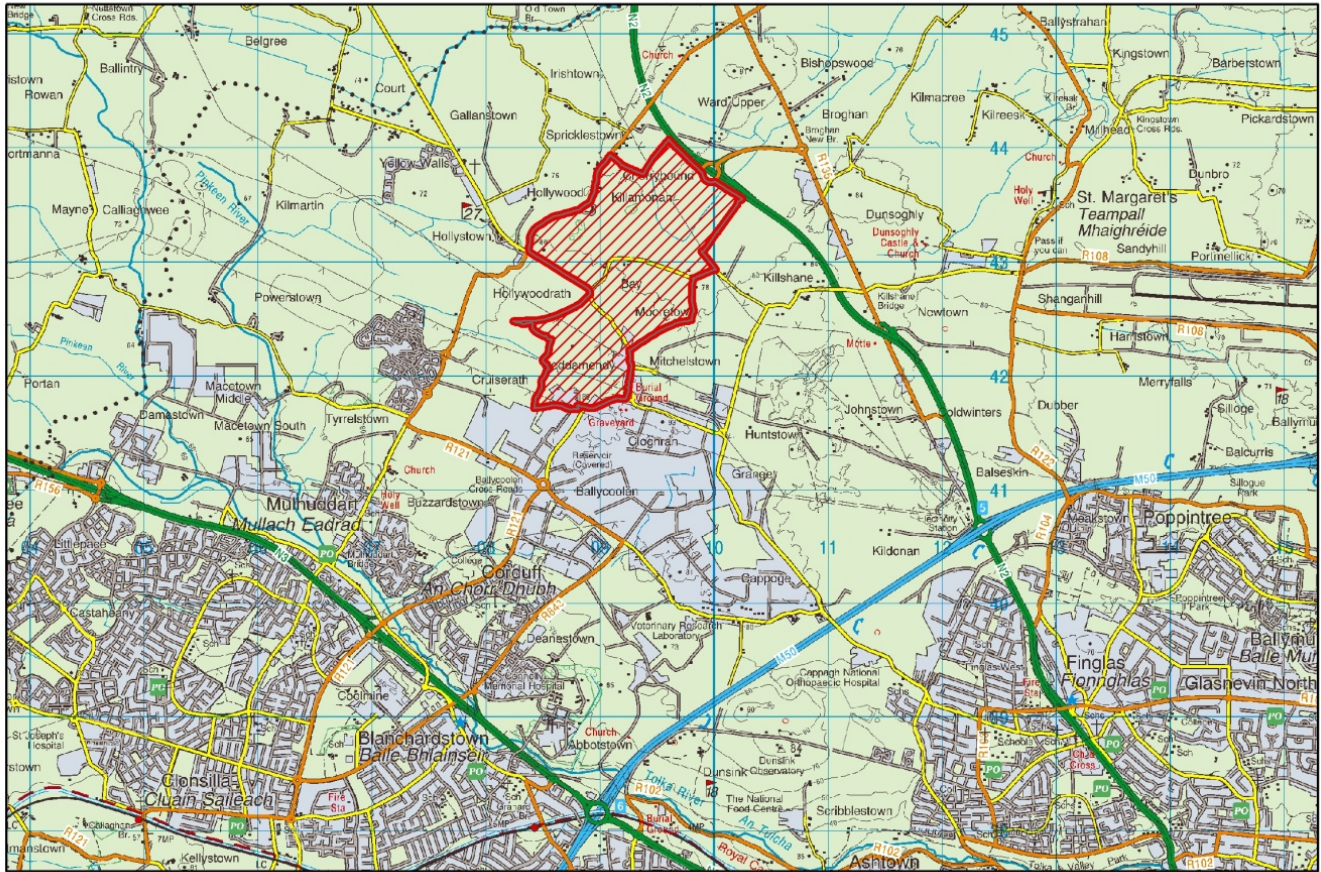




Comhairle Contae Fhine Gall

Finaal County Council



CHERRYHOUND LOCAL AREA PLAN

December 2012

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CHERRYHOUND LOCAL AREA PLAN

1.0 INTRODUCTION

1.1 Background

The Local Area Plan lands comprise 240 hectares (593 acres) and are zoned 'GE' – General Employment in the Fingal Development Plan 2011-2017 where the objective is to - '*provide opportunities for general enterprise and employment*'. The lands are situated immediately adjacent to the built-up area of Blanchardstown (see Map 1). The Fingal Development Plan 2011-2017 includes a specific objective to undertake a statutory Local Area Plan for the lands. The Local Area Plan is a legal document and a public statement of planning policies and objectives for the future development of the area. In line with National, Regional and County Guidelines and Plans the purpose of this Local Area Plan is to set out the form, scale and nature of development and supporting infrastructure that will enable the delivery of opportunities for general enterprise and employment.

The level of development proposed is unlikely to be developed over the lifetime of this LAP, (which is 6 years unless extended, in year 5 of the LAP for a further 5 years, if deemed appropriate by a resolution of the Council). The LAP outlines the optimal sustainable development strategy for the area over a longer time period and can only be developed in tandem with the delivery of the necessary physical infrastructure.

The LAP is consistent with the objectives of the Fingal Development Plan 2011-2017. It is prepared in accordance with Sections 18, 19 and 20 of the Planning and Development Acts 2000-2011 which set out the provisions for the preparation of Local Area Plans. It is also in accordance with the Strategic Environmental Assessment (SEA) Directive (2001/42/EC), the objective of which is 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'.

In February 2008, the statutory requirement for an Appropriate Assessment (AA) of all land use plans was further established by the Department of the Environment, Heritage and Local Government Circular Letter (SEA 1/08 & NPWS 1/08). The purpose of Appropriate Assessment of local authority plans 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 requirement for Appropriate Assessment of plans or projects originates from Article 6(3) and (4) of European Union (EU) Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and

flora, commonly known as the 'Habitats Directive', which is implemented in Ireland through the European Communities (Natural Habitats) Regulations of 1997. The LAP complies with the requirements of the Habitats Directive in relation to AA.

