residential lands will be mainly 2/3 storeys.

Punctuation buildings at key nodal points will be accommodated to provide identifiable visual landmarks. At the southern boundary with Tyrrelstown Park, 3/3.5 storey residential units will be encouraged fronting onto the park, with appropriate level of landscaping to soften this urban edge.

Objective BH01

Building height will primarily range between 3-5 storeys within the Local Centre and between 2-3 storeys elsewhere on the LAP Lands. Local landmark and feature building elements over the stated building heights are acceptable at important locations, where they contribute to the visual amenity, civic importance and legibility of the area. These locations are to be agreed with the Planning Authority at application stage.

4.4.3 Waste

Residential developments will have adequate waste storage space designated for 3 waste streams - residual waste (grey bin), dry recyclables (green bin) and organic waste (brown bin) and will comply with Fingal County Council's *Guidelines on the Provision of Waste and Recycling Bins for Residential Developments*.

The storage of bins and waste receptacles will be carefully considered at the design stage with appropriate design measures for refuse bins, within convenient distance of all units. Provision will be made for glass recycling using a 'Bring Bank' facility within the Local Centre.



Objective W01

All future residential schemes shall include appropriate design measures for refuse bins, within convenient distance of all units, details of which are to be clearly identified at planning application stage

Objective W02

Ensure refuse bins are not situated immediately adjacent to the front door or ground floor windows, unless adequate screened alcoves or other such mitigation measures are provided.

Objective W03

Ensure the maximum distance between a residential unit and a communal bin storage area does not exceed 50 metres.

Objective W04

Recycling facilities such as 'Bring Banks' shall be provided on the undeveloped Local Centre lands or existing Local Centre lands prior to the occupation of any new retail development on the Local Centre lands. These facilities shall be of an unobtrusive design and situated where they are easily accessible, serviced and maintained.

4.4.4 Social & Affordable Housing

Social and Affordable housing will be delivered in accordance with the provisions of the Housing Strategy. It is an objective of the Council to ensure that the provision of social and/or affordable housing is integrated throughout the Kilmartin lands.

Objective SA01

Promote the integration of social/affordable housing with private housing.

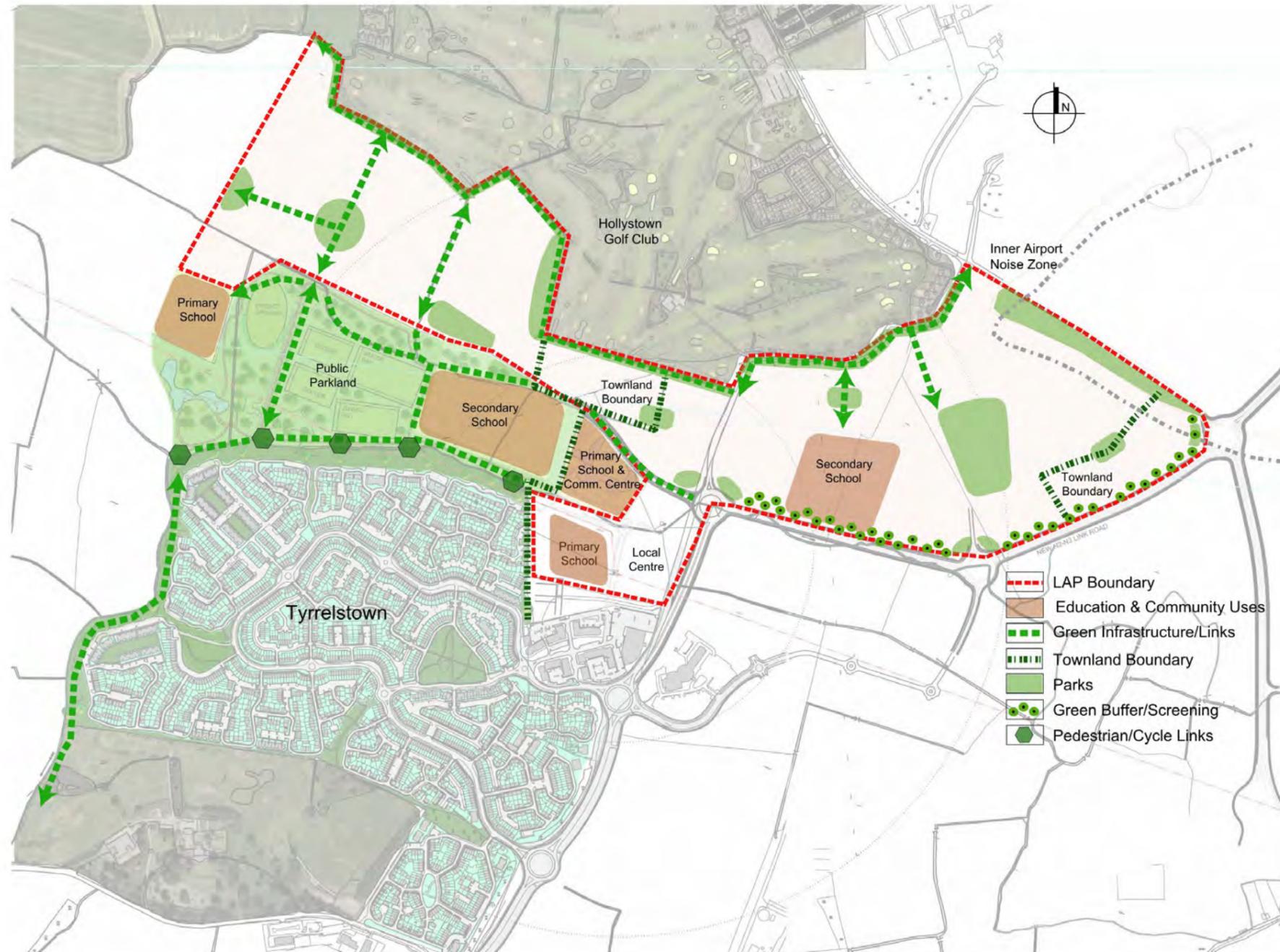
4.4.5 Education and Community Infrastructure

There are two existing primary schools located adjacent to the lands, Tyrrelstown Educate Together School and St Luke's National School. A new post primary school is to be provided adjacent to the primary schools and is expected to open in September 2014. The Department of Education and Skills has been consulted with regard to school needs arising from the future development of the lands. An additional primary school site and post primary school site are required.

The site for the primary school is located on the LC lands immediately south of the existing primary school sites (see Map 9). The site for the post primary school is located on the RA lands east of Church Road. The post primary school site is well positioned to benefit from public transport. In addition, the school sites are positioned to benefit from the network of pedestrian/ cycle routes and parks.



MAP 9: EDUCATION AND COMMUNITY USES



Given the level of provision in existing and proposed school sites within the local area, the need for both the primary school and post-primary school site reservations will be assessed on an ongoing basis. Development of school facilities can occur in any phase subject to demand. In the event that the reservations for schools are no longer required, the sites (or part of) will revert to the relevant residential or local centre land use designation.

There is an existing community centre located in the grounds of the existing primary schools. The local centre and school designated lands are suitable locations for future community uses.

Objective ECI01

Where reservations for schools are no longer required, the sites will revert to a residential land use designation.

4.4.6 Childcare Facilities

The provision of adequate childcare facilities is a crucial component of social infrastructure. Childcare facilities are to be provided in accordance with relevant guidelines. The location of childcare facilities will take account of existing geographical distribution of facilities. All premises must be capable of providing outdoor play space or have safe or easy access to a safe outdoor play area.

