

KENURE RUSH

Local Area Plan



Planning Department
Fingal County Hall
Main Street
Swords
Co. Dublin

May 2009



KENURE RUSH

Local Area Plan

MAY 2009

DAVID O'CONNOR
County Manager

GILBERT POWER
Director of Planning

PETER BYRNE
Senior Planner

PATRICIA CONLON
Senior Executive Planner



Contents

Executive Summary	1	11.0 Childcare Facilities	20	19.2 Electricity Supply	32
Vision Statement	3	12.0 Recreation, Amenity and Open Space	21	19.3 Gas Supply	32
1.1 National Spatial Strategy	5	12.1 Passive/ Recreational Amenity Spaces	21	19.4 Broadband	32
1.2 Regional Context	5	12.2 Circular pedestrian routes	21	20.0 Biodiversity – protecting the natural heritage of the area	33
1.3 Transport Policy	5	12.3 Class 1 and Class 2 Public Open Spaces	21	21.0 Sustainability & Building Design	35
1.3.1 Transport21	5	12.4 Private Open Space	22	21.1 Building Energy Ratings	35
2.0 County Development Plan 2005-2011	10	13.0 Local Service Provision	23	22.0 Construction Waste Management	36
3.0 Description of Locality	11	14.0 Community and other Recreational Facilities	23	23.0 Phasing	36
4.0 Landscape and Visual Analysis	11	15.0 Educational Provision	24	24.0 E.I.A. Requirement	37
5.0 Transportation and Accessibility	13	15.1 Primary School Provision	24	25.0 Strategic Environmental Assessment	37
6.0 Public Transport	15	15.2 Post Primary School Provision	24	26.0 Appropriate Assessment	38
6.1 Bus Service	15	16.0 Archaeology	25	27.0 Mechanisms for Implementation	39
6.2 Train service	15	17.0 Features of Historical and Architectural Interest	28	Appendices	
6.3 Local Feeder Bus	15	18.0 Water Services	29	Appendix A	
7.0 Layout and Urban Form	16	18.1 Foul Drainage	29	Environmental Report & SEA Statement	
7.1 Urban Design Principles	16	18.2 Surface Water	29	Appendix B	
7.2 Layout and Design Parameters for each density sector	17	18.2.1 Flooding	29	Appropriate Assessment	
8.0 Residential Density	19	18.2.2 Storm Water Management - SUDS	30		
9.0 Housing Mix	19	18.3 Water Supply	30		
10.0 Social and Affordable Housing	20	19.0 Public Utilities	32		
		19.1 Telecommunications	32		





Executive Summary

This Local Area Plan sets out the development strategy for the development of the remaining residentially zoned RS1 lands at Kenure- Rush. The LAP aims to provide an attractive well designed housing area, forming a logical extension of the town northwards to meet existing residential development.

The County Development Plan 2005-2011 delineates an area of circa 31 hectares in area located to the north of Rush for which this Local Area Plan has been prepared. The net development area is 25.8 hectares.

This local Area Plan shall remain in force for a period of six years.

The development of the plan lands will effectively complete the development area within the town boundary. The plan lands are located within the context of typical flatlands associated with coastal areas. However, there is an undulating character to the lands as they rise from the lowest point at the Brook Stream to the south to the highest point near Palmer Road to the north. The challenge is to create an attractive, interesting urban environment for both the new and existing residential community to enjoy.

This LAP seeks to promote a high quality environment comprising a network of streets and pedestrian paths, leading to pocket parks and connecting to schools, local facilities and onwards to town/ beach amenities. The form and layout of development must take cognisance of the impact of new development on existing neighbouring development, and protect existing residential amenities.

To promote a varied urban environment with a range of housing types and layouts and to protect the interface with existing development, this LAP proposes a wide ranging residential density from 19 units p. ha. at the lower end of the scale to 50 units per ha. at the higher end, giving an average net residential density of c.37 per ha. across the plan lands resulting in approximately 1,000 residential units.

A high standard of urban design shall be required to ensure the creation of a high quality environment with a definite sense of place physically linked with the adjoining development.

Prior to the submission of any planning application(s) for the development of these lands, the developers shall be required to advance an urban design/landscape master plan for the entire plan lands, prepared by a qualified, experienced urban design/landscape architect, for the approval of the planning authority. Development /design briefs will be required for each of the residential sectors, in accordance with the terms of masterplan.

A local services area, c. 0.6ha. in area is proposed to the north/west of the plan lands at the junction of the north/south and east /west urban streets, adjacent to the proposed post primary school. Typical uses envisaged are; doctor/dentist surgeries, pharmacy, a small local supermarket, limited to c. 800 -1,000 sq.m. net retail floor area, delicatessen, crèche, community resource meeting room, restaurant/café, public house and recreational facilities. A recycling "Bring Centre" shall be provided within the local services area. A residential component is envisaged within the local services area.



Childcare facilities shall be provided throughout the development in accordance with the DoEHLGs' Childcare Facilities Guidelines for Planning Authorities.

A 4.8ha.(12 acre) site has been reserved immediately to the west of the LAP lands for a Post Primary Secondary School, in accordance with the requirements of the Department of Education and Science. The school site will be accessed off the new north/south distributor road and would be adjacent to the St. Maurs GAA football grounds.

Recreation and amenity spaces are provided in this LAP for the enjoyment and amenity of local residents in the form of passive and active spaces. Passive recreation spaces comprise amenity areas- riparian strips, either side of existing streams within the plan lands, whilst active spaces take the form of pocket parks with playlots and playing pitches located on the Class 1 POS.

4.64ha.(11.48 acres) of Class 1 public open space is proposed on agriculturally zoned lands to the west of the plan lands, immediately to the south of the reserved post-primary school site.

Class 2 public open space shall be provided as riparian strips along streams within the plan lands and a series of pocket parks located throughout the plan lands (5no.). Each pocket park shall be a minimum of 0.2 hectares, designed as a play lot and/or kick about open space. A minimum of 4 no. play lots shall be provided within the development.

A network of safe and attractively design pedestrian and cycling routes will be provided throughout the plan lands. These routes shall form a physical connection to a series of pocket parks located throughout the plan lands.

It is an objective of the County Development Plan to provide a Rush Relief Road running north /south through that part of the plan lands located to the west of Park Road. A Traffic Impact Assessment was carried out on behalf of the Planning Authority to determine the route and design options of this road. The Kenure-Rush LAP facilitates the development of Phase 1 of this relief road, from Main Street to Palmer Road. This road forms a north-south spine in the form of a tree-lined boulevard road. This will act as the principal distributor road through the plan lands linking Main Street to Palmer Road. A new street is also proposed in the form of an east-west "boulevard", connecting Skerries Road to the Rush Relief Road. Together with subsidiary residential roads and linked pedestrian routes within each of the residential sectors, the proposed road and pedestrian systems will ensure permeability and ease of movement for all modes of transport.

Foul effluent generated in the Rush area will be treated at the new WWTP in Portrane due to be commissioned in circa 2011. Essential upgrading of the foul drainage network system connecting to this WWTP is due to be completed circa 2012. No residential development within the plan lands shall take place until the necessary waste water infrastructure is completed.

An archaeological assessment, geophysical testing and test trenching have been carried out over the

plan lands. Whilst there were no significant finds, the archaeological test trenching report recommends that developer's shall make provision to allow for and fund, whatever archaeological work maybe needed on site if any remains are noted following topsoil removal.

Section 23.0 sets out the particular phasing for the development of these lands Section 27.0 sets out the implementation mechanisms. An Environmental Impact Assessment will be required to be submitted in accordance with Schedule 5 Part 2 10 (b) (i) of the Planning and Development Regulations 2001 for 'Infrastructure Projects'

An SEA Environmental Report is appended to this LAP.

An SEA Statement is appended to this LAP.

An Appropriate Assessment is appended to this LAP.



Vision Statement

The County Development Plan 2005-2011 delineates an area of circa 31 hectares in area located to the north of Rush for which this Local Area Plan has been prepared.

This Local Area Plan sets out the development strategy for the development of these residentially zoned lands at Kenure- Rush. The LAP vision is to provide a new residential community, forming a logical extension of the town northwards so as to integrate with the established development area of Rush. This vision seeks to create the new residential community, with a distinct identity, living in well designed, comfortable, energy efficient homes, with a range of house types set within an attractive, landscaped environment, permeable for pedestrians and vehicles alike, connected to proposed community facilities and linked to adjoining residential communities and to the town centre, created with an emphasis on protecting and enhancing the built and natural heritage of the lands, for the benefit of the whole community, ensuring the proper planning and sustainable development of the area.



Millbank Theatre - Rush



1.0 Planning Context

1.1 National Spatial Strategy

The National Spatial Strategy (NSS) provides a national planning framework for balanced regional development throughout the Country for the period up to 2020. The purpose of the NSS is to achieve a better balance of social economic and physical development and population growth between the regions. In the NSS, Rush is strategically placed near the strategic national transport corridor between Dublin and Dundalk, which forms part of the emerging Dublin-Belfast economic corridor. The NSS identifies both Rush and Lusk as towns with “Urban Strengthening Opportunities”, as ‘Strategic Rural Assets within a Metropolitan Hinterland’....”Located on important economic and transport corridors or in important locations and with a capacity to grow” and capable of catering for “local growth in residential, employment and service functions”. However, they are not formally linked under the NSS.

1.2 Regional Context

The Regional Planning Guidelines for the Greater Dublin Area, distinguishes the Metropolitan area from the Hinterland area with distinct development strategies for each area. Rush is located within the Hinterland area and is identified as a ‘Moderate Growth Town’. A Moderate Growth Town is defined as one with a population between 5,000 – 15,000 persons, located typically 10km from a large town, in this case Balbriggan and on or near a multi-modal transport corridor such as the Dublin – Belfast Rail Corridor that runs between Lusk and Rush. The RPG’s envisage that these urban centres should function as the focal points for the development of their rural catchments and that the more distant centres form the Metropolitan Area should experience more moderate growth.