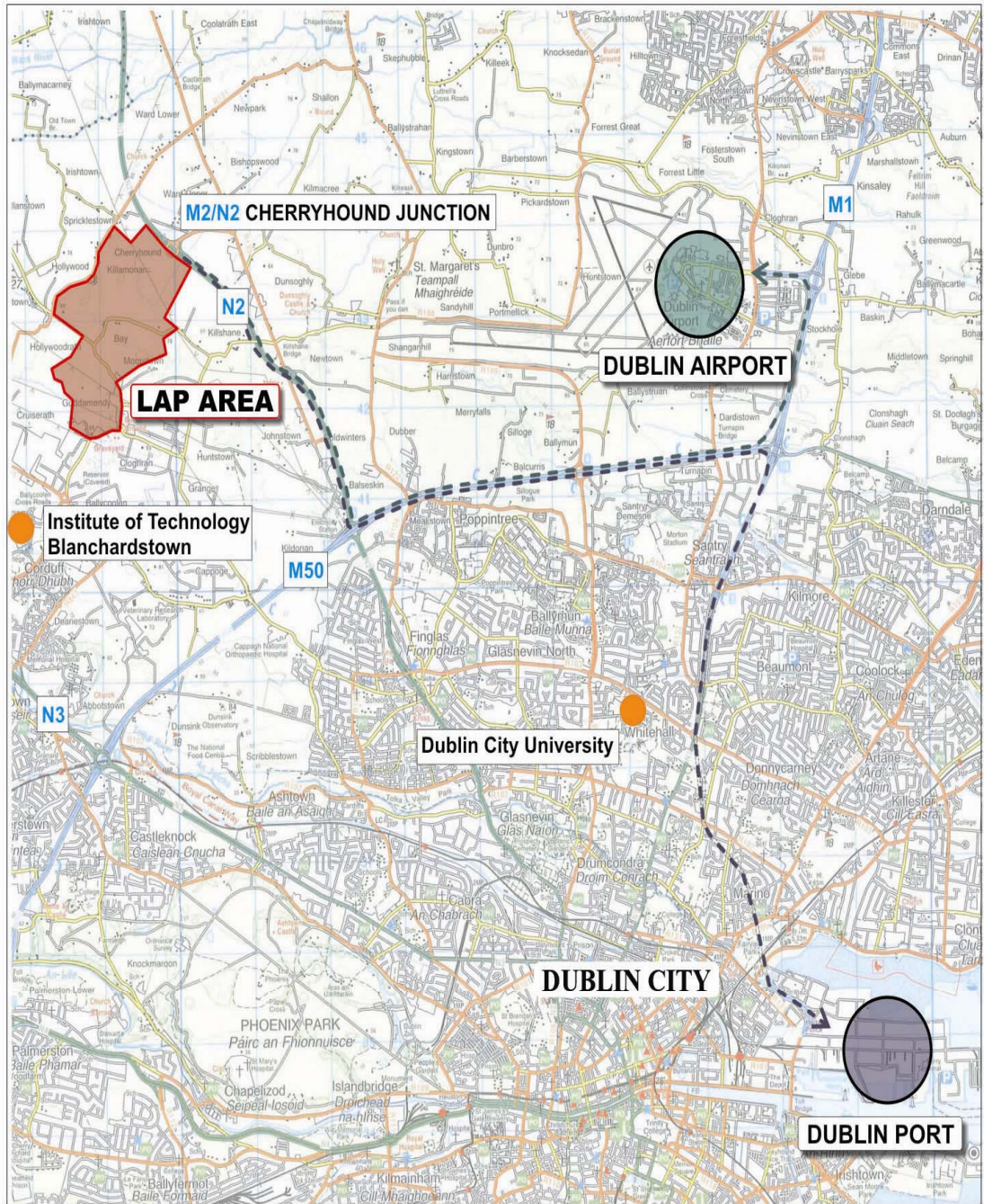
1.2 Purpose of the LAP

The purpose of the LAP is to:

1. Promote the lands for the development of general enterprise opportunities and employment generation.
2. Detail a development framework strategy for the lands which will:
 - Programme the delivery of support infrastructure to enable the development of a mixed-use area creating significant employment
 - Promote bio-diversity in the provision of parks, recreational open space and the landscape character
 - Promote Sustainable Drainage Systems (SuDS) and water management
 - Promote a high standard of design for commercial & industrial uses
 - Conserve/integrate archaeological heritage
 - Reinvent the quarry for possible future recreation/leisure use

1.3 Strategic Location of North Blanchardstown Employment Catchment

The Cherryhound lands are located in the North Blanchardstown Employment Catchment Area. The vast majority of this area is zoned for business and industrial uses in the Fingal Development Plan 2011-2017. North Blanchardstown is at a pivotal location in the regional context, being in close proximity to Dublin City (12km), Dublin Port (19km) and Dublin Airport (14km). The entire area is within the Dublin Metropolitan Area as designated by the Regional Planning Guidelines for the Greater Dublin Area 2010-22. Map No 1 illustrates the strategic location of the area.



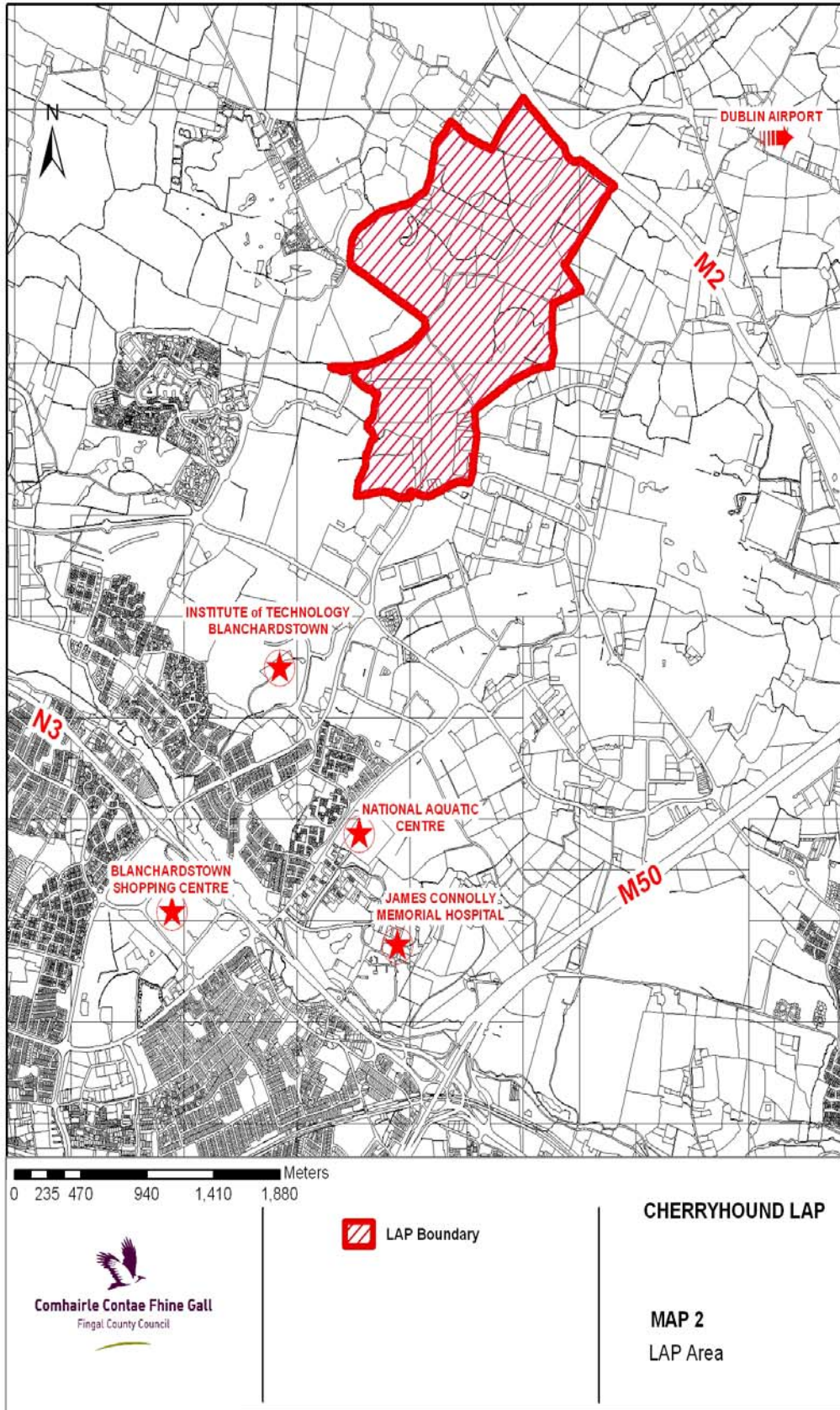
 <p>Comhairle Contae Fhine Gall Fingal County Council</p>	 <p>CHERRYHOUND TO AIRPORT</p>	<p>CHERRYHOUND LAP</p>
	<p>By Road 14km</p>	
	 <p>CHERRYHOUND TO PORT</p>	<p>Map No.1 Strategic Location Map</p>
	<p>By Road 19km</p>	

The North Blanchardstown Employment Catchment Area is a very significant integrated economic employment area, underpinning the sustainable settlement of Blanchardstown New Town and the Dublin Metropolitan Area. The North Blanchardstown Employment Catchment Area features enterprises of office based information technology, pharmaceuticals and specialist operations, as well as business parks and educational facilities. Table 1 below illustrates the variety of enterprises in the area.

TABLE 1 LARGE ENTERPRISES AND / OR EMPLOYERS IN BLANCHARDSTOWN

MAJOR INTERNATIONAL COMPANIES IN THE BLANCHARDSTOWN AREA
Amazon Astellas Bristol Myers Squibb Creative Digiweb Helsinn Birex Ibsen IBM Headquarters Mallinckrodt/ConvidienPfizer Paypal Pfizer Rank Zerox Rottapharm Symantic Wyeth
SPECIALIST
Superquinn Distribution Huntstown Quarry (Roadstone) Huntstown Power Station
ESTABLISHED BUSINESS PARKS
Rosemount Business Park, Ballycoolin North West Business Park (Phases 1-3), Ballycoolin Millennium Business Park, Cappagh Road Damastown Industrial Park, Mulhuddart IDA Blanchardstown Business Park, Snugborough IDA Ballycoolin Business Park, Snugborough Blanchardstown Corporate Park, (phases 1 & 2)
THIRD LEVEL EDUCATION AND HOSPITALS
Blanchardstown Institute of Technology Connolly Hospital Cappagh Hospital

In 2006 there were approx. 20,000 employees in the North Blanchardstown area (CSO, 2006 Census). The wider population of Blanchardstown is approx. 93,000 with a Town Centre (200,000m²) and a full range of support services including hospital, third level institution, regional parks, sports campus (see Map No. 2). Development has taken place over a 40-year timeframe.