Objective CF01

Childcare facilities shall include outdoor play space or have safe and easy access to a safe outdoor play area.

4.4.7 Health Care Needs

Existing health care facilities are located in Tyrrelstown Local Centre and Blanchardstown Town Centre. A Primary Care Centre may be required to serve the future population of Kilmartin. The HSE include the following services within such a primary care centre: public health nursing, physiotherapy, occupational therapy, speech and language therapy, social work services, home help services, and mental health services. General practitioners are central to the development of any Primary Care Centre. The local centre is identified as the most appropriate location for such primary health care facilities.

Objective HC01

Facilitate the development of health care facilities.

4.4.8 Local Centre Facilities

Local centres support a range of services including shops, supermarket and non-retail services for the local community at a convenient and accessible location. The Tyrrelstown Local Centre provides a mix of daytime and evening uses. The LAP provides for an expansion of the existing centre. The Local Centre is highly accessible to residential, schools and community facilities.

The Local Centre zoning is c. 6 hectares. This figure does not include existing retail facilities at Tyrrelstown, which has a net retail convenience floor space in the region of 5,000sq m. The Local Centre zoning has the potential to accommodate a significant level of development.

To ensure the Local Centre develops at a scale to serve its catchment population, retail applications shall, where deemed necessary by the Planning Authority, be accompanied by a Retail Impact Assessment (RIA). The RIA shall demonstrate compliance with the Development Plan and demonstrate that there will be no material or unacceptable adverse impact on the vitality and viability of any existing centre or Blanchardstown Town Centre.

The Local Centre will be designed within an urban village street pattern connecting in a fully permeable manner with the surrounding street network. Residential/office over retail/commercial units will be supported. Stand-alone, single-storey supermarket buildings are not considered appropriate. Small scale comparison shops which cater for local requirement will be accommodated, such as a shoe shop,

clothing boutique, bookshop or similar.

Trip intensive commercial developments with requirements for significant car-parking should be concentrated to the east of the main urban street

Objective LC01

Promote the clustering of retail, service, office, educational, healthcare, recreational and community facilities within the Local Centre zoning to meet the demands of the future residents of the area.

Objective LC02

Facilitate the development of the Local Centre having regard to the retail and service needs of its catchment population.

Objective LC03

Ensure retail applications, where deemed necessary by the Planning Authority, are accompanied by a Retail Impact Assessment.

4.4.9 Local Shop Provision

The lands have a limited requirement for additional shopping facilities. This requirement will be monitored by the Planning Department having regard to the needs of residents. Provision is made for a small scale local shop not exceeding 150sq m net on either side of the 121 to aid in the delivery of a sustainable community. These facilities will be provided in tandem with crèche facilities and will be centrally located. The indicative location for the local shops is identified on Map 12.

4.4.10 Airport Safety/Noise Zones

The Council in its consideration of development proposals will implement the Fingal Development Plan 2011-2017 (or any updated Development Plan) with regard to Public Safety Zones and Noise Zones for Dublin Airport.

4.5 Urban Design

4.5.1 Character Areas

The landscape is generally flat and featureless. Features often used in urban development such as churches, trees or landmarks to terminate vistas and create a focus for development are absent. Therefore, the designed approach must add a dimension of interest and focus. The urban design concept is structured around 18 Character Areas (see Map 10 Character Areas, labeled A - R). It is the intention that each character area will feel and read as an individual entity. Some character areas will have more definitive edges e.g. at locations close to the Local Centre, whilst others will be softer taking advantage of views to the north and west. The key aspects to developing individual character areas for Kilmartin are the palette of construction materials, massing, density, parking and the hierarchy of street design within the area.

The way we arrange streets and position buildings within the landscape are important urban design considerations. Change in street scale from the avenue, to secondary streets and onto shared streets is essential. The opportunity for overlooking green spaces, parklands, agricultural lands and Hollystown Golf Club or to have an

appreciation of such aspects by framing views, vistas or landmarks is one of the key urban design advantages of the lands.

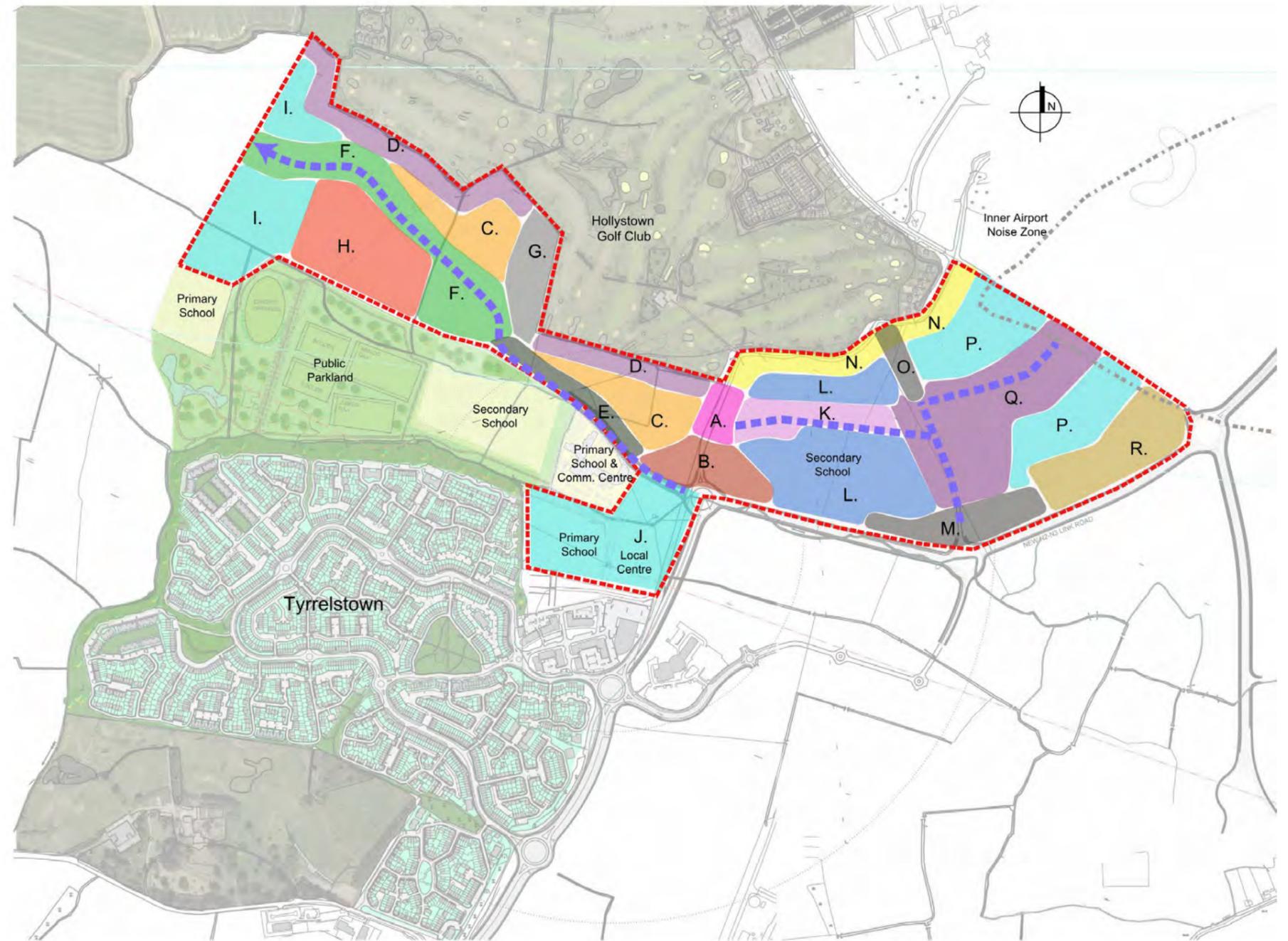
4.5.2 General Urban Design Guidelines for the Character Areas

The following guidelines are applicable to each Character Area of the Kilmartin Local Plan Area:

- New development within Kilmartin shall be of a high quality design and layout that makes a positive contribution to the local built environment and enhances the identity and sense of place of the Plan area and its environs.