1.3 Transport Policy

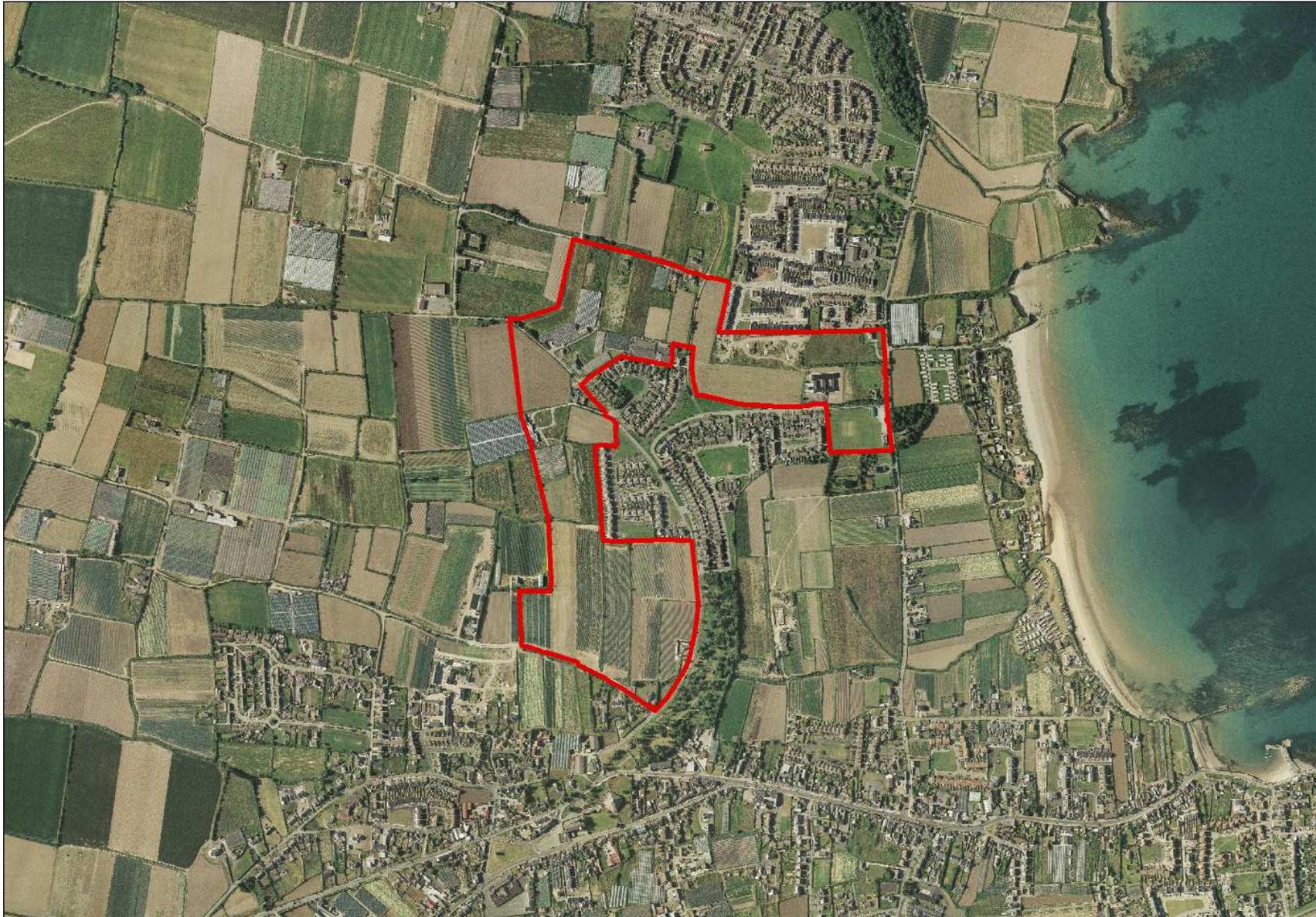
‘A Platform for Change’ sets out the Dublin Transportation Office (D.T.O.) strategy to improve transport accessibility and reduce congestion in the Great Dublin Area up to 2016. This includes the delivery of QBC’s, DART/Suburban Rail and LUAS services, Park & Ride, National & Other Roads, Traffic Management & Parking and Cycle Lanes. Demand Management is a crucial and interdependent element of the Strategy, which seeks to reduce growth in the demand for travel while maintaining economic progress. This requires inter-alia land use policies which facilitate appropriate levels of development in the designated development centres in the Hinterland area. The Strategy includes plans for upgrading train stations and capacity on Suburban Rail lines including the Dublin-Belfast Rail Corridor, on which the Rush- Lusk Suburban Rail Station is located. This train station is located about one kilometre 3km west of Rush.

1.3.1 Transport 21

Transport 21 is the Government’s National Transport Investment Programme for the period 2005-2016. Investment proposed covers the areas of National Roads, Public Transport and Regional Airports. Under this Programme a new Metro line from St Stephen’s Green to the north of Swords, in the vicinity of Lissenhall (circa. 8K from Rush) via Dublin Airport is scheduled for completion in 2012. In tandem with the plans for Metro Line North, there will be proposals for Park & Ride and/or shuttle buses in the vicinity of Lissenhall that will increase Rush’s accessibility to public transport. The proposed electrification of the northern rail line to Balbriggan, by 2015 will also increase passenger capacity in the longer term.



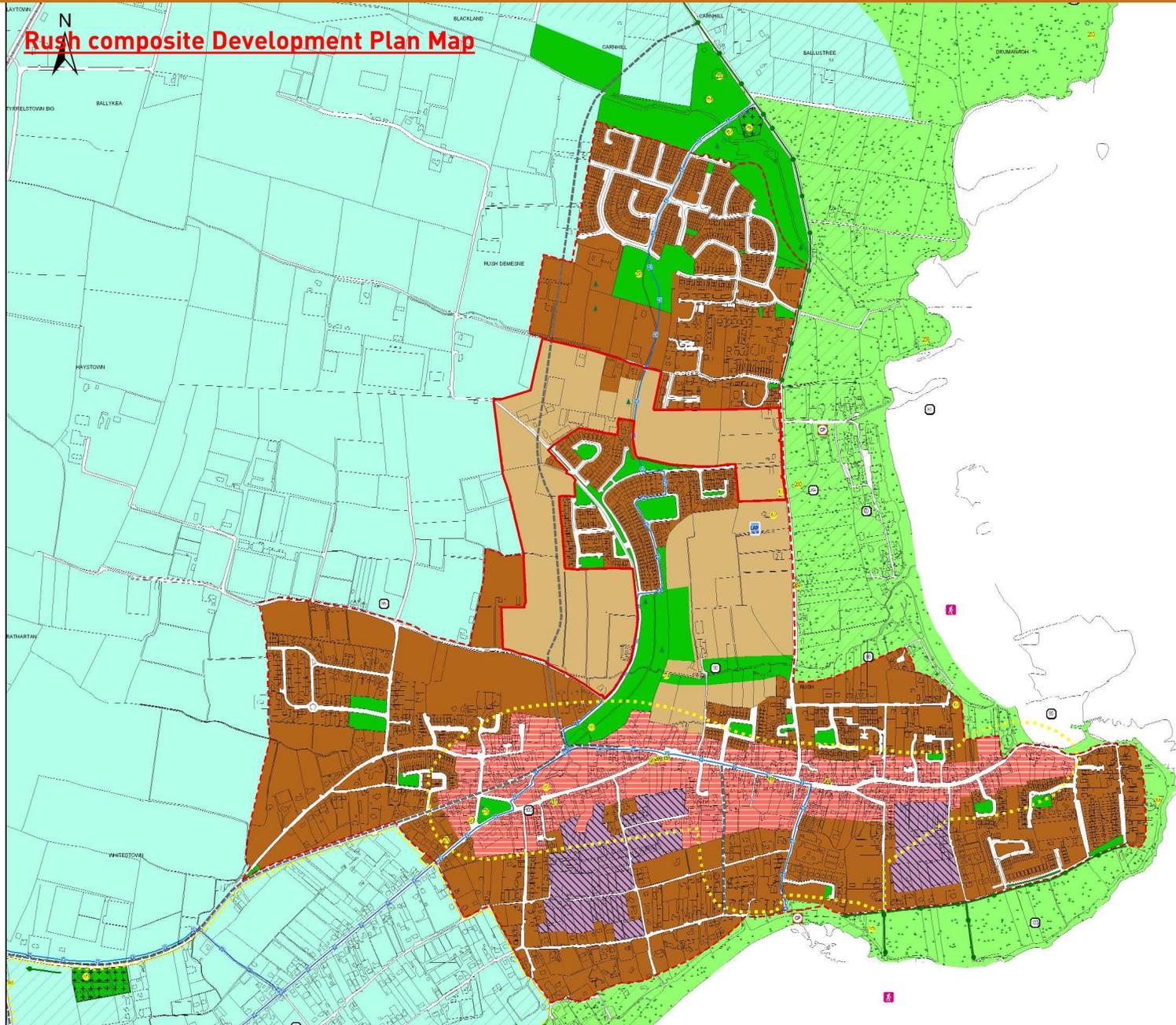
Rush is also serviced by the following Bus Routes: No.33 (City Centre to Balbriggan 110mins), No.33A (between Swords and Balbriggan 55mins) and No.33N (Nitelink to Balbriggan), however buses are infrequent and journey times slow. Transport 21 indicates that buses will be used to meet the immediate and short-term requirement for additional public transport in Dublin and existing bus services will be upgraded. A programme of investment to expand the bus network in the Dublin area aims to achieve a 60% increase in passenger carrying capacity.



LOCAL AREA PLAN FOR
KENURE RUSH

Aerial view of LAP Lands

PLANNING
DEPARTMENT





Legend for Rush Composite Development Plan Map

 Objective RS-To provide for residential development and to protect and improve residential amenity.	 Objective HA-To protect and improve high amenity areas.	 Architectural Conservation Area
 Objective RS1-To provide for new residential communities in accordance with approved local area plans and subject to the provision of the necessary social and physical infrastructure.	 Objective OS-To preserve and provide for open space and recreational amenities.	 Car Park
 Objective MC-To protect, provide for and/or improve major town centre facilities	 Sensitive Landscapes	 To provide for residential development at a density per hectare as shown.
 Objective SC-To protect and enhance the special physical and social character of major suburban centres and provide and/or improve urban facilities.	 Howth SAA Buffer Zone	 Seveso Site
 Objective NC-To protect, provide for and/or improve neighbourhood centre facilities.	 Liffey Valley SAAO & Howth SAAO	 All development shall comply with the adopted local area plan or action area plan.
 Objective GI-To facilitate opportunities for general industrial employment and related uses in industrial areas.	 Designated nature conservation areas (See landscape and Natural Heritage Sheet for details)	 Local Objectives
 Objective GI1-To facilitate opportunities for general industrial employment and related uses in new industrial areas in accordance with an approved local area plan.	 To protect and/or provide for a Burial Ground	 Coastal walk
 Objective ST-To facilitate opportunities for science and technology based employment.	 Development Boundary	 Future Employment Node
 Objective ST1-To facilitate opportunities for science and technology based employment and associated and complementary uses in a high quality environment in accordance with an approved local area plan	 Road Proposal	 To identify and protect a route for the proposed Orbital Metro
 Objective WD-To provide for distribution, warehouse, storage and logistics facilities which require good access to the major road network within a good quality environment.	 Rail Proposal	 Proposed School
 Objective DA-To ensure the efficient and effective operation of the airport in accordance with an Airport Action Plan.	 Metro Proposal	 To provide for a Neighbourhood Centre
 Objective RU-To protect and provide for the development of agriculture and rural amenity	 Quality Bus Corridor	 To provide for Traveller Accommodation
 Objective RV1-To protect the special character of rural villages and provide for improved village facilities and local housing need in accordance with approved local area plans and infrastructure provision.	 Indicative Cycle Network	 To protect & preserve Trees, Woodlands and Hedgerows
 Objective RC -To protect residential amenity and the character of settlement clusters and provide for small scale infill development to serve local needs.	 To Preserve Views	 Protected Structures
 Objective RB-To provide for and facilitate the provision of agri-business uses.	 Master Plan Area	 Recorded Monuments
 Objective GBTo protect and provide for a green belt to demarcate the urban and rural area and provide for agriculture and amenity in a manner that protects the physical and visual amenity of the area.	 Zone of Archaeological Potential	
	 Urban Centre Strategy / Study Area	



2.0 County Development Plan 2005-2011

Under the 2005-2011 County Development Plan, the plan lands are zoned objective RS1 "To provide for new residential communities in accordance with approved local area plans and subject to the necessary social and physical infrastructure". The vision statement associated with this zoning objective states; "To 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; to provide an appropriate mix of house size, types and tenures in order to meet household needs and to promote balanced communities".