Its delivery has been phased and matched with support infrastructure - roads, public transport, environmental services and community works. The North Blanchardstown Employment Area is one of the main modern economic and employment hubs both in the Greater Dublin Area and nationally.

The lands are located in proximity to the Institute of Technology Blanchardstown and are also close to Dublin City University. This location makes the lands ideal for companies that would benefit from the synergy that is associated with proximity to education in high technology. The Institute of Technology features courses in computer engineering, mechatronics and digital media, and business studies. The Institute of Technology Blanchardstown has forged relationships with existing industrial employers in the area including IBM.

Map No.1 illustrates the proximity of the area to these vitally important locations.



Dublin City University



Institute of Technology, Blanchardstown

The Cherryhound lands directly adjoin the M2, a significant transport corridor with its connections to the M1 & M50. The lands are also located adjacent to the N3 which is accessed via a link road to the south. This pivotal location will enable the creation of a high profile northern gateway to Blanchardstown, via the provision of the M2 Tyrrelstown/Cherryhound Link Road (under construction and due for completion Spring 2013). The lands are thus strategically placed to generate further significant employment in high profile enterprises.

1.4 The Vision

The Local Area Plan vision for the Cherryhound lands is:-

- To strengthen the sustainability of North Blanchardstown Employment Catchment Area by promoting and enabling an expanded area of choice for a wide range of employment opportunities in small and large scale enterprises, which will benefit from proximity/synergy with the other employment enterprises in the area and higher education

facilities of the Institute of Technology Blanchardstown.

- To create a northern gateway to Blanchardstown on the M2 with high profile enterprise development generating significant employment opportunities, having first class access to the National Motorway system, Dublin Airport, Dublin CBD and Dublin Port.
- To promote the M2/N3 road link as a high profile corridor for the location of new development and thereby market the positive synergies created.
- To create an environment of high quality, distinction and international rating, based on the proven application of innovative design/management and smart technology, by providing:
 - New place identity, new character areas, innovative layout/design, a public realm of distinction and a high level of permeability
 - Safe cycleway networks, as part of the overall road network
 - Good public transport services
 - Provision of amenity/recreation support services for the new working population
 - Re-use of quarry for future leisure/recreational use
 - High quality building layout, design and finishes
 - Systems for renewable energy/conservation in the management of water use, SuDS, waste disposal, flood risk
 - Provision of hotel and specialised enterprise uses near the Cherryhound Junction

The Cherryhound lands are anticipated to accommodate a minimum of 9,000 new jobs and have the capacity to accommodate significantly more than that number depending on densities achieved.

1.5 Strategic Environmental Assessment and Appropriate Assessment

Strategic Environmental Assessment (SEA)

As part of the preparation of the Cherryhound Local Area Plan, the planning authority must consider whether the Local Area Plan requires SEA. The assessment is based on the criteria set down in the SEA Guidelines and Annex II of the SEA Directive for determining the likely significance of environmental effects. The Planning and Development Strategic Environmental Assessment (Amendment) Regulations 2011 requires the preparation of an environmental report where 'the population or the target population of the area of a local area plan is 5,000 persons or more'. A Screening Report for the local area plan lands was undertaken to determine whether the Cherryhound LAP required full SEA. The process included consultation with the environmental

authorities based on the characteristics of the plan and the characteristics of the effects and of the area likely to be affected. The working population is expected to exceed the mandatory 5,000 population set out in the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011. The screening considered that a working population comes within the meaning of 'population.' The screening therefore concluded that an SEA is required. The Strategic Environmental Report is contained within Appendix 1.

Appropriate Assessment

Appropriate Assessment involves the assessment of the environmental implications of a Plan or Project on Natura 2000 Sites in accordance with Article 6 (3) and 6 (4) of the EU Habitats Directive (Council Directive 92/43/EEC). An Appropriate Assessment Screening Report was carried out as part of the LAP and is included as Appendix 2. Consultation was also carried out with the National Parks and Wildlife Service. The conclusion is that no significant effects would arise on any Natura 2000 site from the LAP, subject to the implementation of a number of natural heritage objectives. Consequently a Stage 2 Appropriate Assessment is not required. Environmental objectives are however incorporated into the Local Area Plan.

2.0 PLANNING CONTEXT

2.1 Introduction

The Fingal Development Plan 2011-2017 is the key statutory planning document promoting and guiding development in the County. A number of government national policies and strategic statutory guidelines underpin the Development Plan and have particular relevance to the subject area. A key strategy of national and regional policy is to consolidate development within the Dublin Metropolitan Area. This necessitates the delivery of well-designed urban environments and public infrastructure. The documents listed below have informed the LAP preparation of specific policies and objectives for the subject lands.

- The National Development Plan (2007-2013)
- The National Spatial Strategy (2002-2020)
- Smarter Travel – A Sustainable Transport Future (2009)
- Transport 21 (2008)
- National Climate Change Strategy (2007-2012)
- Sustainable Development – A Strategy for Ireland (1997)
- The Regional Planning Guidelines for the Greater Dublin Area (2010-2022)
- Guidelines For Planning Authorities Retail Planning (2012)
- The National Recovery Plan (2011-2014)
- National Disability Authority’s Building for Everyone Booklet 9 – Planning (2012)
- Local Area Plans – Public Consultation Draft of Guidelines for Planning Authorities (2012)
- Spatial Planning and National Roads (2012)
- The Greater Dublin Area Draft Transport Strategy (2011-2030)