MAP 10: CHARACTER AREAS

Note: 18 Character Areas are coloured and labeled A-R



- All developments will seek to encourage innovative, creative and contemporary architectural design solutions and permeable layouts.
- New development will provide quality public realm with a high standard of street furniture and public lighting and creation of key public open spaces.
- Development will be encouraged to use sustainable design practices and be energy efficient in terms of the building design and operation and adhere to the principles of passive solar design.
- The placement of wiring and cables underground is desirable and will form an important aspect of improving the quality of the Plan area.
- All developments will seek to ensure that surface car parking is discreetly integrated in the landscape, arranged into cells and defined by planting.
- Development fronting Church Road (R121), the M2/N3 Link Road and Ratoath Road will be located within highly landscaped settings.
- New developments will be sympathetic to the existing built form in terms of mass, volume and height.
- The urban and block structure will ensure frontage to most pedestrian routes to ensure passive supervision of same.
- The urban structure will ensure strong frontage and supervision of Tyrrelstown park.

See Section 7 for detailed urban design guidelines.

In the following section, each of the 18 Character Areas are assessed in terms of their specific role in the formation of the urban design strategy and the opportunities each area presents in developing Kilmartin as a sustainable and unique urban place. The following 'Character Areas' have been identified (See Map 10 Character Areas):

A. Church Road/R121

Given the location next to the 'LC' zoning this area can support a higher density development. Dwellings on both sides of street will have east-west orientations. The existing road will be upgraded with parking accessed directly off it. The eastern and western sides of this street should form a coherent sense of character, identity and enclosure although individual designs may be different.

B. Overlooking Roundabout at Junction of M2/N3 Link Road & Church Road

An important location at the entrance to the LAP lands which will support a higher density development. Residential dwellings will be provided on single side of street overlooking roundabout with provision of a landscape buffer. A key consideration in the overall design is provision of strong pedestrian and cycle linkages from the post primary school site to the Local Centre.

C. Courtyard Housing/Homezones

Suitable for medium density housing with various orientations for dwellings. Parking to be provided in the vicinity/curtilage of dwellings. Homezones will be designed to provide playspaces. A north-south connection will be maintained.

D. Hollystown Golf Club Boundary

A significant landscape buffer is to be provided which will include provision of a trim-track/parcourse. Access to the LAP lands west of the R121 is gained to the south of this buffer area. Dwellings will be north facing with south facing rear gardens. This character area will support a medium density and a north-south connection will be facilitated.

E. Kilmartin Avenue West Character 1

A higher density area defined by its location fronting onto the existing primary schools/location of proposed post-primary school and public open space. Dwellings will be south facing with north facing rear gardens. A wide tree lined avenue with a strong street edge will be provided with provision for private parking/public parking, and with space to accommodate buses. Additional car parking will be carefully incorporated into the design of houses. (See section 4.3 for more detail on avenue design).

F. Kilmartin Avenue West Character 2

Similar in character with Area E. Houses fronting a wide tree lined avenue with a strong street edge with provision for private parking/public parking, and with space to accommodate buses. The design of the Avenue should have regard to the future accessibility of lands located further west. Trees and building lines will provide consistency over the entire length of the avenue. Additional car parking will be carefully incorporated into the design of houses. The area will accommodate medium density with dwellings north/south facing. (See section 4.3 for more detail on avenue design).

G. Hollystown Golf Club Boundary/ Public Open Space

A medium density character area type defined by its location fronting onto Hollystown Golf Club. Dwellings will be east facing with west facing rear gardens. A wider area of open space will be provided which will include provision of a trim-track/parcourse. A north-south connection will be maintained. An emergency vehicular access link will be provided to the south.

H. Formal Open Space Area and Green Connection

Defined by its relationship to the public open space to the east, the public parkland to the south and the avenue and small mixed use development to the north. A strong north-south green connection is to be provided which will link to the existing line of poplar trees in the public parkland. Strong frontages are to be provided onto open space, the formal character of which will be defined by landscaping and the character of the surrounding dwellings. A medium density will prevail with various orientations for dwellings.

I. West Kilmartin

Characterised by low density housing addressing a primary school site, public parkland and agricultural land. Homezones will be designed to provide playspaces.

Dwellings with various orientations offering views out to the surrounding agricultural land and onto the public parkland will predominate.

J. Local Centre

Defined by the permitted land uses within the 'LC' zoning, its relationship to the existing neighbourhood centre and its key role in linking the Kilmartin residential lands to the existing Tyrrelstown Centre. The building heights in this higher density area will range in general from 3/5 storeys, with a mixture of residential/commercial/cultural/community land uses dominating. Single storey stand alone commercial units will not be permitted. A high level of design is expected with strong north-south permeability to exist. Orientation of buildings will be addressed to reduce prominence of overhead power lines. Provision of a civic amenity open space with strong urban frontages is to be provided.

K. Kilmartin Avenue East

A high density area defined by its location addressing the eastern portion of Kilmartin Avenue, a wide tree lined avenue with a strong street edge with provision for private parking/public parking, and with space to accommodate buses. Additional car parking will be carefully incorporated into the design of houses. The character of the area will also be defined by the position of the post-primary school to the south. Dwellings will be provided on both sides of the road. A vista towards parkland/openspace to the east will be provided. Trees and building lines will provide consistency over the entire length of the Avenue.

L. Kilmartin East – Courtyard Housing/ Homezones

Characterised by medium density housing with various orientations for dwellings. Parking to be provided in the vicinity/curtilage of dwellings. Homezones will be designed to provide playspaces. A north-south connection will be maintained. In any design cognisance will be taken of the proposed post-primary school site.

M. Overlooking M2 – N3 Link Road

A medium density character area providing a landscape buffer and strong tree planting boundary to the M2/N3 Link Road. The design to provide a balance between building frontage of the M2/N3 Link and residential amenity.

N. Overlooking R121 & Hollystown Golf Club

The R121 (Church Road) is a planned green pedestrian and cycle link to Hollystown Village with provision for a low level of car accessibility. The objective here is to preserve the rural character of the R121. A balance will be struck between maintaining the strong and attractive rural character and providing a minimum level of passive supervision so that the amenity value is maximised. Cognisance will be taken of the flora and fauna in the design of housing to take advantage of natural breaks in vegetation to facilitate supervision. Housing will be generally north facing. Housing will be designed to reflect the rural character and the character of Hollystown village.

O. Green Connection from Church Road to Class 1 Public Open Space

A medium density area providing a green connection between the new central open space located to the south and the R121. Dwellings will be located on both sides of the street with east/west orientations. This area will act as a connection between medium density dwellings and rural character dwellings.