- Lands to the north and south are zoned RS "To provide for residential development and to protect and improve residential amenity". Lands to the west are zoned Objective RU 'To protect and provide for the development of agriculture and rural amenity'.
- Lands to the east are zoned Objective GB 'to protect and provide for a green belt to demarcate the urban and rural area and provide for agriculture and amenity in a manner that protects the physical and visual amenity of the area.'
-

The plan lands are located within the designated "Coastal Character Area" and "The Coastal Corridor", indicated in the County Development Plan. The Coastal Character area comprises the eastern part of the County and contains a number of important beaches, islands and headlands, which together create a sensitive and nationally important landscape of high amenity landscape value.

- The plan lands are also located within the designated Landscape Group 6 "Rush". This section of the coast is flatter than the section around Skerries further north and is a link between these more robust coastlines and the lower-lying more subtle landscapes of the Rogerstown, Malahide and Portmarnock Estuaries.
- There is a Specific Objective for a distributor road through the plan lands, connecting Park Road to the south, to the Skerries Road, to the north.
- There is an existing pedestrian/cycle path passing through part of the plan lands, connecting existing development at Kenure to St. Catherine's. This path is indicated as a Specific Objective in the County Development Plan.



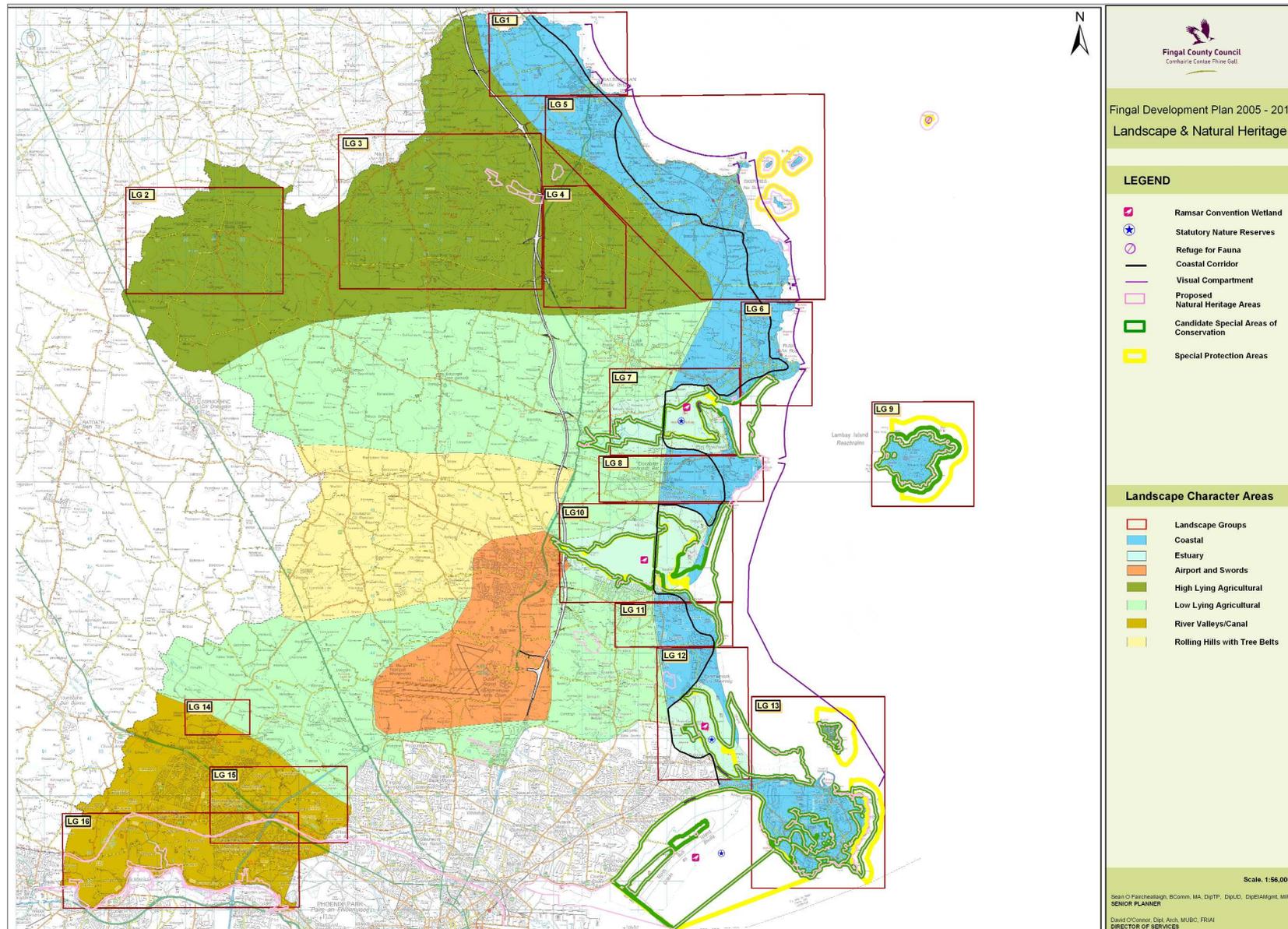
3.0 Description of Locality

The plan lands comprise circa 31 ha. of residentially zoned lands located east and west of Park Road to the north of the town centre. The lands are bounded to the south by Brook Lane, to the north by Palmer Road and to the east by the Skerries Road. The plan lands form a logical extension of the town northwards, to meet existing residential development further to the north of the town, essentially completing the development area within the town boundary. There are existing residential developments at Woodlands, Kenure and St. Maurs and Lady Cove to the north, abutting the plan lands. The lands rise gently from 12.0m OD in the south to 20.0m OD in the north. Two existing 10KV ESB line traverses the southern sector of the plan lands.

Furthermore, it is an objective of the LAP to provide advanced strategic screen planting, using native shrub and tree species, along the exposed western boundaries of the plan lands, as indicated on the LAP map. This will create new habitat corridors to replace any hedgerows removed in the development area and will also help to soften the visual impact and promote the visual integration of new development with the landscape.

4.0 Landscape and Visual Analysis

The LAP lands are located within the coastal corridor where the landscape is relatively flat rising gently from 12m OD in the south to 20m OD in the north. The lands are not highly visible from distant views but are visible from Brook Lane in the south and from minor local roads to the north and west. The lands east of Park Road are contained by existing residential developments. The Brook Stream runs west /east to the south of the plan lands along Brook Lane. The Kenure Stream runs west /east along Palmer Road, the northern boundary of the plan lands. This stream is culverted for the most part along the northern site boundary. The development of the LAP lands will create a new “edge” to the north and west of the town. Having regard to the transitional nature of the plan lands, the LAP will include objectives to mitigate the impact of development on the visual amenity of the area, in terms of building heights, densities and retention of the remnants of the cultural heritage of the former demesne lands. (See section 17.0 below.)





5.0 Transportation and Accessibility

It is an objective of the County Development Plan to provide a Rush Relief Road running north /south through that part of the plan lands located to the west of Park Road. This Relief Road, as indicated on the County Development Plan, connects Upper Main Street to the Skerries Road.

A Traffic Impact Assessment of the Rush Relief Road including route options and design parameters was prepared to assist the preparation of this LAP. This assessment proposes route options both within and outside the LAP lands. The assessment proposes two phases for the development of the Rush Relief Road. The first is the north –south section linking Upper Main Street to Palmer Road (indicated as Red and Blue routes in the TIA). This road for the most part is within the LAP lands. Phase two connects Palmer Road to the Skerries Road (purple route in the TIA). A further east –west route (yellow route) is also proposed connecting the north –south link to the Skerries Road, providing an alternative access to the Skerries Road, from within the LAP lands. The TIA also suggests a possible bypass route (green route) connecting the Relief Road to Whitestown Road. However, this is not a current Development Plan proposal and is indicative only.(Page 14 Refers)

The Kenure-Rush LAP facilitates the development of Phase 1 of this relief road, from Upper Main Street, to Palmer Road. This road forms a north /south spine in the form of a tree-lined boulevard road, designed to provide a safe and pleasant environment for cyclists and pedestrians with associated cyclepaths, footpaths and verges. This will act as the principal distributor

road through the plan lands, linking Main Street to Palmer Road.

A street is also proposed in the form of an east-west “boulevard” with cycle paths, footpaths and tree-lined nature strips, connecting Skerries Road to the Rush Relief Road, meeting at the proposed Local Services Centre, and post primary school, opening up the northern section of the plan lands for development. These two roads will form the primary road system through the LAP lands and will be designed to reflect and accommodate the urban character of the developing lands that will underpin the urban design strategy for the plan lands. Together with subsidiary residential roads and linked pedestrian routes within each of the residential sectors, the proposed road and pedestrian systems will ensure permeability and ease of movement for all modes of transport. It is an objective of this LAP that a 3 tonne weight limit including adequate traffic calming, be placed on the east-west street, in the interests of protecting residential amenity.