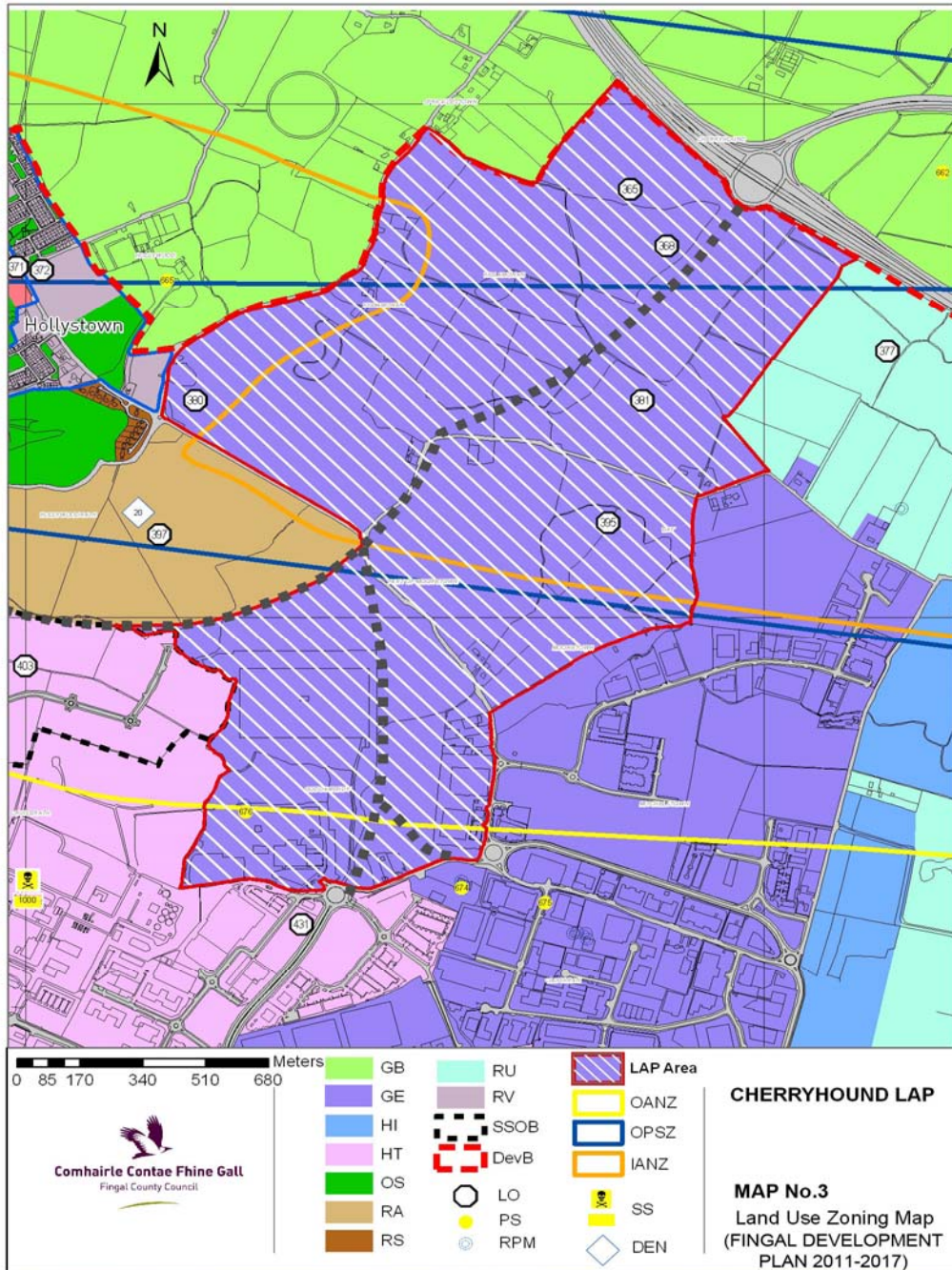
2.2 Fingal Development Plan 2011-2017

2.2.1 Zoning

The lands are zoned ‘GE’ - General Employment with an objective ‘*Provide opportunities for general enterprise and employment*’ and are shown on Map No.3 below.

2.2.2 Vision

The vision for the GE zoning is to ‘*facilitate opportunities for compatible industry and general employment uses, logistics and warehousing activity in a good quality physical environment. General employment areas should be highly accessible, well designed, permeable and legible.*’



Extract from Fingal Development Plan 2011-2017

GB – Green Belt, GE – General Industry, HI – Heavy Industry, HT – High Technology, OS – Open Space, RA – Residential Areas, RS – Residential, RU – Rural, RV – Rural Village, SSOB – Site Specific Objective Boundary, DevB - Development Boundary, LO - Local Objective. PS - Protected Structure, RPM - Recorded Monument, OANZ - Outer Airport Noise Zone, OPSZ - Outer Public Safety Zone, IANZ - Inner Airport Noise Zone, SS - Seveso Site, DEN - Density Restriction

The Development Plan lists a number of Use Classes that are 'Permitted in Principle' for the 'GE' zoning objective. They are:

"Builders Providers/Yard., Civic Waste Facility, Enterprise Centre, Food, Drink and Flower Preparation/Processing, Fuel Depot/Fuel Storage, High Technology Manufacturing, Industry-General, Industry-Light, Logistics, Offices Ancillary to Permitted Use, Open Space, Petrol Station, Research and Development, Restaurant/Café (To serve the local working population only), Retail Local – less than 150 sq m nfa (To serve the local working population only), Road Transport Depot, Sustainable Energy Installation, Telecommunications Structures, Training Centre, Utility Installations, Vehicle Sales Outlet – Small Vehicles, Vehicle Sales Outlet- Large Vehicles, Vehicle Servicing/Maintenance Garage, Warehousing, Waster Disposal & Recovery Facility – (Excluding High Impact), Wholesale"

The Development Plan also states that:

Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.

2.2.3 Specific Objective

The LAP lands also carry a specific objective to facilitate the provision of the planned strategic road network to serve the Greater Blanchardstown Area. The network provides for a new road link between the M2 and N3, traversing the subject lands which will connect the Cherryhound intersection on the M2 (upgraded) with the N3. This road is nearing completion (completion date Spring 2013). This new strategic link road is a key element in the promotion and delivery of development on the lands.

2.2.4 Airport Noise/Safety Zones

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

2.2.5 Local Objectives

The Fingal Development Plan 2011-2017 provides for the following Local Objectives on the subject lands (see Map No. 3 for Local Objective locations).

- ❖ No. 365 Consider, within the context of the LAP, the provision of a high quality mixed-use gateway development including hotel, office development and logistics uses
- ❖ No. 368 Ensure a high level of landscaping and tree planting along the route of the N2/N3 Link Road at Cherryhound in order to soften the visual effect of the 'GE' lands around it
- ❖ No. 380 Ensure that the LAP for these employment-generating lands at Cherryhound provide for the use of the south-western portion of the lands as a high quality landscaped buffer area between industrial/commercial buildings and the residential areas. Roadside hedges, and existing trees, which are located along the south-western edge of the subject area and woods in the south-western area, will be protected where practicable
- ❖ No. 381 Provide for the extraction of aggregates at this location
- ❖ No. 395 Require a high level of landscaping and tree planting along the boundaries of these 'GE' lands at Cherryhound in order to soften the visual effect of the industrial/commercial buildings

The Development Plan provides for the following relevant Local Objective on the adjoining lands to the east.

- ❖ No. 377 Consider the long term use of these lands as part of the Cherryhound LAP process

2.2.6 Record of Protected Structures

One item is listed in the Record of Protected Structures contained within the Fingal Development Plan 2011-2017, Item No. 676 cited as a 'Field System Site' and described as an 'Earthwork' at Goddamendy in the south of the LAP area (see Map no. 3).

2.3 Employment and Enterprise

The Council's policy on enterprise and employment is contained in Chapter 2 of the Fingal Development Plan 2011-2017. The statement of policy is to:-

- Facilitate and support the growth of the economy of Fingal in a sustainable manner whilst maintaining and improving environmental quality
- Work in partnership with government agencies and the private sector to promote the sustainable economic development of the County and maximise the County's employment potential
- Facilitate economic growth through the consolidation of existing industrial and commercial areas and by ensuring that adequate and suitably located serviced lands are available at appropriate locations throughout the County
- Promote the regeneration and reuse of land and buildings in a manner which enhances the local economy and encourages a sequential approach to development while protecting the environment
- Promote the availability of a range of business accommodation including units suitable for small business

The Fingal Development Plan 2011-2017 recognises Fingal's economic base as characterised by high levels of foreign direct investment – information technology, pharmaceuticals, biotechnology, food processing and electrical/electronics. The County's proximity to Dublin City underpins locational advantages for good access to domestic markets and its city edge location endows it with the availability of development land.

The Fingal Development Plan 2011-2017 identifies Blanchardstown as a Metropolitan Consolidation Town which is earmarked as an area suitable for growth.

2.4 Design Guidelines for Business Parks and Industrial Areas

Appendix 4 of the Fingal Development Plan 2011-2017 sets out Design Guidelines applicable to the planned enterprise and general business employment generating uses on the subject lands. The Guidelines focus on site and building design to promote sensitive site planning and low impact development to achieve high quality physical environments.

3.0 PHYSICAL CONTEXT AND APPRAISAL

3.1 Location

The LAP lands are located in the North Blanchardstown Employment Catchment Area adjoining the M2 Cherryhound Junction (see Map No.2 above). The subject lands have excellent access to the National Motorway system.



Bay Lane



Ratoath Road

The LAP area comprises 240 hectares of which 183 hectares are not developed. The developed areas include the ESB sub-station/stores to the south, the multiplicity of established employment generating uses, the quarry and M2/N3 link road (under construction). The majority of the lands are in agricultural use, for tillage and pasture. Field sizes are large, typical to North County Dublin. There is an extensive quarrying operation in the area that has ceased production. There are also a number of dwelling houses within and adjacent to the lands. Existing county roads traverse the area. These include the Ratoath Road which forms part of the south-western boundary of the lands and Bay Lane - a narrow meandering road that leads from the N2 to the Ratoath Road.



Landscape within LAP lands

Lands adjacent to the south and south west of the LAP are being taken up for employment generating type development. Land use to the north and north-west comprises of agricultural use,

Hollystown Golf Club and residential development. To the west Kilmartin LAP lands are zoned primarily for residential use. Lands to the east are mainly in agricultural use.