P. Kilmartin East – Courtyard Housing/ Homezones

A medium density character area defined by the provision of Courtyard Housing/ Homezones and its relationship to the public open space to be contained within the Inner Airport Noise Zone to the east. Housing will be of various orientation, with some fronting the public open space. The existing hedgerow and townland boundary will be maintained.

Q. Residential development overlooking Avenue/ Public Open Space

Defined by its relationship to the public open space and small mixed-use development located to the east, its relationship with the avenue to the north and additional public open space to the east. Strong frontages are to be provided onto the avenue and open space, the formal character of which will be defined by landscaping and the character of the surrounding dwellings. A medium density will prevail with various orientations for dwellings.

R. Overlooking M2 – N3 and defined by townland boundary

A medium density character area defined by its relationship to the public open space to be contained within the Inner Airport Noise Zone to the east and the M2/N3 Link to the south. Housing will be of various orientations, with some fronting the Public Open Space or addressing the M2/N3 Link. The existing hedgerow and townland boundary if feasible will be maintained with provision of a landscape buffer to the M2/N3 Link.

4.6 Water and Infrastructure Services

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

This Section identifies the existing public water supply, drainage and other key infrastructure within the LAP area and sets out the requirements and investment needed in infrastructure to meet the objectives of the LAP. The implementation of the LAP will take place in a phased approach. It is envisaged that upgrading or expansion of elements of the public infrastructure both within and outside the LAP will be required as development progresses.

4.6.1 Water Supply & Water Conservation

As with all major developments in the Dublin region, the availability of a supply of water is a regional strategic issue which may be a constraining factor on future growth. Currently across the region, supply and demand for high quality drinking water is finely balanced. This will remain the case in the short to medium term pending the delivery of a number of projects to increase production, storage and delivery capacity.

The ‘Water Supply Project – Dublin Region’ is currently assessing the strategic need and source options for a new water supply source for the Dublin Region Water Supply Area, which includes Fingal. The current estimate, based on a per capita



consumption of 145 l/day, indicates that a new source is required by 2016. Ten new water source options are currently being evaluated in this study. From 2014, the provision of strategic projects will be a matter for the Water Services Board.

The water supply serving Kilmartin comes from the Liffey with its abstraction point at Leixlip via the low level reservoirs at Ballycoolin, boosted by the Cruiserath pumpstation. Lands within the LAP area above 64 m OD will be supplied by gravity from the Ballycoolin Water Tower. The subject lands will be served by the 300mm diameter distribution main to Tyrrelstown via the Tyrrelstown-Cherryhound Interchange Link Road to be completed in Spring 2013.

Plans to expand the Leixlip plant by the end of 2014 will increase production capacity to 225Ml/day. Following the expansion, no additional capacity is available in the river Liffey to allow further abstractions.

New development must be adequately serviced with a suitable quantity and quality of drinking water supply. Development will be limited to that which can be provided for, based on available water supply.

Proposals for all new hard and soft developments will need to demonstrate that the existing network and associated way leaves are protected from impacts to prevent network damage.

New watermain layouts must be in accordance with the most recent version of Fingal County Council’s ‘Guidelines for the laying of Distribution Watermains’ and

‘Guidelines for Drinking Water Supply’.

In order to limit unnecessary water usage, leakage and excessive consumption, a Water Management and Conservation Plan detailing how best practice in water conservation will be required to include both water mains and internal plumbing. New development should, where feasible, install suitable water conservation measures. The use of rainwater harvesting, particularly in commercial developments, is to be encouraged.

Objective WS 1

Ensure that priority is given to the provision of water supply in the LAP lands corresponding to the area’s strategic designation in the Regional Planning Guidelines as being within the Metropolitan Area of the Greater Dublin Area and as set out in the core strategy of the Development Plan.

Objective WS2

Ensure that new development is adequately serviced with a safe and secure water supply. Where deficiencies exist, development will be limited to that which can be provided for, based on available water supply.

Objective WS3

Promote water conservation to reduce the overall level of water loss in the public supply and require that new domestic developments provide for water supply metering.

Objective WS4

Require that a Water Management and Conservation Plan, detailing how best practice in water conservation shall be applied to include both watermains and internal plumbing, be prepared for development on these lands in order to limit unnecessary water usage, leakage and excessive consumption.

Objective WS5

Encourage the adoption of water saving measures in future development. Such measures will increase the extent of development capable of being serviced by the existing water treatment plant. Such measures to include:

- *Water butts to collect rainwater*
- *Low flush and dual flush toilets*
- *Low water use appliances*
- *Rainwater harvesting*

Objective WS6

Ensure that water main layout for new development is in accordance with the most up-to-date version of Fingal County Council’s ‘Guidelines for the Laying of Distribution Watermains’ and ‘Guidelines for Drinking Water Supply’.

4.6.2 Foul Water Drainage

The LAP lands are part of the 9C sewer catchment in Blanchardstown which ultimately discharges to the Regional Waste Water Treatment Plant at Ringsend via The Liffey Siphons. Ringsend Waste Water Treatment Plant, at present, is operating at its design capacity. Dublin City Council is currently finalising proposals to increase the capacity of the plant from 1.64 million PE (population equivalent) to 2.15 million PE, with a target completion date of 2015. In the longer term The Greater Dublin Drainage Project, which is currently underway, aims to provide

strategic drainage infrastructure required for the Greater Dublin Area (GDA). It is currently estimated that construction of a new regional wastewater treatment plant in the Fingal area and the orbital pipelines to serve the GDA will be completed by 2021.

The Urban Wastewater Treatment Directive requires the collection and high level treatment of wastewater, specifically those to be discharged to sensitive waters such as Dublin Bay. The terms of the recent EPA discharge license (2010) granted to Dublin City Council in respect of Ringsend Waste Water Treatment Plant reinforces this requirement. The *Waste Water Discharge (Authorisation) Regulations 2007 (SI No. 684 of 2007)* also require that the Water Service Authority satisfies itself that there is drainage capacity available in the network prior to granting a planning permission for any development. This requirement will apply to all developments within the LAP.

The natural drainage of the LAP lands is in a southerly direction towards the 9C sewer along the Tolka Valley. The 9C sewer has limited capacity and suffers greatly from the effects of infiltration during intense rainfall events. Duplication of the sewer is estimated to cost circa €80 million. It is not included in the Department of Local Government Water Services Investment Programme WSIP(2010-2013). The sewer is further constrained at the Liffey Siphon. Plans are underway to refurbish the Liffey Siphon during 2013.

Development will be limited pending the progress of the various improvement works and will be subject to the agreement of the Water Services Department. Interim solutions may be required to facilitate development in the short term.

All development must be drained on separate systems, i.e. foul and surface water flows should be directed to separate pipes. This reduces the possibility of flooding of the foul pipelines during times of extreme rainfall events, All surface water run-off must be attenuated where possible and sustainable drainage systems utilised. The use of sustainable drainage systems produces multiple benefits in terms of enhanced biodiversity, reduced peak flows, water quality improvements and improved ecology.

Objective WW 1

Permit new development only where it can be clearly demonstrated that there is adequate capacity in the wastewater disposal infrastructure in accordance with applicable requirements and standards, including urban wastewater treatment disposal standards.

Objective WW2

Ensure the separation of foul and surface water effluent through the provision of separate foul sewerage and surface water run-off networks.

Objective WW3

All foul infrastructure shall be designed and constructed in accordance with the Greater Dublin Regional Code of Practice for Drainage Works and comply with the Greater Dublin Strategic Drainage Study (GDSDS).