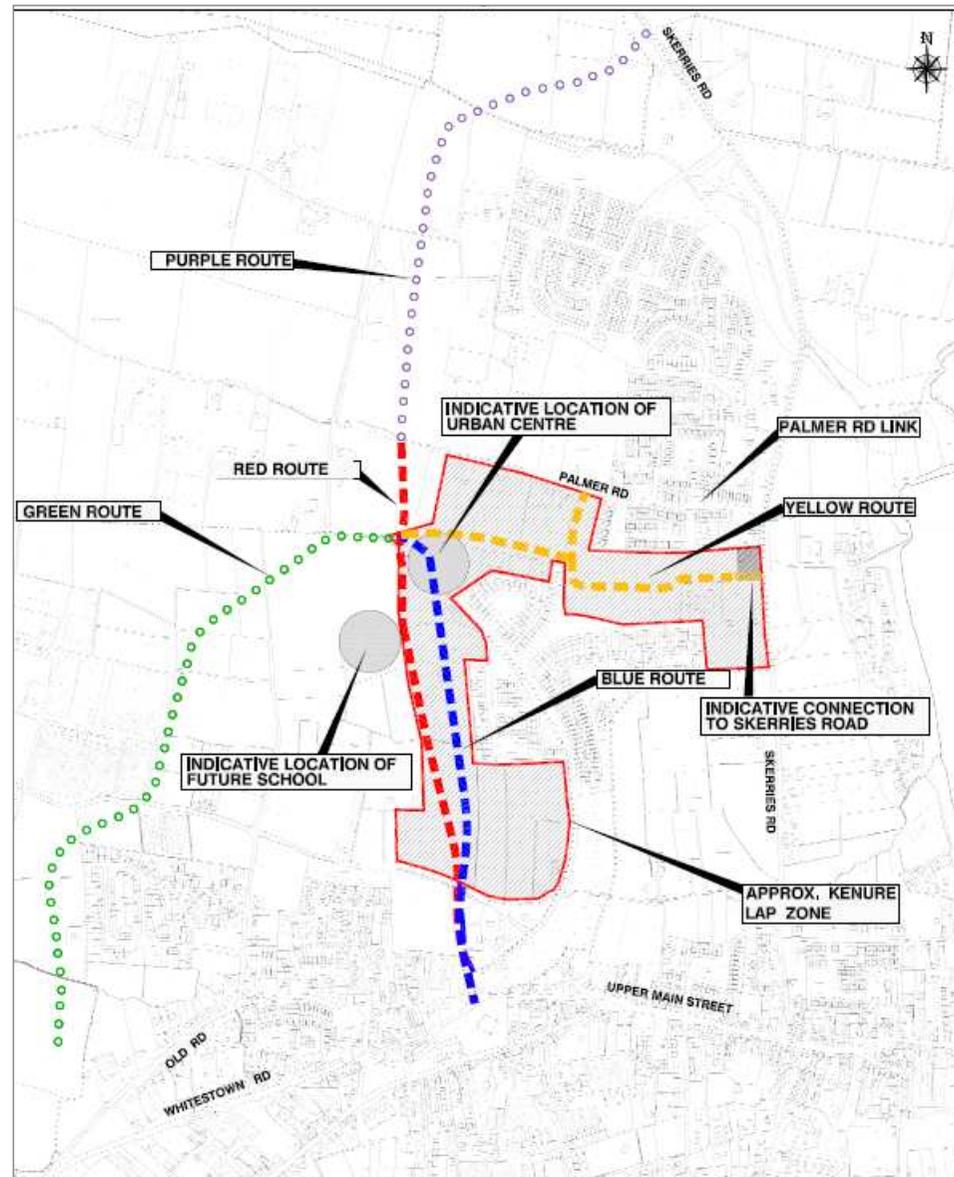
It is an objective of this LAP that the developers advance a detailed road design plan for the primary north/south distributor road and east/west street in accordance with the agreed urban design master plan, prior to the submission of planning applications within the residential sectors of the LAP. The road layout plan shall include detailed provisions in relation to surface treatments of cycleways, footpaths, nature strips, road pavement and street lighting.



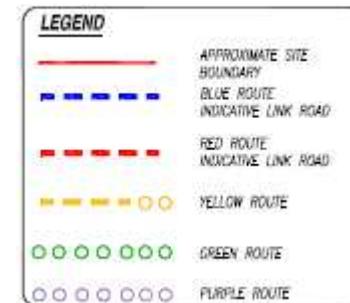
It is an objective of this LAP that traffic management measures to ensure protection of existing residential amenities, particularly for residents along Park Road, shall be included in the urban design masterplan for the plan lands.

Traffic management will also be required to ensure optimal accessibility to Rush Town Centre, especially for non car-based traffic.

It is an objective of this LAP that the section of Park Road at Cherry Oaks which is designated as part of the Rush Relief Road shall be developed so as to avoid construction traffic using the Park Road/Brook Lane to access the LAP lands. This section of the Relief Road is to be constructed within Phase 1 of the development of the LAP lands.



Rush Relief Road Route Options





6.0 Public Transport

6.1 Bus Service

Dublin Bus provides a regular No.33 bus service from Rush to the City Centre via Balbriggan. No.33 (City Centre to Balbriggan 110mins), No.33A (between Swords and Balbriggan 55mins) and the No.33N (Nitelink to Balbriggan)

6.2 Train Service

Rush /Lusk train station is located approximately 4km west of the plan lands.

6.3 Local Feeder Bus

The Council in conjunction with developers, will promote and facilitate the *early* provision of a local feeder bus service in phase 1, similar to that operating in Balbriggan. In this regard it is an objective of this LAP that a special levy be imposed for the provision of the local feeder bus.



Commuter Train



33 Bus to Skerries via Rush



Rush Train Station



7.0 Layout and Urban Form

The development of the plan lands will effectively complete the development area within the town boundary. The plan lands are located within the context of typical flatlands associated with coastal areas. However, there is an undulating character to the lands as they rise from the lowest point at the Brook Stream to the south to the highest point near Palmer Road to the north. The challenge is to create an attractive, interesting urban environment for both the new and existing residential community to enjoy. This LAP seeks to promote a high quality environment comprising a network of streets and pedestrian paths, leading to pocket parks and connecting to schools, local facilities and onwards to town/ beach amenities. The form and layout of development must take cognisance of the impact of new development on existing neighbouring development, and protect existing residential amenities. The LAP indicates a range of residential densities across the plan lands, varying from higher densities in the south, to lower densities in the north and medium densities to the west of the plan lands.

■ 7.1 Urban Design Principles

- A high standard of urban design shall be required to ensure the creation of a high quality environment with a definite sense of place physically linked with the adjoining development.
- The public realm shall be characterised by a high standard of design, quality finishes and treatments, including hard and soft landscaping.
- The development of the plan lands shall acknowledge and respect, the existing topography whilst balancing amounts of cut and fill in so far as is practicable.

- Street frontage buildings shall be designed to provide strong corner definition such that gables are avoided and the front elevation definition shall be continued to the side elevation thereby ensuring a 'seamless' transition at corners and junctions.
- Dual aspect shall be incorporated into the design of all apartment /residential blocks.
- The two main access spine routes shall be designed as tree-lined, hard and soft landscaped routes, accommodating footpaths, and cyclepaths and shall be overlooked by attractive well-designed buildings.
- High standard of elevational detail is required on building elevations which front main routes, the stream valley, open spaces and the pedestrian routes.
- Design solutions to be varied significantly throughout the plan lands ensuring the avoidance of monotonous repetition of a limited number of buildings and dwelling types.
- The provision of high quality public open space in line with standards as set out in the County Development Plan. Class 1 open space shall be provided on lands to the west of the LAP, accessed via the new relief road as indicated on the plan map.
- A network of safe and attractively design pedestrian and cycling routes will be provided throughout the plan lands. These routes shall form a physical connection to a series of pocket



parks located throughout the plan lands (6no.) Each pocket park shall be a minimum of 0.2 hectares, designed as a play lot and/or kick about open space. A minimum of 4 no. play lots shall be provided within the development. The remainder of the Class 2 Public Open Space requirement shall be creatively incorporated into the housing layouts.

- The pedestrian bridges over the stream shall be aesthetically attractive, safe and inviting, designed to a high architectural specification. The pedestrian bridges shall not be less than 3 metres in width.
- The layout shall include passive surveillance to discourage anti-social behaviour.
- Traffic calming shall be an integral feature of the layout.
- Car parking shall be provided in accordance with Development Plan standards, and shall be integral part of the design concept for apartment development which may require the provision of underground or undercroft parking.
- Surface Water Attenuation area(s) shall be incorporated as a design feature within the plan lands.
- All boundary treatments where appropriate and required shall be carefully designed and provided for in all planning applications/ planning consents.
- It is an objective of the Planning Authority to ensure that development proposals immediately

adjoining existing development shall provide for the protection of existing residential amenities and shall have particular regard to minimising overlooking and visual intrusion.

- Private and public areas will be clearly delineated. Private areas will be protected from undue overlooking and public areas will be easily accessible and overlooked by housing.
- It is an objective of this plan that developers shall take adequate measures to minimise the impact of traffic, noise and dust, on residential amenity during construction phases.
- Residential developments shall have adequate waste storage space designated for 3 waste streams- residual waste(grey bin), dry recyclables (green bin), organic waste (brown bin) and shall comply with Fingal County Council's Guidelines on the Provision of Waste and Recycling Bins for Residential Developments.
- All development shall be carried out in accordance with the highest environmental standards, having regard to water and air quality, noise standards and the protection of flora and fauna.

7.2 Layout and Design Parameters for each density sector.

The LAP is subdivided into three distinct sectors;

- A higher density sector (39-50 units per ha.) to the south, nearest to town centre, overlooking the Brook Stream and adjacent to Kenure Park where the topography is lower.

- A medium density sector (32-37 units per ha.) to the west and north of the plan lands where there are several free boundaries whilst sensitive treatment is required where new development interfaces with existing development boundaries.
- A low density sector (19-30 units per ha.) to the north of the plan lands in recognition of the low density development adjoining. The proposed subdivision of the plan lands into three distinct sectors will thus provide a variety of house types, layouts and character areas to create an interesting, attractive residential environment with its own sense of place and identity.
- Two main urban spine routes traversing the plan lands are proposed; one running north/south from Park Road to Palmer Road, the other running east/west from the Skerries Road to intersect with the north / south spine. A number of lower order interlinking access roads within the plan lands will promote permeability and accessibility, offering a variety of route options for residents.
- A Local Centre c.0.6 ha. is proposed at the intersection of the two main access roads in the vicinity of the proposed post primary school site. Prior to the submission of any planning application(s) for the development of these lands, the developers shall be required to advance an urban design/landscape master plan for the entire plan lands, prepared by a qualified, experienced urban designer/landscape architect for the approval of the planning authority. Development /design briefs will be required for each of the residential sectors, in accordance with the terms of masterplan.



Higher Density Sector - 39-50 units per hectare (3 hectares)

This sector is located to the south of the plan lands where the land falls to the lowest topographical level of 12.0m OD. Development within this sector shall comprise a mixture of apartments, residential blocks and terraced housing. The topography of the lands allow for building heights to range from two- three storeys. Housing or residential blocks shall address the stream and ecological corridor to ensure passive surveillance of this amenity area.



Looking into High Density Lands from Brook Lane

Medium Density Sector - 32-37 units per hectare (14.8 hectares)

Development within this sector shall comprise a mix of residential blocks and traditional family housing. Building heights shall be predominantly two storey with some two and half -three storey buildings permitted for architectural punctuation at nodal points. A Local Service Centre, circa 0.6ha. in area is proposed within this sector, adjacent to the proposed post primary school site. In order to achieve a high standard of design and to create a sense of place and enclosure, higher density development may be permitted within the local services centre. The Local Services Centre shall be designed to address existing and proposed access routes. Development within this sector shall front onto the main access roads with limited vehicular access only permitted at designated points.



Looking into Medium Density Lands from Park Road

Low Density Sector - 19-30 units per hectare (8 hectares)

Development within this sector shall comprise a mix of single storey, two storey and two and a half storey family dwellings. In particular, buildings fronting along the east-west street, within this sector, shall be a mix of two and two and a half storeys in height. Elsewhere within this low density sector, buildings shall be a maximum of two storeys. Vehicular access from the boulevard to residential dwellings shall be limited to designated access points only. This may involve the provision of internal slip roads to allow vehicular access to front of dwellings.