3.2 Landscape and Topography

The landscape is gently rolling with a typical pattern of enclosed fields with hedgerows. The lands contain a number of prominent features. Several groups of hedges/trees are visually/ecologically important in the landscape. There are some deep field drains at the field margins which flow northwest to the Ward River Catchment or southwest to the Pinkeen River/Tolka Valley. The limestone quarry which ceased operation in 2011 forms a major excavated land area at the eastern perimeter of the LAP lands. Mounding acts as a screening device.

3.3 Natural Heritage

An ecological survey was carried out on the LAP lands and is included as Appendix 3. The flora and fauna are typical of pastureland/cultivated agricultural land. The LAP lands provide a suitable habitat for mammal species such as rabbit, fox and badger. The mature tree copses also offer roosting potential for bats and are valuable ecological features in the area. A bat survey, however, was not carried out given the time of year (Feb. 2011). The hedgerows are the main breeding sites for birds. There is a typical array of small birds such as wren, blackbirds, robin, dunnock and blue tit present in the area. The species of interest on the lands is also likely to include Yellow Hammer. This is a red listed species of conservation concern because of declining breeding populations. The preservation of the tree groupings will facilitate the retention of suitable habitats for birds and mammals.

3.4 Archaeology and Built Heritage

Archaeology

An archaeology impact assessment, including a desk-based study and walk over survey, has been carried out for the lands (see Appendix 4). The assessment identifies known and/or potential archaeological constraints and makes recommendations for the mitigation of any identified impacts. The combined results of the desk based assessment and walkover survey indicate the presence of 6 known archaeological sites within the LAP lands. There is a field system (RMP DU013-007), an industrial site (DU011-093: adjacent to LAP lands) and four sites excavated in advance of construction of the Tyrrelstown to Cherryhound Interchange link road. Additionally, four areas of archaeological potential were noted, namely two tree rings (which have been planted on archaeological sites) and two possible enclosures in the pattern of extant field boundaries.

Built Heritage

The Record of Protected Structures for Fingal lists one Protected Structure, a field system, within the study area (RPS Item No. 676- Fingal Development Plan 2011-2017- described as an earthwork).

3.5 Public Utilities

Water Supply

The Cherryhound Local Area Plan lands will be supplied with water from the Ballycoolen Reservoir. The subject lands will be served by the extension of a 300mm diameter distribution main to Tyrrelstown via the Tyrrelstown-Cherryhound Interchange Link Road. The water supply to all new developments will comply with Fingal County Council's "Guidelines For Drinking Water Supply" Feb.2009.

Foul Drainage

The natural drainage for the LAP lands is in a southerly direction towards the Tolka Valley 9C sewer and is part of the Ringsend Wastewater Treatment Plant catchment. The 9C sewer currently has limited capacity available to service additional developments. It suffers greatly from the effects of infiltration causing it to exceed capacity during intense rainfall events. Duplication of the sewer is estimated to cost circa €80 million and it is not included in the current Department of the Environment, Community and Local Government Water Services Investment Programme (WSIP) 2010-2012. The sewer is further constrained by the Liffey Siphons at the Phoenix Park, however, it is planned to refurbish the existing siphons and works should be complete by the end of 2013. Ringsend WWTP is currently operating beyond the design capacity and pending completion of the Ringsend Wastewater Treatment Plant Expansion (2015), no significant additional volumes can be accommodated at the plant. Beyond 2015, there is a requirement for a new Regional Wastewater Treatment Plant. It is anticipated that this will be constructed in North Fingal with a likely completion date of 2020/21 (for the new plant, outfall and orbital sewer). As the subject lands are proposed for employment uses, the demand for foul sewage services is normally considerably less than for a housing development. However, until the duplicate 9C sewer is constructed, only limited development can take place. The Council will consider interim measures using temporary wastewater treatment plants, subject to the proper standards/appropriate maintenance agreements

Surface Water

A Sustainable Drainage System (SuDS) as outlined in the Greater Dublin Strategic Drainage Study will be implemented in the LAP area. This will reduce surface water run-off to Greenfield run-off

rates, minimise the risk of flooding in the LAP area and surrounding areas and prevent pollution. A SuDS Strategy for the subject lands is detailed in the LAP (Appendix 5).

Power

The area is traversed by power lines including 220KV and 110KV lines (Map No. 4). Provision is made in the Tyrrelstown/Cherryhound Link Road for suitable ducting/wayleaves to accommodate power services to serve individual enterprises.

Gas

There is a high pressure transmission pipeline to the east running parallel to both Kilshane Road and the eastern boundary of the LAP lands (Map No. 4). There is a distribution network in the Mitchelstown area to the south east that serves the existing employment uses. The distribution network, which is immediately adjacent to the LAP lands, is available for connection.

Telecommunications including Broadband

The Dublin T50 broadband ring skirts the lands on its southern border (see Map No. 4). The ring provides an uninterrupted physical link with two major transatlantic fibre terminator points and provides excellent broadband connection opportunities for new companies in the area. Service providers will install appropriate infrastructure as development progresses. Extensive provision has been made in the design of the Tyrrelstown/Cherryhound Link Road for suitable ductwork to accommodate telecommunication services.

3.6 Flooding

The Tolka Flood Study identified some flooding risk on the Pinkeen Rivers. The Pinkeen Rivers are tributaries of the Tolka. Recent flood modelling suggests that in a 1:1000 year event the floodplain extends into an area south of the LAP although not into the LAP area itself. A Flood Risk Assessment (FRA) for the LAP was not deemed necessary. A FRA for individual applications will only be required if a Flood Risk has been identified in accordance with the Planning System and Flood Risk Management - Guidelines for Planning Authorities 2009.

3.7 Groundwater

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, lakes and therefore influences its 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.

The Geological Survey of Ireland (GSI) has recently completed Groundwater Protection Zone Mapping for Fingal. It may be necessary to restrict certain types of development within this area in order to protect the groundwater bodies.

3.8 Water Quality

The Water Framework Directive (WFD), 'establishing a framework for community action in the field of water policy', became effective in 2000. The WFD requires that all member states adopt a comprehensive integrated river-basin based approach to water management. Its aims include expanding the scope of protection to include surface waters, ground waters, transitional and coastal waters, achieving 'good status', for all waters by 2015, basing water management on river-basin districts and getting the public involved in water management. All of Fingal is within the Eastern River Basin District (ERBD). The background to the processes and the reports of the ERBD are available at www.erbd.ie

In 2009, a Programme of Measures was established for each Water Management Unit (WMU) within the river basin district as part of the ERBD River Basin Management Plan 2009-2015. The proposed development lands at Cherryhound are located within the Tolka WMU. The Tolka WMU has been designated as 'poor status' by the EPA under the Water Framework Directive.

3.9 Transport

Public Transport consists of the Dublin Bus No. 40D from Tyrrelstown to Dublin City, (with a frequency of forty buses in each direction on weekdays) and the Urbus bus service linking Castleknock to Swords, Monday to Fridays only, (with a frequency of eight buses from Castleknock to Swords and a frequency of eleven buses from Swords to Castleknock). Improved bus services are essential to meet future travel demand. Current employment densities for the most part are low in the North Blanchardstown Employment Catchment Area due to the nature of the enterprises with a number operating through shift-work. Projecting the existing employment density into the future, the demand on public transport is likely to be confined to peak hours, with bus as the service.

The Tyrrelstown to Cherryhound Planned Strategic Road Link is the principal means of serving the subject lands whose strategic assets include proximity to the motorway network. The Link Road is currently under construction and due for completion Spring 2013. It will consist of a dual

carriageway with a number of roundabouts, enabling access to zoned undeveloped lands on either side. The carriageway width is 7.5 metres wide, with cycle tracks of 1.75 metres and footpaths of 1.8 metre wide. Grass margins also feature. The full range of services is provided for in the road design – gas main, telecommunication industry, foul and surface water mains, ESB, telemetry and public lighting.

The Council will promote a sustainable modal split between public transport, bicycles and private cars through the provision of mobility management plans by employers.