4.6.3 Surface Water Management

New development has the potential to add to flood risk in an area if it increases surface water run-off. In keeping with the Greater Dublin Strategic Drainage Study (2005), Sustainable Drainage Systems (SuDS) techniques will be incorporated into

the development of the LAP lands. SuDS offer a comprehensive design approach to the management of water on a site, to delay run-off and encourage filtration through the use of porous surfaces, detention ponds, green roofs, rainwater harvesting etc. in ways which enhance amenity and biodiversity and minimise pollution effects. Therefore, the use of SuDS provides benefits in what is described as the SuDS triangle; water quality, water quantity and amenity/biodiversity. By designing systems well it is possible to incorporate all three benefits. A treatment train approach is to be adopted in the design of the proposed surface water regime by utilising suitable SuDS mechanisms in providing source, site and regional control. The surface water discharge rate from the development land should not exceed existing greenfield run-off rates. Run-off from all sites must pass through at least one level of treatment using a SuDS component prior to the final level of treatment in the public realm areas.

Given Fingal County Councils' commitments under the Water Framework Directive to improve the quality of the water in the Tolka River and the international and national designations which apply to Dublin Bay, the criterion of Water Quality is a key factor in the design of the storm water system to serve the development. It is a requirement of the Greater Dublin Strategic Drainage Study that surface-water discharge rates are limited to green-field rates for the development area. This complies with the Flood Risk Management Guidelines for surface-water discharge for up to the 1% AEP pluvial event. Incorporating SUDS techniques into the design is key to achieving green-field rates.



A SuDS Strategy (See Appendix 3) for Kilmartin, prepared by DBFL Consulting Engineers on behalf of the Council, identifies various measures that may be employed throughout the development taking into account the existing surface water infrastructure in place across the site. These SuDS measures shall, where feasible, be incorporated into the development in line with appropriate sustainable drainage practices.

Like all drainage systems, SuDS components should be designed for inspection and future maintenance ensuring efficient operation and preventing failure. Usually, SuDS

components are on or near the surface and most can be managed using landscape maintenance techniques. For below-ground SuDS, such as permeable paving, the manufacturer or designer should provide maintenance advice. A Maintenance Plan for the routine and long term maintenance of the drainage system should be established at the early stages in the planning process. Each Maintenance Plan should be submitted with each individual planning application within the LAP lands.

Objective WM1

Require that surface water attenuation is provided generally in locations identified in the SuDS Strategy. Design of surface water attenuation shall be based on the requirements of the Greater Dublin Strategic Drainage Study. Particular reference shall be made to Volume 2, Appendix E, which provides guidance on attenuation design and best practice cases (as may be updated).

Objective WM2

Require all planning applications to submit details of compliance with the SuDS Strategy for the LAP (appendix 3) which shall include proposals for the management of surface water within sites and runoff rates from sites, to protect the water quality of the River Tolka.

Objective WM3

Require local/site specific SuDS measures in tandem with development.

Objective WM4

Ensure urban areas are designed to accommodate surface water flood flow at times of extreme events through the dual use of roads and pathways as flood conveyance channels and appropriate areas (parkland, car parks, large paved areas etc) are designed for use as temporary flood ponding areas.

Objective WM5

Ensure that all trees planted in/adjacent to hard paved areas (footpaths, parking areas etc) incorporate tree root structural cell systems.

Objective WM6

Require that surface water discharge from the development replicates existing greenfield run-off rates by means of flow control devices constructed to the requirements of Fingal County Council.

Objective WM7

Require that proposals for sustainable drainage systems include provisions for future maintenance. In this regard, Maintenance Plans shall be submitted with each planning application.

4.6.4 Flood Risk Management

In accordance with the 'Planning Systems and Flood Risk Management Guidelines for Planning Authorities' (DoEHLG, 2009), the preparation of the LAP was the subject of a Strategic Flood Risk Assessment (SFRA), (see Appendix 4). The SFRA identifies a number of measures to ensure flood risk is incorporated into the planning of this area. The Assessment recommends that development proposals for a number of areas within the plan boundary be subject to site-specific flood risk assessment appropriate to the nature and scale of the development. The Assessment identifies a small portion of lands at the north western boundary of the lands within

Flood Zones A and B. The areas should form part of the open space provision. The Assessment also recommends that drainage channels and watercourses are retained and that riparian strips are provided.

Objective FRM1

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

4.6.5 Water Quality

Recent years have seen the adoption of a number of EU Directives, transposed into Irish law, which seek to protect and improve water quality. The key piece of legislation governing water quality in Ireland is the Water Framework Directive (WFD) (2000/60/EC) established by the European Community and came into force in Ireland in December 2000. The WFD requires that all Member States implement the necessary measures to prevent deterioration of the status of all waters - surface, ground, estuarine and coastal - and protect, enhance and restore all waters. All public bodies are required to coordinate their policies and operations to maintain the good ecological and chemical status of water bodies currently unpolluted and improve polluted water bodies to good status by 2015.

For the purpose of implementing the WFD, Ireland has been divided into eight river basin districts or areas of land that are drained by a large river or number of rivers and the adjacent estuarine/coastal areas. The management of water resources is based on these river basin districts. The Kilmartin area falls within the Eastern River Basin District (ERBD). The Local Authorities located in the ERBD - including Fingal - have prepared a River Basin Management Plan and Programme of Measures. This Eastern River Basin Management Plan (ERBMP) (2009-2015) identifies the status of water bodies within the RBD and provides objectives in order to implement the requirements of the WFD.

The LAP lands drain to the Pinkeen River which is a tributary of the River Tolka that discharges to Dublin Bay. The overall status of the River Tolka is classified in the EPA 2011 Review as being of “poor” status while the Pinkeen is classified as “bad”. The main causes are attributed to wastewater and industrial discharges, due to misconnected foul sewers, combined sewer overflows and urban area pollution. Maintaining and improving water supply to a good status, by implementing of the Programme of Measures (POM) set out for Tolka WMU, is a key consideration in development of the LAP lands. However, recovery time will mean that these rivers will not achieve Good Status before 2015. It is likely that the rivers in this management unit will attain “Good Status” by 2027.

Fingal County Council requires the implementation of holistic drainage policies, including stormwater management and SuDS, in all new developments.

Fingal County Council’s Water Pollution Control Section operates a policy of issuing Trade Effluent Discharge Licences during the construction phase of development under the 1977 & 1990 Water Pollution Acts. The licences are issued to ensure all discharges to surface waters do not compromise water quality in the receiving waters.

It is imperative that any works during construction/development phases do not impact negatively on the rivers or any tributaries within or adjacent to LAP lands.



Objective WQ1

Ensure that the EU Water Framework Directive is implemented.

Objective WQ2

Development shall only be permitted where it can be clearly demonstrated that the proposal does not conflict with the aims and objectives of the Water Framework Directive. Implement the relevant recommendations and measures as outlined in the Eastern River Basin Management Plan 2009-2015 or any other plan that may supersede same during the lifetime of this Local Area Plan. Development shall only be permitted where it can be clearly demonstrated that the proposal would not have an unacceptable impact on the water environment, including surface water, groundwater quality and quantity, river corridors and associated wetlands.

Objective WQ3

Seek the rehabilitation of the Pinkeen and Tolka Rivers to good water status and their restoration as a natural amenity.

Objective WQ4

Protect riparian corridors through the LAP area.

Objective WQ5

Implement the SuDS Strategy for the LAP lands.