Looking into Low Density Lands from Park Road



8.0 Residential Density

The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, issued in December 2008, recommends a residential density range of 35-50 dwellings per hectare for Outer Suburban / "Greenfield" sites, such as these plan lands. To promote a varied urban environment with a range of housing types and layouts and to protect the interface with existing development, this LAP proposes a wide ranging residential density from 19 units p. ha. at the lower end of the scale to 50 units per ha. at the higher end, giving an average net residential density of c.37 per ha. across the plan lands resulting in approximately 1,000 residential units.

Three bed units shall be a minimum of 50% of the total provision.
Four + bed units: shall be a minimum number of 25% of total provision.

9.0 Housing Mix

Homes should be adaptable over time to meet changing household needs, in accordance with the DoEHLGs sustainability housing policy objectives. It is an objective of this LAP to promote the development of a wide housing choice in terms of tenure, house size and type (i.e. apartments/ houses/ multi-unit buildings). to ensure the development of a balanced community structure within the expanding town of Rush and to enable people to trade-up/down within the town. It is envisaged that within the LAP there will be a mix of apartments, town houses terraced/duplex, semi-detached and detached dwellings. The Council's Housing Department shall consider the provision of Sheltered Housing within the LAP lands, to meet the needs of the elderly in Rush.

One bed units shall be limited to a maximum of 5% of the total provision.

Two bed units shall be limited to a maximum of 20% of the total provision.



Modern housing development at Hollystown



Modern housing development at Hansfield



10.0 Social and Affordable Housing

The Social and Affordable housing shall be delivered in accordance with the provisions of the Housing Strategy as adopted by the Fingal Development Plan 2005 - 2011. The social and affordable housing shall be delivered jointly by Fingal County Council, private developers and the voluntary housing sector. In order to promote and facilitate social integration it is an objective of the Council to ensure that social and affordable housing is spread throughout the Plan lands.

11.0 Childcare Facilities

It is an objective of this LAP that childcare facilities shall be provided throughout the development in accordance with the DoEHLGs' Childcare Facilities Guidelines for Planning Authorities. Childcare provision shall be provided in each development phase on a pro-rata basis as outlined below in Section 23 Phasing.



12.0 Recreation, Amenity and Open Space

Recreation and amenity spaces are provided in this LAP for the enjoyment and amenity of local residents in the form of passive and active spaces. Passive recreation spaces comprise amenity areas either side of existing streams within the plan lands, whilst active spaces take the form of pocket parks with playlots and playing pitches located on the Class 1 POS.

12.1 Passive/ Recreational Amenity Spaces

Two streams flow through the LAP lands. The Brook Stream flows west /east at the southern section of the plan lands, a tributary flows north/south. The Brook Stream continues under Park Road emerging again within Kenure Park and within the open space at the Golden Ridge development. It is an objective of the plan to retain and further develop these stream valleys as amenity spaces for new and existing residents and to ensure the retention and enhancement of ecological habitats. A riparian strip or ecological corridor of not less than 10metres in width shall be provided along both sides of these streams, giving a total riparian strip width of not less than 20metres. These stream valleys as amenity spaces shall be accessible by the general public and overlooked by high quality frontage buildings. It is an objective of this plan to include pedestrian routes along the perimeter of these streams and pedestrian bridges allowing pedestrian accessibility to this amenity space. These areas shall be provided and developed at the developers' expense and shall be kept free of development. The pedestrian bridges over the streams shall form an attractive design feature within the development and shall be designed to a high architectural design and shall not be less than 3 metres in width.

12.2 Circular Pedestrian Routes

It is an objective of this LAP to provide local amenities for the residents of the plan lands; to encourage the use of existing local amenities and to relieve the potential amenity pressures along the Natura 2000 site at the South Beach. Accordingly, a system of circular pedestrian routes is proposed, linking to the pocket parks, playgrounds, riparian strips and Class 1 public open space, as indicated on the LAP map. These routes are located both within and extend beyond the confines of the LAP lands, offering an attractive walking routes to include Kenure Park and onward to the North Beach. Most of these routes can be delivered as part of the development of the plan lands and the development at Golden Ridge. A segment of the proposed route along the Brook Stream, east of the Skerries Road as far as the North Beach, passes over privately owned high amenity zoned land. To ensure a complete looped walking route, it is an objective of the Council to secure, by either acquisition or management agreements with local landowners, that part of the looped walk along the Brook Stream which is currently in private ownership.

12.3 Class 1 and Class 2 Public Open Spaces

High quality public open space shall be provided in order to meet the amenity requirements of future residents within the plan lands. A total of 25sq.m of public open space per person is required to serve the development of the plan lands in accordance with the County Development Plan standard. It is an objective of this LAP that Public Open Space shall be provided on the basis of 15 sq.m. per person of Class 1 and 10sq.m per person of Class 2. Based on these requirements, 4.64 ha.(11.48 acres) of Class 1 public open space and 3.09 ha.(7.64acres) of Class 2 public open space is required.



Open Space at St. Catherine's

Class 1 open space shall be provided on "RU" agriculturally zoned lands, to the west of the plan lands, as shown on the LAP map. It is a specific objective of this LAP that no planning permissions shall be obtained on the LAP lands until the planning authority is satisfied that all lands reserved to be developed as Class 1 public open space lands are available to serve the development area.

Class 2 public open space shall in part, be provided as riparian strips along streams within the plan lands- the Brook Stream and its tributary running north south; and a series of pocket parks, linked by pedestrian routes throughout the plan lands. Indicative locations of five pocket parks (5no.) are indicated on the LAP map. Each pocket park shall be a minimum of 0.2 hectares, designed as a play ground and/or kick about open space. A minimum of 4 no. play grounds shall be provided within the development at the developers' expense and shall be fully equipped and available for use prior to the

occupation of any housing, in accordance with the phasing arrangements stated at Section 23 below. The remainder of the Class 2 open space requirement shall be creatively incorporated into the housing layout. All Class 2 open space areas shall be overlooked by residential units in the interests of residential amenity and maximising the level of informal supervision. These areas shall be provided and developed at the developer's expense and



Open Space at GoldenRidge

dedicated as public open space and shall be kept free of development.

Additionally, Kenure Park is located immediately to the east and south of the plan lands. Under an earlier LAP allowing for the development of a new residential community now known as "Golden Ridge", Kenure Park will be extended eastwards by an additional four acres. This extended park will be of benefit to both the existing community and new residents at Kenure, providing a significant amenity

for the enjoyment of all local residents. It is an objective of this LAP to provide a public playground within Kenure Park, funded through the Development Contributions Scheme.



Kenure Park - Rush

12.4 Private Open Space

Private open space for the residential sector shall be provided in accordance with County Development Plan standards.



13.0 Local Service Provision

A local services area, c. 0.6ha. in area is proposed to the north/west of the plan lands and the junction of the north/south and east /west urban streets, adjacent to the proposed post primary school. In order to achieve a high standard of design and to create a sense of place and enclosure, higher density development may be permitted within the area designated as the local services centre. This centre will serve the day to day needs of the new and ad joining residential communities. The buildings within the services area shall architecturally define a civic plaza, creating an attractive meeting space for the new community. The plaza shall provide for a pedestrian through route, connecting the pocket parks and playgrounds throughout the development. Typical uses envisaged are; doctor/dentist surgeries, pharmacy, a small local supermarket, limited to c.800 -1,000 sq.m. net retail floor area, delic atessen, crèche, community resource meeting room, restaurant/café, public house and recreational facilities. A recycling 'Bring Centre' shall be located within the Local Services area. A residential component is envisaged within the local services area. The combination of mixed uses, including residential will encourage vitality and vibrancy within this urban space.

Rush Sailing Club is located at Rogerstown, Rush Golf Club located on the dune landscape close to the South Shore maintains the open aspect of the landscape to the south of the town. A municipal Swimming Pool Facility is proposed as part of the future development of the Ballast Pit site, Townparks, Skerries, located 8km to the north of the plan lands.

14.0 Community and other Recreational Facilities

There are a wide variety of recreational, social, community and sports facilities in Rush, which will be supported by the new residential community at Kenure. Facilities includeSt Maurs Gaelic Athletic Grounds, soccer pitches at St. Catherine's; additional pitches will be provided as part of the Class 1 Public Open Space provision, Rush Cricket Club (the existing grounds of which, form part of this LAP) the Mill Bank Theatre, Rush Library and the Community Centre on Upper Main Street.



15.0 Educational Provision

15.1 Primary School Provision

There are two existing primary schools serving the Rush Area. St. Catherine's National School is located at St. Catherine's Estate to the north of the plan lands and Rush National School located at the junction of the Mill Bank on Channel Road. The Commission on School Accommodation published an Area Development Plan for North Dublin in 2007 at the behest of the Department of Education and Science. It contains a recommendation that St. Catherine's national school should treble in size from eight to twenty-four classrooms and that Rush National School should double in size from sixteen to thirty-two classrooms. These projects are at architectural planning stage. The report considers that such expansion would cater for the primary school going population for the lifetime of the Area Development Plan (2007-2012). The report notes that a site has been reserved for a primary school as part of the Rush LAP 2004 (now known as Golden Ridge) and recommends that this site should be acquired when necessary, to provide additional school provision for the growing community.

15.2 Post Primary School Provision.

The Area Development Plan for North Dublin also recommended that provision be made for a post primary school of up to 1,000 student places. The report states that if this cannot be provided on the existing school site, the school should be relocated to a new site. The existing school site located on Convent Lane, c.1.3 ha.(3.3acres) is very restricted. It is an objective of this LAP that a 4.8ha.(12 acre) site be reserved immediately to the west of the LAP lands for a post primary secondary school on lands zoned "RU," to protect and provide for the development of

agriculture. Education is listed as "Permitted in Principle" under this zoning objective, where it is located proximate to a local village or urban centre. The school site will be accessed off the new north/south distributor road and would be adjacent to the St. Maurs GAA football grounds. Fingal County Council has been successful in assisting the Department of Education and Science in delivering schools throughout the County using the Fingal School's Model. It is anticipated that this model will be used to assist the timely delivery of the proposed Post Primary School.



16.0 Archaeology

An archaeological assessment of the plan lands was carried out by Margaret Gowen and Company, on behalf of the major developer of the plan lands.

Whilst no recorded archaeological monuments exist within the LAP lands, several monuments are known within 1km radius of the plan lands. These sites include: a holy well (DU008:0140) recorded 140m to the east of the study area, within Rush townland; the site of a passage tomb cist and possible midden, recorded 360m to the northeast of the site within Rush townland; another holy well (DU008:005) is located 600m to the north of the site within Rush Demesne; whilst a castle/towerhouse (DU008; 003), church, graveyard and tomb (DU008:004/01-03) are located approximately 715m to the northeast of the plan lands. In addition, a recorded monument of national importance is located approximately 950m to the northeast of the plan lands. The site is recorded as a promontory fort (DU008; 006/01) within the townland of Drumanagh and is situated upon a headland to the south of Loughshinny.

These sites are invaluable indicators of settlement activity in the vicinity and indicate the archaeological potential of the plan lands.