3.10 Strengths, Weaknesses, Opportunities and Threats

A SWOT analysis of the subject lands reveals the following:

Strengths

- Lands zoned for development
- Area designated for LAP
- Local Authority commitment to development
- Strategic location in the Greater Dublin Area close to existing employment zone, large population, Dublin Airport, Dublin Port and the hub of the National Motorway system
- Lands ideally suitable topographically for development
- Main Link Road at advanced construction stage
- High visibility from M2
- Availability of broadband and public utilities

Weaknesses

- Multiple land ownership
- Restricted financial capacity of public and private sectors
- Requirement for substantial local infrastructure development
- Reliance on investment in wider Dublin Region – waste water treatment plant and water supply.

Opportunities

- Large area of vacant land capable of easy physical development
- Large tracts of land owned by developers eager to pursue development when economy improves
- High visibility from motorway facilitates marketing of development
- Lands capable of being forward planned in a co-ordinated manner

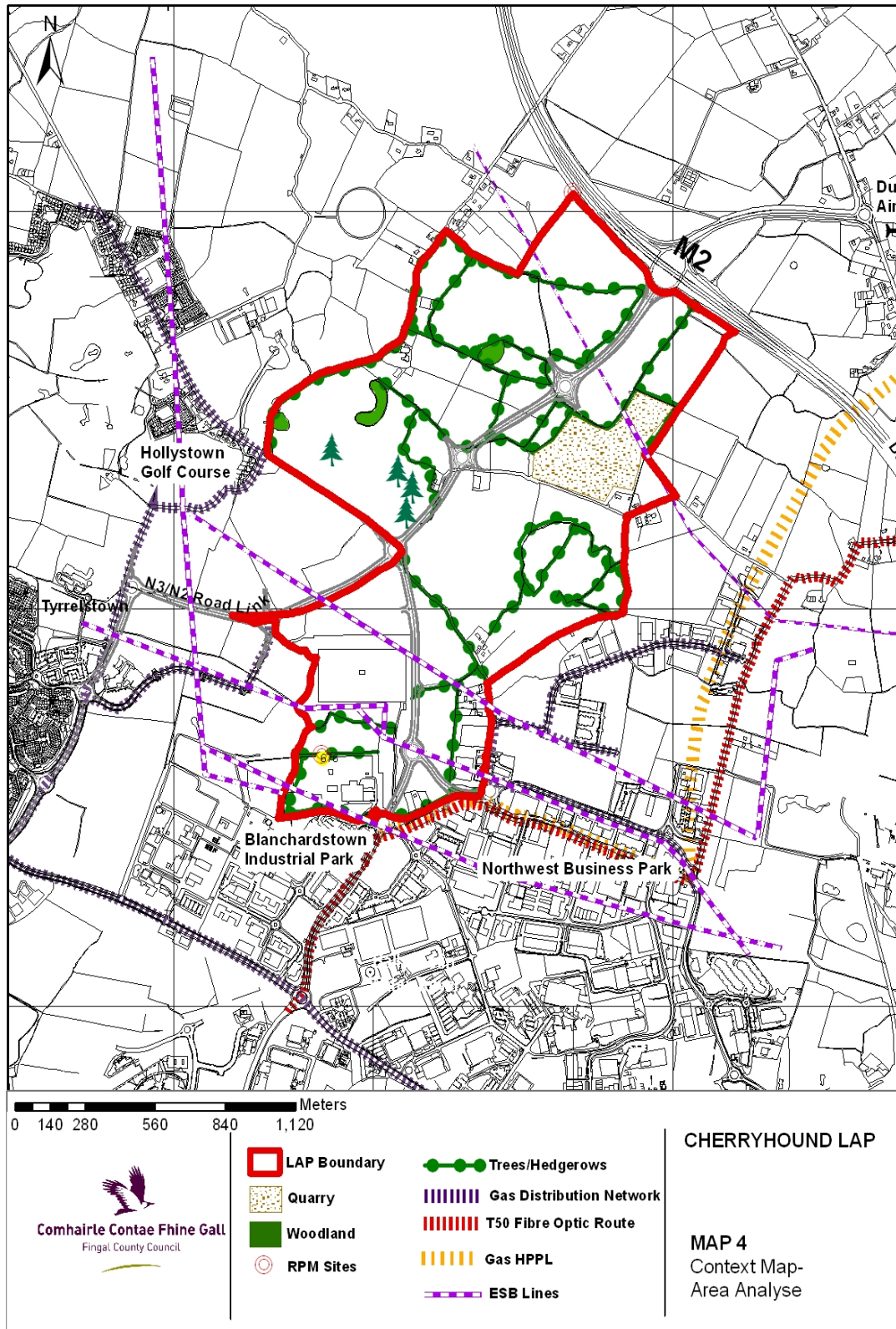
- Absence of features affords opportunities for economic layout and creative physical design response

Threats

- Continued economic uncertainty will inhibit investment leading to development stagnation
- Reduced public / private finances available for provision of any improvements in either local or wider infrastructure
- Landowners not co-operating with each other or with Local Authority

3.11 Context Map

Map No. 4 highlights the main context elements for the LAP lands – trees/hedgerows, archaeological feature, existing roads and services.



4.0 DEVELOPMENT STRATEGY

4.1 Overall Strategy

The overall strategy of the LAP is to provide a platform to attract investment to develop a new high quality employment area to serve the employment needs of the wider Dublin Region.

This will be achieved through the:-

- Development of infrastructure services, in particular the delivery of the Tyrrelstown/Cherryhound Link Road (Spring 2013)
- Development of a high quality environment guided by means of an urban design framework and land use strategy attractive to investment
- Exploitation of the location with easy access to the national motorway system
- Development of a flexible framework capable of responding to changing conditions in economic and employment conditions in a sustainable manner

4.2 Character Areas Strategy

Given the large size of the study area, a key strategy will be to develop individual character areas in order to create a sense of identity and achieve a high quality environment. This will assist in orientation and provide visual variety and interest. It can be achieved by use, scale and density of development, by exploiting existing features in the landscape and/or by new physical design and/or landscaping. In the design of these character areas particular attention must be given to the protection of the amenities of residential properties in the area. The character areas identified for the lands are:

- Green Infrastructure Areas
- Gateway Area
- The Nodes
- The Quarry Area
- General Employment Areas
- Existing Development Areas

Map No. 5 illustrates in broad terms the location of character areas.

4.2.1 Green Infrastructure Areas

A network and hierarchy of green infrastructure will be incorporated throughout the area to form a legible, accessible and pleasant outdoor environment. This is considered to be a crucial infrastructure requirement of the Local Area Plan in addition to the new physical infrastructure. As previously noted, the area has few features natural or otherwise to structure a layout. However it has a significant tree grouping in the west and two smaller groupings, one further west and another to the north east of this main grouping (Map no. 4 above). These tree groupings have a strong visual presence. They provide an ideal opportunity to create amenity space of a particular character to serve the new working population. Such spaces will be necessary given the likely future working population in excess of 9,000 people. Other green areas will be dispersed throughout the Local Area Plan lands and linked accordingly. More intense development is appropriate around these features to enable the working population avail of amenities. In addition, the existing hedgerows can also be significant elements in determining the layout and defining character areas whilst also acting as wildlife corridors, links, landscape features and screening devices.

The open space, tree groupings and hedgerows will have overlapping green infrastructure roles including biodiversity, sustainable water management and archaeology.



Existing Tree Groupings

4.2.2 Gateway Area

The junction with the M2 Motorway is the most important entry point to the study area. This area is highlighted in addition to 'GE' uses, for hotel use, office developments and logistics uses in the Fingal Development Plan 2011-2017 (see L.O. 365 under Section 2.2.4). The provision of such land uses will assist in creating a special character area. It will be signalled with high profile landmark buildings, a particular urban design layout, high quality design, visual continuity and pedestrian/cycle friendly environment.

4.2.3 The Nodes

The roundabout junctions along the Link Road will provide opportunities to signal particular uses and buildings of landmark quality. These points of intersection will act as important locations for services, with the provision of differing high quality design, material and colour palates to differentiate and characterise the individual areas. The sites adjacent to the roundabouts are suitable locations for landmark buildings and can act as gateway entrances to the various proposed character areas. Landmark buildings do not necessarily have to be high to achieve their objectives in urban design terms. The planning authority will, however, at its discretion accept an increase in building height, where it can be demonstrated that there is a strong urban design rationale for doing so. The position of various land uses, materials used, heights and design of buildings will serve to characterise the various nodes within the LAP lands.