4.6.6 Groundwater Vulnerability and Protection

The Geological Survey of Ireland (GSI) has recently completed Ground Water Mapping for Fingal. The mapping indicates that the site has a poor to locally important aquifer in a east to west direction and a vulnerability classification ranging from high on the east of the lands to moderate and low in a westerly direction.

Groundwater and water catchment areas have an inherent ecological and economic

value and are a major resource that needs to be protected. Groundwater contributes to rivers and lakes and influences their amenity and recreational value. The Council is responsible for the protection of all waters including rivers, lakes and groundwater sources. The responsibilities include implementation of pollution control measures, licensing of effluent discharges, implementing and monitoring compliance with environmental regulations and the drawing up of pollution contingency measures.

Objective GVP1

Protect existing ground water sources from pollution during construction/development works.

4.6.7 Climate Change

There are various predictions for the effects of climate change in the future, with moderate predictions indicating a 10% increase in rainfall intensity, a 20% increase in base river flow and a sea-level rise of 500mm by the year 2100. These scenarios have been included in the SuDS Strategy. Climate predictions are constantly under review and scientists on the International Panel on Climate Change are considering the current rate of melting of the polar icecaps. A report is due in 2013 indicating the future likely effects of climate change. The report may affect planning permissions and development constructed after this date.

4.6.8 Public Utilities

The Greater Blanchardstown Area is well catered for in terms of telecommunications, electricity supply, gas supply and broadband. Infrastructure required for these services will be facilitated at suitable locations. Applications for such infrastructure should take cognisance of impact on the visual and residential amenity of existing and future occupants. Both existing and new infrastructure should be co-located and underground where possible.

Building Design & Energy Efficiency

The Local Area Plan seeks to ensure that all development will contribute positively towards reduced energy consumption and the associated carbon footprint. This will achieve this by:

- *Ensuring that development proposals demonstrate reduced energy consumption in their design and construction.*
- *Ensuring that development proposals incorporate where possible alternative energy technologies. Details of alternative energy systems to be submitted at pre planning stage for consideration.*
- *Promoting the use of renewable energy systems and energy conservation measures in buildings.*
- *Promoting principles of sustainable neighbourhood design in new housing areas.*
- *All buildings to incorporate environmentally sustainable design principles in their design and construction. New buildings will strive to reduce the energy and water demand through measures which include the following :*
 - *Careful consideration of building orientation, form, massing and fenestration to make the most of passive solar gain for space heating.*
 - *Maximisation of natural daylight.*
 - *Maximisation of passive solar gain for solar thermal water heating and electricity production.*
 - *Maximising the potential for wind energy [For example wind turbines and wind spires].*
 - *Reduced water use through rainwater harvesting and recycling of rainwater and in-building grey water treatment systems.*
 - *Use of building roofs as solar collectors and rainwater harvesters. (Green roofs can be used as amenity spaces that also support biodiversity and rainwater attenuation.)*
 - *Intelligent and energy efficient heating, cooling and ventilation systems.*
 - *Use of materials with low embodied energy and consider incorporating environmentally ‘smart’ materials that can minimise energy use by responding to changing external conditions.*

Phasing and Implementation

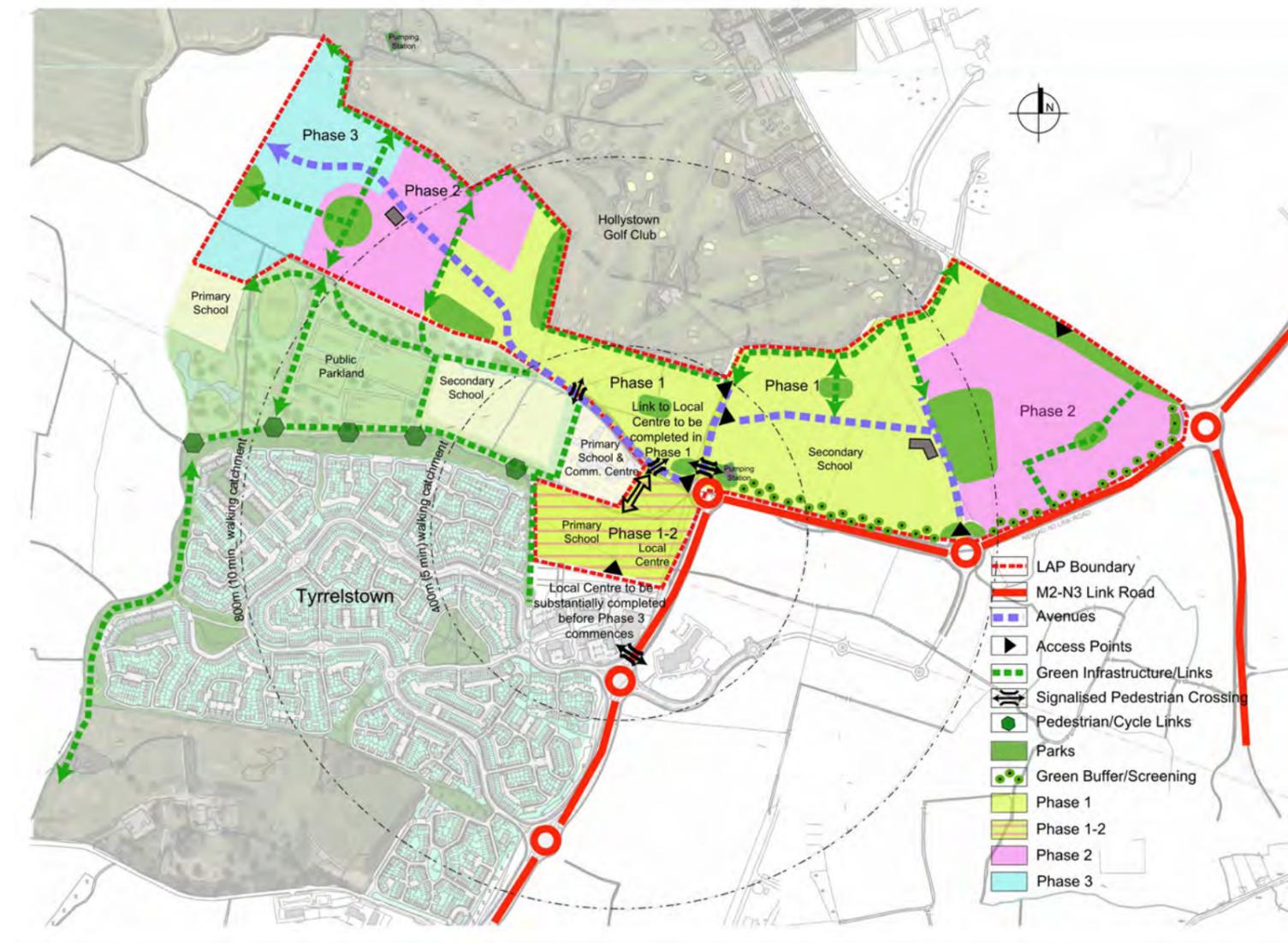
The provision of infrastructure and services in a timely manner is crucial to the achievement of the vision for Kilmartin. The LAP area is divided into 2 separate Development Phasing Areas, with one located east of the R121 on the RA lands containing 2 Phases and one located west of the R121 on RA lands containing 3 Phases. The sequence of phasing is ordered so that development moves from the centre out. Phase 2 West cannot commence until 75% of Phase 1 West has been completed to the satisfaction of the Planning Authority. In addition Phase 2 East cannot commence until 75% of Phase 1 East has been completed to the satisfaction of the Planning Authority. The phasing arrangements on either side of the R121 are not linked i.e. Phase 2 East can commence prior to Phase 1 West being completed subject to Phase 1 East being developed to the satisfaction of the Planning Authority. The 'LC zoning' is to proceed over the course of Phase 1 and 2 and is to be substantially complete prior to Phase 3 commencing. The Development Phasing Areas are identified on Map No. 11.