A field inspection was carried out in September 2007. During the field inspection, no unrecorded features of possible archaeological significance were noted. However an examination of aerial photography for the area revealed the location of a possible unrecorded archaeological feature along the eastern boundary of the plan lands along Park Road. The LAP lands have been extensively modified through agricultural development, tending to obscure any surviving surface archaeology, however the documentary evidence, stray finds and surviving archaeological

monuments suggested that there is significant potential that subsurface archaeological sites or features lie undetected underground.

Accordingly, a geophysical survey of the plan lands was subsequently carried out in May 2008. The results of this survey identified some areas of archaeological potential within the plan lands. Curvilinear responses were identified to the north of the plan lands near Palmer Road and to the south near Brook Lane. These were considered to be of potential archaeological interest, these together with isolated pit-type responses throughout the plan lands indicated that further investigation in the form of test trenches excavation was required to ascertain their archaeological importance or otherwise. Test trenching was carried out in early November 2008. The locations of these trenches are indicated in the Archaeological testing report.

This archaeological test trenching assessment did not identify the presence of any substantial archaeological sites, features or deposits, however, it states that given the substantial surface area (31 hectares) of the LAP lands, small isolated archaeological deposits or features could still survive and the possibility of encountering archaeological remains cannot be fully eliminated. The Archaeologist's report states that at present further archaeological test excavation in the areas of land unavailable during the testing programme (Areas 3, 8 & 10) is not deemed necessary; as the results obtained from the geophysical survey within these areas suggest that the trends identified in these areas are generally faint and ill-defined. It is thought likely that they relate to more recent agricultural practices and to natural variations within the subsoil.

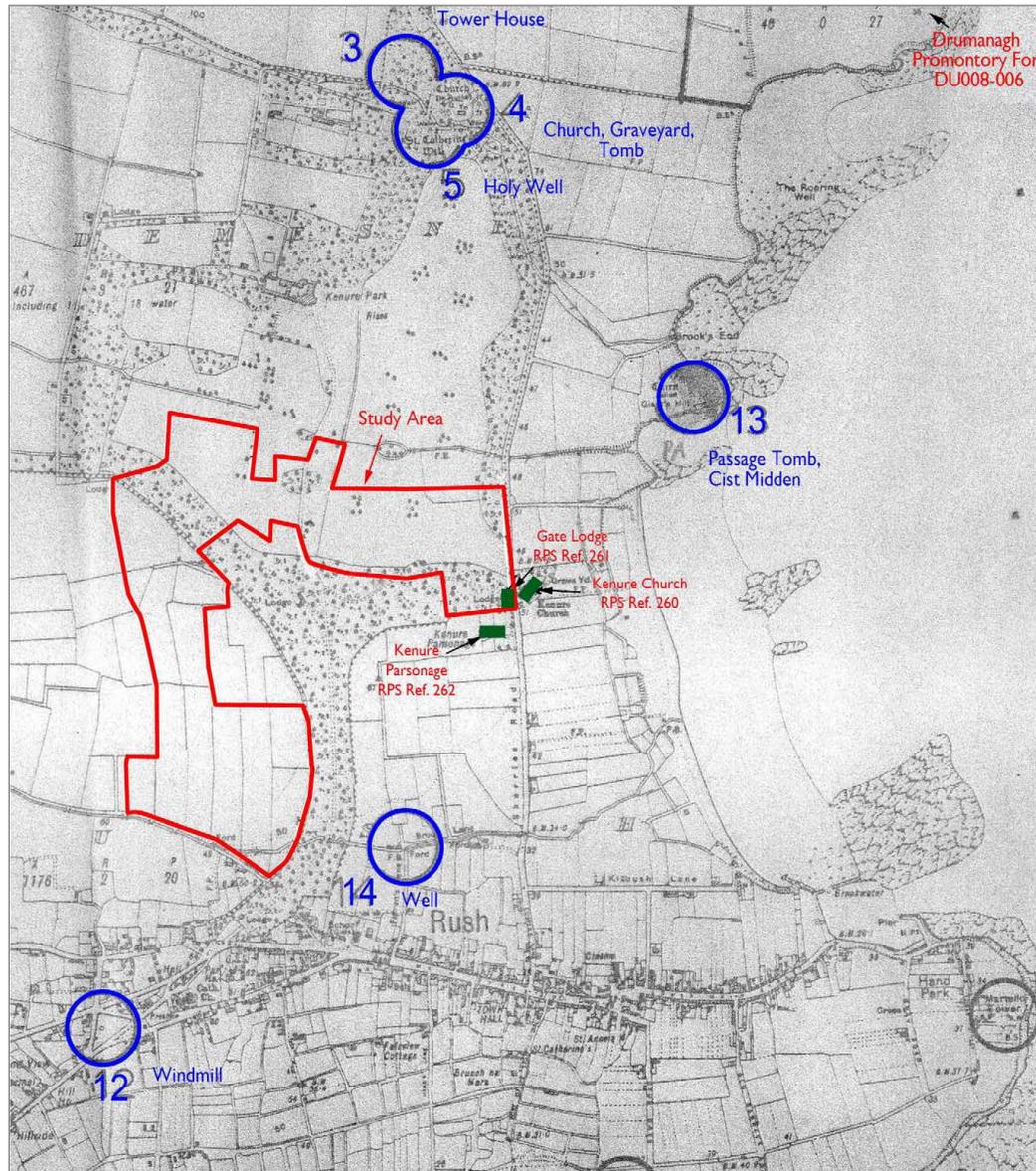


Archaeological potential is thought to be minimal. The archaeological test trenching report recommends the following for inclusion in the LAP:

- Given the size of the proposed area (31ha), archaeological monitoring of topsoil removal is advisable in relation to any development proposed within the LAP lands, and shall be included as a condition of any grant of planning permission. A licensed archaeologist shall be required to monitor all groundworks and/or topsoil stripping; during both the site preparatory and construction stages of development and especially in the areas that were unavailable during the testing programme. Monitoring shall be carried out under licence from the Department of the Environment, Heritage and Local Government, and shall ensure the full recognition of, and the proper excavation and recording of all archaeological soils, features, finds and deposits which may be disturbed below the ground surface.
- It should also be noted that additional investigation of areas outside of the detailed geophysical survey areas and the current test excavation programme may possibly be required; as a number of isolated archaeological deposits or features could be present.
- The developer's attention is drawn to National Monuments Legislation (1930–94), which states that, in the event of the discovery of archaeological finds or remains during the archaeological monitoring programme, the DoEHLG and the NMI should be notified

immediately (see Appendix 2).

- Should archaeological material be identified; a suitable mitigation strategy shall be agreed with the Department of the Environment Heritage and Local Government, which could include a requirement for full archaeological excavation or for preservation in situ. The necessary archaeological excavation works that may be needed on the site during the site preparation and construction phases of development, shall be at the developer's expense.
- Accordingly, it is an objective of this LAP that developer's shall make provision to allow for and fund, whatever archaeological work may be needed on site if any remains are noted following topsoil removal. Any and all required additional archaeological investigations including monitoring during removal of topsoil and during construction phase, shall be carried out under licence and in consultation with the DoEHLG, by a suitably qualified archaeologist under licence from the DoEHLG and the National Museum of Ireland, at the developer's expense.



Recorded Monuments

Legend

- 3 Tower House
- 4 Church Graveyard, Tomb
- 5 Holy Well
- 12 Windmill
- 13 Passage Tomb, Cist Midden
- 14 Well



17.0 Features of Historical and Architectural Interest

Features of historical and architectural interest within the plan lands include the former Kenure Gate Lodge-a protected structure, RPS ref. 261 and the associated gate, stone piers and wall at the Rush Cricket Club grounds and the remains of the stone wall associated with Rush Demesne along the Skerries Road. A field wall along the eastern side of the southern LAP lands adjacent to Park Road is also likely to be associated with the Demesne; it follows the line of the original entrance avenue to Kenure Park, which is also preserved in the pedestrian laneway, located in the northern part of the plan lands. It is an objective of this LAP to preserve and integrate these historical architectural features into the development of the plan lands. The stone wall along the Skerries Road frontage of the plan lands may be required to be relocated/set back from a traffic/public safety viewpoint. Two other protected structures are located immediately south and east of plan lands, on the eastern and western sides of the Skerries Road respectively: Kenure Church and Kenure Parsonage which together with the Kenure Gate Lodge mentioned above, are considered to form a cohesive group. They are all contemporary in date and were all constructed to serve Kenure Park House (Rush Demesne). It is an objective of this LAP that any development within the vicinity of these three protected structures will protect their setting and architectural/historical integrity.



Kenure church



Former Gate Lodge - Cricket Club



The Parsonage



18.0 Water Services

18.1 Foul Drainage

At present there is no waste water treatment plant catering for the foul effluent generated in the Rush area. The Rush foul sewerage network discharges to the Irish sea at the nose of the promontory known as Hands Park. Additional foul effluent loading to the public foul drainage system would have a significant impact on the quality of bathing waters in the area and is not permissible. Plans are well advanced to construct a new Waste Water Treatment plant (WWTP) in Portrane to cater for the Portrane, Donabate, Rush and Lusk areas. This plant which is due to be commissioned circa 2011, will cater for a population equivalent of 65,000 (30,152 of this amount will be designated to the Rush and Lusk areas). Following on from its completion the Lusk and Rush sewerage networks will be connected to Portrane via a tunnelled pipeline beneath the Rogerstown estuary. However, this connection will not be complete until 2011 at the earliest.

Also, there are hydraulic problems associated with the network downstream of the proposed lands. During heavy rainfall, the downstream sewers are prone to flooding. It is planned to address the deficiencies in the network as part of the upgrading of the Rush and Lusk networks. However these works will not be complete until 2012 at the earliest.

Therefore sufficient capacity **will not** be available to cater for the development of these lands until the Portrane WWTP has been commissioned and the downstream sewers have been upgraded to resolve existing deficiencies. Temporary waste water treatment plants will not be acceptable in any circumstances. No residential development shall take place within the plan lands until such time as the

wastewater treatment plant at Portrane becomes fully operational and the required network upgrades to facilitate residential development are completed.

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

18.2 Surface Water

Two elements of surface water management are of particular importance for this LAP:

18.2.1 Flooding

These lands are within the catchments of both the Rush Town Stream (also known as the Brooke stream) and the Kenure stream. The Kenure stream is located at the northern boundary of the site and the Rush Town Stream at the southern boundary. A tributary of the Rush Town Stream also flows through the lands. There have been incidences of flooding on the Rush Town Stream downstream of the subject lands in recent years.

As part of any future application on these lands the 100 year flood plain of these watercourses must be delineated and no development shall be permitted within this area. In order to protect this development from the failure of the stormwater system or for greater storm events an overall flood routing plan must be agreed with the Planning Authority.

In order to protect, improve and enhance the natural character of the watercourses and rivers in the county, and promote access, walkways and other recreational uses of associated public open spaces, a



10 metre riparian corridor, on both sides of the stream must be maintained, measured from the top of the bank. The finished floor level of all dwellings should be a minimum of 500mm above the highest flood level of both streams.