Cherryhound Service Centre is positioned close to the existing Tyrrelstown Local Centre, the main retailing/service area chosen to serve the Tyrrelstown/Cherryhound area. The proposed location for the LAP service area is the area to the north of the most central roundabout. This LAP Service Centre will be of a scale and type so as not to compromise the vitality and viability of Tyrrelstown Local Centre and function to serve the local need of the working population only. The overall net floor area is not permitted to exceed 1000 sq m. One sole individual unit shall be permitted up to 300 sq m net floor area. No other individual unit is permitted to exceed 150 sq m net floor area. The land uses permitted are to be consistent with the use classes related to zoning objective 'GE'- General Employment as contained within the Fingal Development Plan 2011-2017. These include the land uses 'Restaurant/Café' and 'Retail – Local <150 sq m nfa' as permitted in principle. Both of these uses are subject to the caveat 'to serve the working population only'. Other land uses which may be considered include Community Facility, Fast Food Take-Away, Childcare Facility, Health Centre and Office ≤ 100 sq m. The wider range of higher order facilities are available in Blanchardstown Town Centre and Neighbourhood, Local and District Centres in the vicinity.



Local Services at Tyrrelstown

4.2.4 The Quarry Area

The quarry presents a particular challenge. The planning permission granted for the quarry requires it to be re-instated for agricultural use. The Fingal Development Plan 2011-2017 has a specific objective that facilitates its current operation. The zoning of the lands for employment uses will however encourage its development for a more urban use once the quarry is exhausted. Substantial additional costs are involved in re-instating the lands to a development standard in terms of drainage, nature of the fill, possible remediation and structural solutions for buildings. In the short/medium term, redevelopment may therefore be less competitive. Alternative uses may include a garden centre, uses of a recreational nature e.g. rock climbing, or use as a centre along the lines of the Eden Centre in Cornwall, which uses a disused clay mine as a major visitor attraction. The nature of the landscape here will allow for the development of a unique character area.



Eden Centre in Cornwall

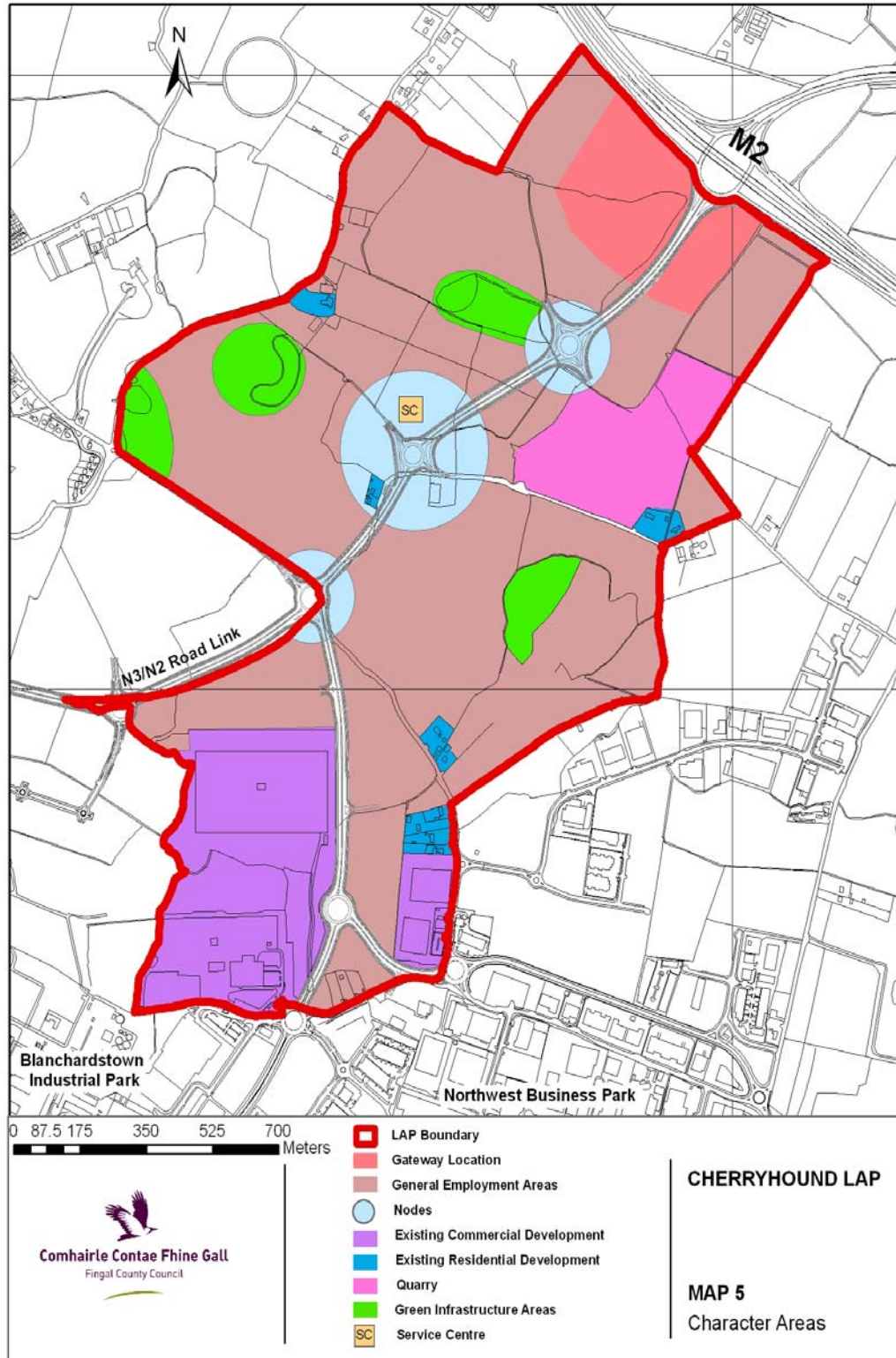
4.2.5 General Employment Areas

These areas comprise much of the Local Area Plan landbank. The 'GE' zoning on these lands aims to provide opportunities for general enterprise and employment. It allows for a variety of permitted uses (see Section 2.2.2 for list of uses permitted in principle) and allows consideration for uses which are neither 'permitted in principle' nor 'not permitted'. Such uses will be assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan. The lands are planned to be highly accessible, permeable and legible with provision for compatible industry and general employment uses. The LAP lands are zoned for GE-General Employment purposes. GE land uses will generally be in the order of between 1 employee per 50 sq m and 1 employee per 100 sq m.

Grouping similar users together such as own door business users, or indeed large-scale enterprises can create character areas. A small vehicles sales area containing car, motor bicycle and bicycle showrooms or other specialised user group could also create an area of particular character. It is envisaged that this character area will group uses together to create smaller areas of character, where it is practical to do so.

4.2.6 Existing Development Areas

These areas lie mainly to the south of the LAP lands. The character is determined by the existing development on site. This comprises a large ESB complex incorporating an office building, storage facilities and extensive sub-station, in addition to being the location for a number of residential sites and small commercial developments. This area of the LAP lands contains the disused 'Dolly Heffernan' pub site with planning permission for a development comprising of a 6 storey hotel/medical consultancy building and an ancillary 2 storey medical centre/health gym.



4.2.7 Character Areas Objectives

The nature of the land uses enabled in the zoning for General Employment will result, generally, in a consistency of employment generating use types throughout the LAP lands. The 'permitted in principle' use types outlined in Section 2.2.2 are for the most part compatible with one another. Every effort will be made to encourage permitted uses that will assist in the animation of the distinctive character of the area. The proposed local service centre will provide such an opportunity. The quarry may also present an opportunity such as provision for a garden centre use. Residential property will require boundary screening and buffering from the employment uses. Extensive landscaping is envisaged at these locations. Open amenity space to cater for the needs of those working in the area will also be provided. The lands are located under the flight paths of aircraft using Dublin Airport. This may pose considerations on the nature and scale of uses and on provision of noise insulation.