Phasing Delivery:

Phase 1 West-

- 340-360 residential units.
- Vehicular link from the existing Local Centre to the M2/N3 link road roundabout to be constructed.
- Pedestrian/cycle connection west of the 2 no. existing primary schools linking the LAP lands to the Local Centre to be constructed.
- Traffic Management Plan to be prepared for the area containing the LC lands/ Phase 1 (east and west) taking cognisance of schools to be completed prior to the lodgement of any planning applications. The Traffic Management Plan must address the following issues:

MAP 11: PHASING



- Bus access to the Local Centre, and potentially to the residential areas of the LAP.
 - Bus terminal facilities (turnabout and layover) in and near the Local Centre.
 - Pedestrian and cyclist routes, in particular from the residential areas to the Local Centre and the schools.
 - Pedestrian and cyclist routes crossing the Avenue.
 - The capacity of the roundabouts on the M2-N3 Link Road for motorised traffic.
- Provide a fully equipped and operational playground.
 - Agreement with the Planning Authority on the payment of the costs of developing the 6 ha of open space already transferred in respect of development of Phases 1-3 West.
 - Prepare and agree with Fingal County Council a detailed design plan for the entire east/west main avenue to the west of R121 prior to the submission of any planning application.

Phase 2 West-

- 250-270 residential units.
- Primary School Site in Local Centre zoning transferred to Department of Education and Skills unless otherwise agreed with the Planning Authority.
- Main Avenue Street to be fully completed.

Phase 3 West-

- 240-260 residential units

Phase 1 East-

- 215-235 residential units.
- Traffic Management Plan to be prepared for the area containing the LC lands/ Phase 1 (east and west) taking cognisance of schools to be completed prior to the lodgement of any planning applications. The Traffic Management Plan must address the following issues:
 - Bus access to the Local Centre, and potentially to the residential areas of the LAP.
 - Bus terminal facilities (turnabout and layover) in and near the Local Centre.
 - Pedestrian and cyclist routes, in particular from the residential areas to the Local Centre and the schools.
 - Pedestrian and cyclist routes crossing the Avenue.
 - The capacity of the roundabouts on the M2-N3 Link Road for motorised traffic.
- Prepare and agree with Fingal County Council a detailed design plan for the main avenues east of the R121 prior to the submission of any planning application.

- Cul-de-sac the R121 immediately south of Hollystown Golf Club. This will require a formal resolution by the Members of the Council.
- Provide a footpath/cycleway along the Ratoath Road. This footpath/cycleway shall be completed prior to the occupation of dwellings in Phase 1 East.
- Secondary School Site transferred to the Department of Education and Skills unless otherwise agreed with the Planning Authority.
- Main Avenue Street to be fully completed.
- Provide a fully equipped and operational playground.

Phase 2 East-

- 315-345 residential units.

Local Centre Phasing-

- Development on the LC zoned lands is contingent on the construction of the vehicular link from the existing Local Centre to the M2/N3 link road roundabout.
- Traffic Management Plan to be prepared for the area containing the LC lands/ Phase 1 (east and west) taking cognisance of schools to be completed prior to the lodgement of any planning applications. The Traffic Management Plan must address the following issues:
 - Bus access to the Local Centre, and potentially to the residential areas of the LAP.
 - Bus terminal facilities (turnabout and layover) in and near the Local Centre.
 - Pedestrian and cyclist routes, in particular from the residential areas to the Local Centre and the schools.
 - Pedestrian and cyclist routes crossing the Avenue.
 - The capacity of the roundabouts on the M2-N3 Link Road for motorised traffic.

Urban Design Guidelines

Permeability and Ease of Movement

- Development will create a pedestrian and cyclist friendly environment with safe access and direct links via connecting open spaces and key destinations within Kilmartin and the wider Blanchardstown area.
- A hierarchy of interlinked urban streets will be established and will include limited use of cul-de-sacs and strong urban edges overlooked by well designed buildings.
- A pedestrian friendly environment in the form of shared spaces/home zones will be supported in appropriate locations.
- The two main access avenues will be designed as tree-lined, hard and soft landscaped urban streets accommodating footpaths and cycle-paths and shall be overlooked by attractive well-designed buildings.
- Traffic calming will be an integral feature of the layout.
- Internal access road geometry (widths, radii, speed limitations) will be designed consistent with a traffic calmed residential area.

Green Infrastructure

- Ensure that the design and function of green infrastructure is able to allow the movement of flora and fauna species across the lands and maintain connectivity between the ecological nodes of Hollystown Golf Club and Tyrrelstown Park.
- Ensure that the design of all development takes account of the sensitivities of retained habitats and greenways and avoids adverse impacts resulting from noise, lighting and other types of disturbance.
- Encourage awareness among local communities of the existence of important greenways, treelines and ecological connectivity to ensure their retention and management for future generations.
- Require that boundaries:
 - Clearly delineate the transition between private, communal and public areas;
 - Enable reasonable surveillance of the adjacent public realm by residents;
 - Present the building frontage visually as part of the public realm;
 - Reflect the local streetscape and neighbourhood character and context;
 - Are visually harmonious with the surrounding area;
- The open space strategy will comprise a hierarchy of well designed open spaces, ranging in size, character and role, supported and connected via green routes.
- All open space will be accessible, usable and functional.
- Open spaces and green corridors will be designed to ensure they are overlooked, safe spaces, enjoying passive surveillance from housing/community facilities.
- A variety of planting and protection of riparian corridors will be incorporated within the Plan lands to encourage biodiversity value.
- Open space for active recreation be provided in locations that serve both new and existing development.
- Existing hedgerows to be protected and incorporated into the development in so far as is practicable, particularly along the riparian strip/ecological corridor.
- Landscaping to be used in a structural manner, to assist in the ordering of routes and spaces. Native species such as lime, ash, beech, hawthorn, elderberry and cherry to feature.
- Streets and open spaces will incorporate SuDS solutions in their design.

Public Realm

- The public realm shall be attractively designed and support successful outdoor spaces developed in the Local Centre.
- High quality design of the public realm shall be delivered with hard and soft landscaping, finishes and treatments, street furniture and lighting.
- The layout, form, scale and massing of development within the lands shall ensure that the impact on views is mitigated.

Urban Design

- A high standard of urban design is required to ensure the creation of a high quality environment with a distinct sense of place, physically linked with adjoining developments.
- Ensure buildings, streets and places are of a human scale.
- Moderate the mass of a building or group of buildings so that it steps up or down to its neighbours.
- Developers to take adequate measures to minimise the impact of traffic, noise and dust, on residential amenity during construction phases.
- Landscape/noise attenuation mounds to be located fronting the Ratoath Road, R121 and M2/N3 Road Link.
- Proposals for residential developments will not create gated communities.
- Daylight and sunlight is a key residential amenity and all buildings shall receive adequate daylight and sunlight and be within acceptable standards.
- People with disabilities to have freedom to enjoy access to all buildings, streets, amenities and public spaces. Designers shall consciously seek to apply the optimum standards when designing for such access.