Further culverting of these streams will not be permitted in accordance with policy UTP22 of the County Development plan which aims to 'restrict, where feasible, the use of culverts on watercourses in the County'. Section 50 of the Arterial Drainage Act 1945 requires that, any proposal to construct or alter any bridge over a watercourse must be submitted to the Office of Public Works for their approval. Any such proposal must be previously agreed with both the Water Services and Transportation Departments. The surface water system for the proposed site must be designed in accordance with the Greater Dublin Regional Code of Practice for Drainage works.

18.2.2 Storm Water Management – SUDS

The GSDSDS (Greater Dublin Strategic Drainage Study) policy document, adopted by Fingal County Council includes a set of drainage criteria which aims to minimise the impact of urbanisation. One objective of this document is to ensure that all new development incorporates a storm water management plan, with the aim of replicating the runoff characteristics of the greenfield site. Sustainable Urban Drainage Systems (SUDS) require that surface water be separated from foul flows and controlled on site, with the view to minimising the discharge of storm water from the site.

All development within the LAP lands will be subject to appropriate design and must detail how surface water runoff will be disposed of. A storm water management plan, designed in accordance with the Greater Dublin Strategic Drainage Study – Volume 2 must be incorporated into all new developments. To mimic natural catchment processes as closely as possible, a "treatment train" approach is required. The storm water management plan should comprise of a series of features which incrementally reduce pollution, flow rates and volumes of runoff.

In addition to the individual storm water management systems, regional control measures shall be installed. These installations shall deal with runoff on a catchment scale rather than at source level. It is envisaged that attenuation facilities, i.e. integrated constructed wetlands or basins shall be located according to topography. The design of these regional and all source and site facilities must be in accordance with Fingal County Council's requirements, which preclude their location within water course riparian corridors. Attenuation tanks or similar structural devices are not acceptable. A provisional assessment of the most suitable locations as well as the associated volumes for such facilities has been carried out by Fingal County Council. It should be emphasised that these figures are based on assumed values and detailed design of such facilities will depend on further site investigations.

No construction will be permitted within the plan lands without a comprehensive surface water drainage plan. The surface water drainage system for the site must be designed in accordance with the Greater Dublin Regional Code of Practice for Drainage Works. A storm water management plan,

designed in accordance with the Greater Dublin Strategic Drainage Study Volume 2, must be incorporated into all developments. Underground attenuation tanks or similar structural devices will not be accepted.

In the interests of protecting the water quality of both streams, it is an objective of this LAP that water quality sampling shall be carried out at least six months prior to the commencement of development. Monitoring of the water quality of the streams shall continue to be carried out over the lifetime of the LAP.

18.3 Water Supply

The water supply for the majority of the Fingal area including Rush is derived from the Leixlip water treatment plant. This plant is currently operating at near maximum capacity and is therefore approaching its maximum output. Plans for a substantial upgrade to increase the output from this water treatment plant are well advanced and are expected to be complete in late 2011 subject to DOE approval.

In order to strengthen the supply to the north of the county, Fingal County Council are laying a trunk water main from Lissenhall in Swords to the Jordanstown reservoir. These ongoing works are due to be complete towards the end of 2009. Thereafter, a 500mm diameter branch from this water main will be laid through Lusk and Rush to the Thomastown reservoir south of Skerries.

Should development on these lands proceed in advance of these works, phasing arrangements for both the construction and occupation of the development must be agreed in writing with Fingal County Council.



In order to limit unnecessary water usage, leaks and excessive consumption a Water Management and Conservation Plan detailing how best practice in water conservation shall be applied in respect of the proposed development to include both water mains and internal plumbing, must be prepared for the development of these lands. This plan should consider incorporating conservation measures such as rainwater harvesting and grey water recycling.

The water main layout for the proposed development must be in accordance with Fingal County Council's 'Guidelines for the Laying of Distribution Water Mains' amended version 2007 (to be replaced in 2009 by Fingal County Council's Guidelines for Drinking Water Supply – currently in draft form)



PORTRANE DONABATE RUSH & LUSK WASTE WATER TREATMENT SCHEME

THE PROJECT

The PORTRANE DONABATE RUSH & LUSK WASTE WATER TREATMENT SCHEME will result in a modern sewerage infrastructure for the four communities. The scheme will provide an environmentally sustainable solution to the current sewerage problems, and enhance the local environment, ecology and amenities. The scheme will also assist the conservation of the Rogerstown Estuary and the local bathing and shellfish waters.

KEY FEATURES

- (i) The existing **Sewer Pipes** in each of the four communities will be upgraded, where necessary, to suit the most recent Fingal Development Plan. These upgrades will allow for future development, and relieve existing overloading.
- (ii) New **Waste Water Pumping Stations** will be provided throughout the scheme to transfer the collected waste water across to the new waste water treatment facility. The three largest pumping stations, will be located at Whitestown, Donabate and Portrane (please refer to adjacent map)
- (iii) A new **Waste Water Treatment Facility** will be provided on the site of the existing Portrane Waste Water Treatment Plant. The new facility will be designed to treat the waste water from a Population Equivalent of 65,000. This capacity consists of the future residential population of approximately 45,000 people, together with the associated schools, businesses, and other facilities, which go to make up the four communities. The existing site will be expanded to accommodate the increased new size of the facilities.
- (iv) The treated waste water, also known as final effluent, will discharge to the Irish Sea through a **1,000 Metre Long Outfall**. Higher treatment standards will ensure that there is an improvement in the local water quality.



PORTRANE DONABATE RUSH & LUSK WASTE WATER TREATMENT SCHEME





19.0 Public utilities

19.1 Telecommunications

It is an objective of this LAP that all telecommunications infrastructure serving the plan lands shall be undergrounded a part of the development of the Local Area Plan lands.

19.2 Electricity Supply

A 10KV ESB supply cable traverses the southern section of the plan lands. It is an objective of this LAP that this line shall either be relocated off site or undergrounded as part of the development of the plan lands. All future services shall be undergrounded.

19.3 Gas Supply

Rush is currently serviced by 4 bar medium pressure domestic natural gas supply. It is anticipated that this service can be extended to service the plan lands.

19.4 Broadband

Broadband can be delivered via telephone lines, cable TV connections and wireless. It is an objective of this LAP to facilitate the roll-out of broadband services within the plan lands.



20.0 Biodiversity – protecting the natural heritage of the area

The County Development Plan aims to protect, conserve, and enhance the county's natural heritage including its biodiversity and there are a range of policies and objectives included in the Development Plan in this regard. In order to ensure that these policies and objectives are achieved in this local area plan context, an ecological assessment of the flora and fauna within the plan lands was carried out on behalf of the Council.

The assessment found that the lands within the Kenure LAP are of limited ecological importance. The relatively limited range in wildlife species and habitats can be largely attributed to intensive farming practices. The key ecological features within the Kenure area are the remaining hedgerow copses, the Brook stream and Kenure Park. While the hedgerow copses are not of particular note as regards species or structural diversity, they do, along with the accompanying ditches, offer refuge for a variety of plant and animal species in an otherwise intensively managed landscape. Similarly, the stream, while not of note as regards size or quality, does provide a corridor for the movement of wildlife from the countryside to Kenure Park and the North Beach further east.

There are no known nationally rare, threatened or legally protected plant species within the LAP site (as listed in Curtis & McGough 1989), although the survey did find two locally rare, annual species including several plants of *Geranium pusillum* on disturbed soils at the edge of a dry field margin and a single, flowering plant of *Viola tricolour*. The mammal diversity and abundance is also low. This is most likely to be the consequence of a low diversity in habitats, poor quality of the limited habitats that are

present and intensive farming practices. There were no bats active in the study area during this assessment. It is unlikely that bats are completely absent in Rush, but the Kenure lands provide very



Kenure Park

limited feeding and roosting areas. The only larger mammal that avails of the farmland and built environment in the LAP lands is the fox.

Kenure Park provides a suitable habitat for most of the mammal species such as Fox, Hare, Hedgehogs and Grey Squirrel. It also offers roosting potential for bats because of the mature trees. Accordingly, this is one of the most valuable ecological features in the area. Other mammal species that are likely to occur in the Rush LAP area are Rabbit, Brown rat, Stoat, Pygmy shrew and field mouse. The hedgerows are the main breeding sites for the birds and there is a typical array of small birds such as Wren, Blackbirds, Robin, Dunnock and Great Tit breeding in the remainder hedgerow pockets. Yellow Hammer is also



breeding in the area, which is a Red listed species because of declining breeding populations.

It is an objective of this LAP to protect and enhance the remaining ecological features within the plan lands, as identified above. This can be achieved through the provision of “green infrastructure”... public open spaces, pocket parks linked via a pedestrian routes and a “green corridor”, connecting the farmland to the west of the plan lands, to Kenure Park, via a riparian strip along the Brook Stream. The inclusion of these ecological features shall inform the preparation of the urban design and landscape masterplan for the development of the plan lands, following the adoption of the LAP. The landscape plan shall include a tree survey and recommendations for the retention and protection of existing healthy trees within the plan lands.



Yellow Hammer
*Kind permission of
Eddie Dunne*



Viola Tricolor
*Kind permission of
John Crellin*



21.0 Sustainability and Building Design

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

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

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

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

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

21.1 Building Energy Ratings

Fingal County Council is committed as a priority to encouraging more sustainable development through energy-end-use-efficiency, and increasing the use of renewable energy in all new building projects. This will be achieved by improving the requirements as set out in Part L of the Building Regulations 2007 i.e.:

All dwellings to achieve a minimum BER (Building Energy Rating) of A3

All non domestic buildings to achieve a minimum BER (Building Energy Rating) of B2.

These targets will be reviewed and revised by Fingal County Council in 2010.

It is an objective of Fingal County Council to promote sustainability as part of future developments within the LAP area and throughout the county. The Council encourages superior energy design and technological practices in all developments. It is the policy of the Council to improve qualitative standards of sustainable design in proposed developments.



22.0 Construction Waste Management

Developer(s) shall be required to submit a construction programme setting out a planned programme for the management/recovery/disposal of construction/demolition waste material generated at the site during the excavation and construction phases of development, in accordance with the relevant national waste management legislation, at planning application stage. It is an objective of this LAP that Developers shall ensure that all waste is removed from the plan lands by approved waste disposal contractors to approved waste disposal facilities. In addition, it is an objective of this plan that developers shall take adequate measures to minimise the impacts of traffic noise and dust during construction phases.

23.0 Phasing

It is an objective of this LAP that development of the plan lands shall take place on a phased basis. It is envisaged that the development of the plan lands shall take place over a 5-6 year period. As the Portrane Waste Water Treatment Plant will not be operational and the necessary network improvements will not be completed before 2012, no residential development within the LAP lands shall take place until the necessary waste water infrastructure is completed.

Phase 1: 1-250 units;

Completion of Rush Relief Road from Main Street to its junction with the east-west street

No more than 50 residential units shall be constructed in the northern quarter of the plan lands, i. e. east of Park Road, before the completion of the east-west street.

A programme of works for the development of Class 1

public open space shall be agreed with the Council before commencement of Phase 1.

Class 1 Public Open Space shall be fully developed to taking-in-charge standards and available for use by the local community before completion of Phase 1.

The reserved Post Primary School site shall be made available to the Department of Education and Science before commencement of Phase 1.

Development of the riparian strip along the Brook Stream.

Commencement of pedestrian routes.

Po-rata childcare facilities.

Completion of at least one playlot.

The Council, in conjunction with the developers, will promote and facilitate the early provision of a local feeder bus service.

A Mobility Plan (incl. a local feeder bus service) is to be agreed with the Transportation Department prior to the commencement of any residential development in Phase 1.

Phase 2: 251-500 units;

Completion of the remaining northern section of the north-south Rush Relief Road to Palmer Road.

A maximum of 350 residential units shall be completed within the plan lands, of which only 50 residential units can be located east of Park Road, before the completion of the east-west street.

Completion of the east-west street.

Development of riparian strip running north-south

Commencement of the local service centre

Pro-rata childcare provision

Completion of at least two playlots.



Phase 3: 501-750 units;

Completion of local service centre
Pro-rata childcare provision.
Completion of at least three playlots.

Phase 4; 751-1000 units;

Completion of all housing units
Completion of all child care provision
Completion of remaining playlots.





24.0 E.I.A. Requirement

This local area plan has a target residential development potential of c. 1,000 units. Accordingly, it is an objective of this LAP that an E.I.A will be required to be submitted in accordance with Schedule 5 Part 2 10 (b) (i) of the Planning and Development Regulations 2001 for 'Infrastructure Projects'. This will require co-operation between landowners. The E.I.A shall be submitted with all planning applications and/or applications for planning consent.

25.0 Strategic Environmental Assessment

The EU Directive 2001/42/EC on Strategic Environmental Assessment was passed into Irish Law by means of the Planning and Development (SEA) Regulations 2004. The Directive requires all European Union member states to systematically evaluate the likely significant environmental effects of implementing certain plans or programmes before a decision is made to adopt the plan or programme.

Strategic Environmental Assessment (SEA) provides for more sustainable development through the methodical appraisal of policy options, considering alternative means of developing an area, by raising awareness of the environmental impacts of plans and the inclusion of quantifiable targets and indicators.

The Planning Department has prepared an SEA Environmental Report which documents the application of SEA to the Local Area Plan for Kenure Rush. The Environmental Report is appended to the Local Area Plan.



26.0 Appropriate Assessment

An Appropriate Assessment of the proposed local area plan was required pursuant to Article 6 (3) of the EU habitats Directive 92/43/EEC. Accordingly Fingal County Council commissioned environmental consultants to carry out an Appropriate Assessment of the proposed Kenure –Rush Local Area Plan, and its potential impacts on the integrity of Rogerstown Estuary- a Natura 2000 site. Natura sites are conservation areas designated under the EU Habitats Directive.

A key mitigation measure proposed in the Appropriate Assessment, to minimise the impact of the proposed development on the Natura 2000 site, is the preparation and adoption of a Management Plan for the Outer Rogerstown Estuary.

Accordingly, it is an objective of this LAP that no housing shall be occupied in the plan lands until such time as a Management Plan for the Outer Rogerstown Estuary is adopted by the Council. The Management Plan shall incorporate a timescale for the implementation of management measures. The Appropriate Assessment is appended to the Local Area Plan.



Bird Hide at Rogerstown Estuary



South Beach



Rush Harbour



27.0 Mechanisms for Implementation

Following the adoption of this LAP:

- In accordance with principles and objectives of the adopted LAP, an urban design/landscape masterplan, for the entire plan lands shall be prepared by qualified, experienced urban designers/landscape architects and shall be submitted to and agreed with the Planning Authority prior to any applications for permission. This shall require the co-operation between land owners and the agreed plan shall form the blue-print for the development of the plan lands.
- The design of the Relief Road and east-west Boulevard, shall be prepared in accordance with the LAP objectives and the agreed urban design masterplan.
- An E.I.S for the development of the entire plan lands shall be prepared and submitted, as determined by the Planning Authority.
- An application for infrastructure and site development works, shall be submitted and planning permission shall be obtained, prior to the submission of any planning applications for housing.
- Planning applications for housing shall be submitted for each phase of 250 units and permission shall be obtained for each phase of 250 units, prior to the submission of the next application for the following phase.

Appendices

Appendix A

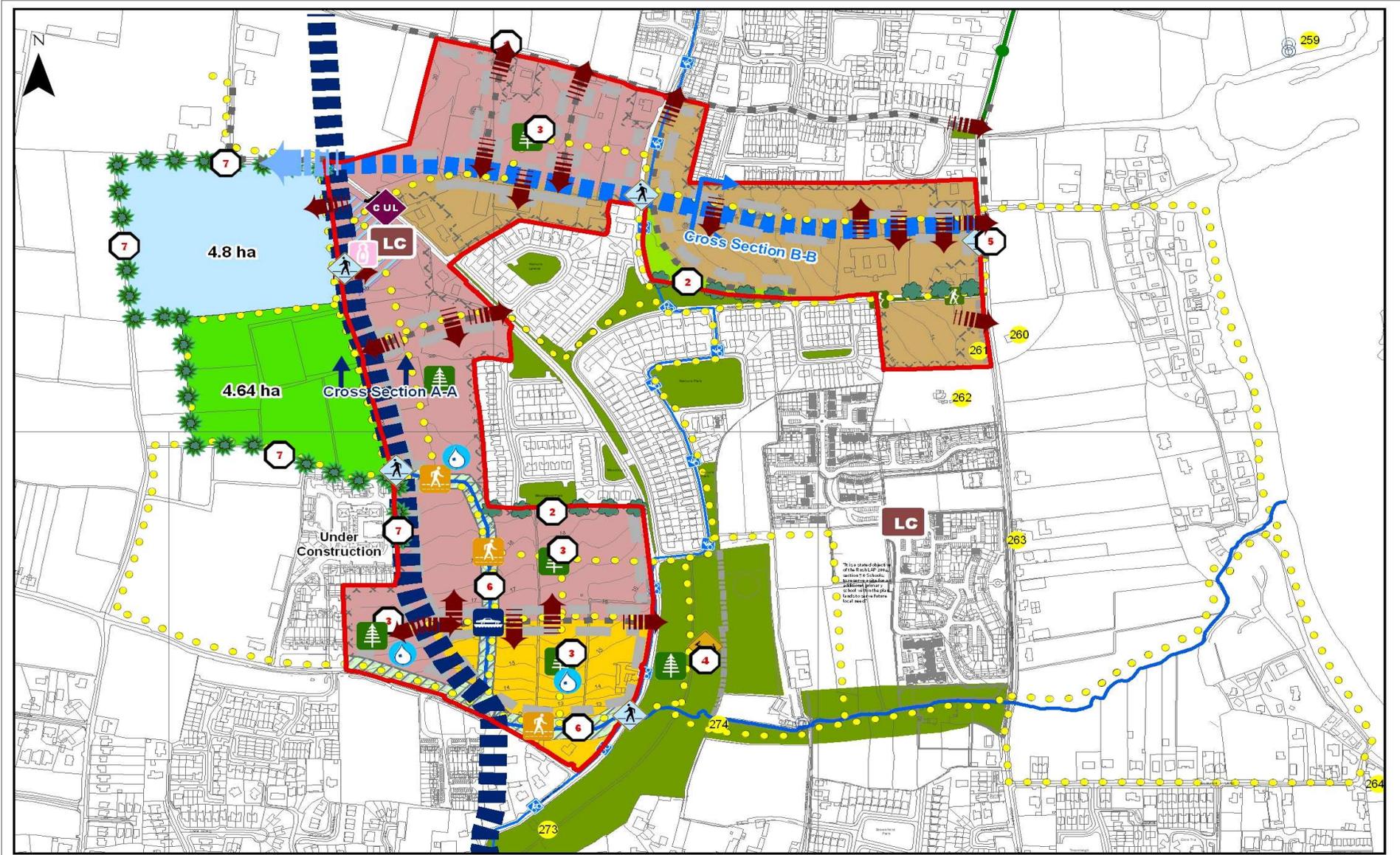
Environmental Report & SEA Statement

Appendix B

Appropriate Assessment



Kenure (Rush) Local Area Plan Map





Legend for Kenure (Rush) Local Area Plan

	Kenure Local Area Plan Boundary		Existing Right of Way		Bring Bank
	Higher Density Residential Lands @ 39-50 per ha		Proposed Road Closure		The Brook Stream
	Low Density Residential Lands @ 19-30 per ha		Pedestrian Bridge		Pedestrian Crossing
	Medium Density Residential Lands @ 32-37 per ha		Road Bridge		Indicative Access Point
	Class 1 Public Open Space		Indicative Cul-De-Sac		Pocket Park
	Class 2 Public Open Space		Local Centre		Childrens Playground
	Reserved Post Primary School Site		Indicative Integrated Constructed Wetlands		Higher Density Lands 3 ha
	Primary School Site		Residential Areas		Medium Density Lands 14.8 ha
	Ecological Green Corridor		Protected Structures <i>(in or adjacent to LAP lands)</i>		Low Density Lands 8 ha
	Sensitivite Treatment at existing development boundaries		Kenure Church		Kenure Church
	Local Centre Area within LAP Lands		Cricket Clubhouse		Cricket Clubhouse
	Indicative Building Blocks		Parsonage of Kenure		Parsonage of Kenure
	Existing Stone Walls		Existing Open Space		Existing Open Space
	Proposed Road Improvement		Indicative Cycle Network		To Preserve Views
	Proposed Pedestrian/Cycle Routes		Protected Structures		Recorded Monuments
	Proposed north/south Rush Relief Road Phase 1		Development Plan Objectives		
	Proposed New East - West Urban Street				
	Indicative line of possible longterm road proposal				
	Retain & augment existing Hedgerows				
	Strategic Planting				

- Specific Objectives**
- 1 Palmer Road Improvement scheme shall be undertaken following the construction of the Phase 1 section of the Relief Road.
 - 2 Retain & augment existing hedgerows.
 - 3 At Least 4 No. childrens play lots shall be provided within the plan lands at the developer's expense.
 - 4 A children's play ground shall be provided within the plan lands, funded through the Development Contribution Scheme.
 - 5 A portion of existing stone wall along the Skerries Road will be required to be reduced in height and splayed, to allow safe access onto the Skerries Road. The reduction and splay required will be the minimum to achieve a safe access point onto the Skerries Road.
 - 6 To provide a continuous 'green corridor' from the open farmlands to Kenure Park, to facilitate & enhance the Natural Heritage of the area.
 - 7 Advanced strategic screen planting using native tree, shrub species shall be provided along exposed western boundaries.
 - 8 A road improvement scheme and traffic calming measures on the Skerries Road, in the vicinity of Six Cross Lane shall be completed in tandem with the construction of the east-west street.
 - 9 At least 1no. pedestrian crossing shall be provided to access the Class1 Public Open Space along the Rush Relief Road.
 - 10 At least one pedestrian crossing shall be provided to access the proposed Post Primary school located along the Rush Relief Road.
 - 11 The upgrading of the access road to St.Maur's GAA club grounds and the provision of public lighting and footpaths shall be undertaken following the construction of Phase 1 of the north/south relief road and before commencement of Phase 2