Dwellings/Buildings

- Development shall comprise a wide mix of unit types, sizes and tenure and each character area will have its own individual building typology.
- Buildings shall be constructed to maximise energy use.
- Streets and buildings shall be orientated to maximise access to sunlight/daylight.
- High standards of energy efficiency and environmental sustainability in layout orientation and building materials.
- High standard of elevational detail is required on buildings that front onto main routes, open space and pedestrian routes.
- Careful attention to orientation and landscaping of individual properties is required.
- Ensuring noise insulation in new buildings so that traffic and aircraft noise does not exceed acceptable levels in living spaces.
- Ensure all new residential schemes are designed so that residential units are easily adaptable for extra accommodation in the future. All homes, whether apartments, duplexes, traditional houses or otherwise, should be adaptable to the life stage of those living there. While the needs of a family with children are very different to those of an elderly couple, the basic structure of the home should be easily adaptable to accommodate these different life stages.
- Ensure that appropriate building line set backs, on street parking and privacy strips are provided for in residential and commercial development.
- Where residential units are designed without front curtilage parking, the area to the front of the property shall have narrow, landscaped front-gardens/privacy strips. This is to provide a buffer between private living space and the public realm, to contribute to local biodiversity, SuDS, and facilitate passive

supervision. The conversion of this private open space to facilitate car-parking shall not be permitted.

Apartments Living Design

- People in apartment developments live in close proximity to one another. Effective sound insulation/acoustic privacy is most important within apartments, between apartments, and between apartments and common areas. Developers shall provide higher levels of noise insulation than in the current Building Regulation or any updated standards, where deemed appropriate by the planning authority.
- Residential units shall be designed to maximize use of natural daylight and sunlight. Daylight and sunlight levels, as a minimum, should be in accordance with Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (B.R.E. 2011) and British Standard (B.S.). 8206 Lighting for Buildings, Part 2 2008: Code of Practice for Daylighting or any update on these documents.
- Entrances and lobbies are important quality issues in apartments. Entrances will be clearly identified and accessed off main streets within the scheme. Lobbies shall be spacious and welcoming as they are a form of communal space.
- Communal facilities [e.g. a community room] will be provided in all apartment schemes in excess of 100 units for the communal use of the residents as deemed appropriate by the Council. In addition a manager's office and store will be provided as appropriate.
- Communal laundry rooms and storage facilities will be provided in apartment blocks where deemed appropriate.
- Dual aspect will be incorporated into the design of all apartment /residential blocks. Single aspect north or northeast facing units will not be permitted. Dual aspect provides for inter alia, cross-ventilation, better views, better daylight/sunlight and more adaptability within residential units.
- A minimum floor to ceiling height of 2.7 metres shall be required, measured from finished floor level to finished ceiling level in all apartments.

Distinctiveness, Character, Legibility

- Create individual neighbourhoods with their own identity.
- Promote the development of each area as a distinct and legible new neighbourhood with an individual character achieved through concept, design style and use of materials.
- Each individual character area will be locally distinct with individual features including where appropriate public art and civic landmarks to form its character.
- Character areas shall incorporate focal points utilising views in and out of the individual area.
- Use of existing landscape elements shall aid distinctiveness and support biodiversity.
- Variations in building design and height shall be encouraged to avoid a monotonous roof line.
- Use of a palette of materials shall be encouraged to support the development of a varied and attractive environment.
- Design solutions to be varied significantly throughout the site ensuring the avoidance of monotonous repetition of a limited number of buildings and dwelling types.

- Provide for principal frontages in each development plot to define strong streetscape elements, turn corners on public roads, and enclose and overlook amenity open space areas and green routes.
- Require the layout of residential areas to maximise pedestrian permeability with clear, legible and direct routes for pedestrians and cyclists along anticipated desire lines, with safe edge treatment, clear sight lines at eye level and an appropriate level of passive supervision.
- Ensure that innovative building typologies are used throughout Kilmartin for life long living and that address issues of carparking, private open space, and the need for high quality residential amenity. Ensure that these buildings have a greater engagement with the varying road and green way layout.
- Ensure a sustainable built form with best practice sustainable design, construction methods and materials, which has regard to solar effect, wind tunneling prevention and microclimate. Adaptable residential building design, which is responsive to changing technical/economic and social conditions, is generally encouraged.
- Ensure that frontage widths of individual buildings and massing allow for their successful integration into the streetscape.
- Ensure that the distinctiveness of materials is used at various scales, allowing for a coherent and high-quality built environment, with an individual palette to identify each neighbourhood. High-quality finishes are to be used in the public realm, including external elevational treatment to buildings, structures and public open space.
- Promote the design and location of bin-stores, service boxes and similar ancillary provision, including meter boxes, into the curtilage of developments or as positive design features that enhance the local streetscape and do not register as visual clutter

Parking

- Car parking shall be designed within context of streetscape with tree planting incorporated where appropriate.
- Communal multi-use car parking areas shall be well lit with the benefit of natural surveillance where feasible.
- Car parking shall be designed so that it does not dominate the streetscape.
- Car parking and bicycle parking shall be provided in accordance with Development Plan standards.
- Car parking shall be clearly delineated for each residential unit and shall be an integral part of the design concept for apartment development.

Key Architectural Features

- Punctuation buildings shall be encouraged at significant junctions/corner sites/gateway entrances/nodal points to the development.
- Buildings with frontages to parks, pedestrian/cyclist routes and along Main Streets shall have strong facades, support natural surveillance and be well designed and varied in their elevational treatment.
- Street frontage buildings shall be designed to provide strong corner definition such that gables are avoided and the front elevation definition will be continued to the side elevation thereby ensuring a 'seamless' transition at corners and junctions.
- Urban spaces, defined by quality designed buildings, shall provide visual and physical focal points, at the heart of the new residential community in

- Kilmartin.
- Buildings shall incorporate architectural expression at entrances, corners, ground floors and roofs.
- High quality materials with good maintenance characteristics shall be used. Natural materials such as stone, brick and timber shall be favoured.
- High standards shall be required for ground finishes, street furniture, signs, landscaping, public lighting and open space.

Views and Prospects

- Protect and enhance views and panoramas to key local vantage points particularly views and general prospects towards the Dublin mountains, the golf course and land horizon to the west, to create a sense of place, coherence and appreciation for the overall setting of the lands

Local Centre Design

- The Local Centre shall be developed in an urban village format and shall address/connect into the surrounding street network in a seamless manner. Residential/office over ground floor units will be encouraged to facilitate an appropriate mix of uses. A range of daytime and evening uses shall be encouraged.
- The Local Centre shall incorporate a high quality public space which shall be attractively landscaped, incorporate bicycle parking and seating arrangements, and have a high quality paving finish. The space shall be designed to ensure that vehicular parking does not encroach upon this area.
- Buildings shall generally be arranged in a perimeter block pattern adjoining and providing a strong edge and supervision to the main street they front onto, with access to development at designated junctions only.
- Only limited direct vehicular access from buildings shall be permitted onto the main streets. Principal pedestrian entrances to the residential development shall be from the public street.
- Buildings shall be mainly 3/5 storeys in height, with punctuation buildings facilitated at key sites. The higher punctuation buildings shall be the exception and not the rule.
- Bus lay-bys and a taxi area shall be accommodated at designated points in the Local Centre.
- Parking for the commercial uses within the Local Centre shall be located to the rear of buildings, where possible.
- The Local Centre shall be designed and accessible for all modes of transport, including delivery vehicle, car, bus, pedestrian and cyclist movement.