The Planning Authority will:-

- CA1 Seek to develop as wide a range of uses as is possible within the permitted land uses
- CA2 Provide for a services centre to facilitate local working population needs
- CA3 Seek the provision of 'GE' uses and uses permitted under LO 365 at the Gateway Area
- CA4 Provide for open amenity space to cater for the needs of those employed in the area. The open space provision will involve overlapping green infrastructure uses to include biodiversity, sustainable water management and archaeology.
- CA5 Provide boundary treatment and buffers adjacent to residential properties
- CA6 Seek to reinvent permitted land uses in the quarry area
- CA7 Provide opportunities to signal particular uses and buildings of landmark quality at selected nodes

4.3 Movement Strategy

The Movement Strategy aims to ensure that:-

- The development of the area is consistent with the transport policies and objectives of the Fingal Development Plan 2011-2017 and the National Transport Authority (inclusive of the Draft Blanchardstown Transportation Framework prepared jointly by Fingal County Council and the NTA)
- Public transport, cycling and walking are prioritised
- Mobility Management Plans be submitted with larger developments
- Movement infrastructure is designed to appropriate standards with safety as a priority

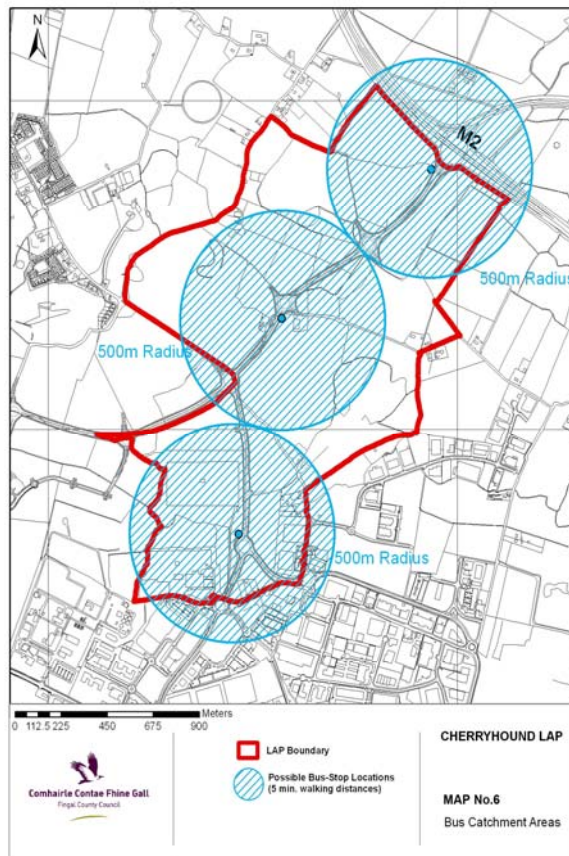
The nature of the uses permissible in the area means that reliance for goods movement will essentially depend on HGVs and on investment in road infrastructure. This in turn means providing roads of suitable width and design standard to accommodate such vehicles.

4.3.1 Public Transport

Public transport will be by bus. There are no plans for any fixed rail facility to serve the study area. Bus services will respond to higher demand by increasing service, re-routing existing services or possibly introducing new routes. Buses will use the Link Road as it traverses the area centrally and can serve a catchment to either side.

A 5-minute walk is the limit considered desirable from a Bus Stop in isochrone terms (although people will walk further distances).

MAP No. 6 BUS CATCHMENT



The above map illustrates how public transport coverage could be achieved over a significant portion of the LAP lands without buses having to leave the M2/N3 link road. The walking distance

is represented as an '*as the crow flies*' distance. It is important that pedestrian routes are developed that provide the shortest possible routes to the bus stops. Stops will be included at both the working population local service centre area and the Gateway area. In the short term, individual private bus arrangements may need to be put in place pending the build up of population in the area. There are numerous examples in the Dublin area of private bus provision such as the link from East Point Business Park to Clontarf Dart Station.



Bus Stop Provision at Institute Technology Blanchardstown

4.3.2 Pedestrian and Cycle Movement

Movement by pedestrians will be planned to be easy, direct, attractive and safe. The design of the Link Road features separate defined pavements and crossing points close to major junctions that are direct, at-grade and signalised. The new internal road network will similarly include separate defined pathways, as well as other pathways providing short access to desired destinations and amenity areas. Cycleways are included in the design of the Link Road (both sides). The new internal road network will feature similar cycle ways to either side or other routes along short desire lines. Connections to neighbouring areas and adjoining lands will be important to integrate/provide for direct and easy linkages. A shared cycle scheme will be encouraged. There are examples in business estates where companies provide such schemes for tenants e.g. Chiswick Park in London. A scheme such as the Dublin Bike Scheme may be developed in the wider Blanchardstown area.

Anticipated desire lines are towards the proposed service centre, Gateway Area, amenity areas and towards Hollystown, Tyrrelstown, Institute of Technology Blanchardstown, Abbotstown National Sports Campus and the wider Blanchardstown area.



Dublin City Bike Scheme

4.3.3 Goods Vehicles

Goods vehicles will be the significant presence in the LAP area. Ease of movement and safety considerations will be paramount. The internal distributor roads will cater for all vehicle sizes. Cul-de-sac layouts will be restricted to minimize any reversing movements by HGVs on public roads.

4.3.4 Private Motor Vehicles

Private motorcars will be the main means of transport of choice in the initial development years. To maximise efficiency of sustainable transport means with the use of cars, a Mobility Management Plan will be required as part of a planning application for larger developments.

4.3.5 Car Parking

The Fingal Development Plan 2011-2017 (Table TO3b) sets out the appropriate car parking standards applicable to the various use categories permissible within the employment zoning. Good surface treatment and appropriate landscaping will be utilised to reduce negative visual impacts arising from surface parking.

4.3.6 Bicycle Parking

Bicycle parking will be required at the bus stops, the service centre and at each building. Parking will be sheltered in all cases. The Fingal Development Plan 2011-2017 (Table TO1) sets out the appropriate standards applicable to bicycle parking requirements.

4.3.7 Movement Objectives

The Planning Authority will:

- MO 1 Seek the creation of an efficient, functional and safe system for all vehicles, cyclists and pedestrians
- MO 2 Require development of the area to be consistent with the mobility/transport policies/objectives of the current Fingal Development Plan
- MO 3 Encourage an incremental modal split in favour of public transport, cycling and walking as opposed to use of private motorcars
- MO 4 Provide for sheltered bicycle parking at key locations including the service centre and at new employment buildings
- MO 5 Provide for bus stops at optimal locations
- MO 6 Provide for a linked cycle network
- MO 7 Require high quality landscaping /screening to car parking areas
- MO 8 Require, where necessary, all roads to be of a design and standard to accommodate HGV's
- MO 9 Locate higher density employment uses close to public transport
- MO 10 Provide access to the RU lands to the south east of the LAP lands, identified by Local Objective 377
- MO 11 The delivery of offices and hotel in the Gateway Area shall only be permitted where the commensurate level of public transport is being provided to serve such uses.

4.4 Public Infrastructure Strategy

The Public Infrastructure Strategy is to facilitate the provision of such facilities to allow development to proceed. Section 3.5 above details the existing and planned public facilities in the area. In relation to water supply the lands will be served by a 300mm diameter distribution main running along the new Tyrrelstown/Cherryhound Interchange Link Road. The existing 9C Sewer will be utilised for the foul drainage where available capacity exists. Provision is made in the Tyrrelstown/Cherryhound Link Road for suitable ducting/wayleaves to accommodate power

services in addition to provision for broadband. The Dublin T50 broadband ring located on the southern border of the LAP lands provides an uninterrupted physical link with two major transatlantic fibre terminator points and provides excellent broadband opportunities for companies in the area.

4.4.1 Public Infrastructure Objectives

The Planning Authority will:-

- PI 1 Progress the provision of local authority services in the area to meet development needs.
- PI 2 Seek the provision of services by the main utility suppliers
- PI 3 Support the provision of 110kV electrical sub-stations at suitable sites throughout the LAP lands where required.

4.5 Open Space / Green Routes Strategy

The Fingal Development Plan 2011-2017 sets out a number of open space objectives for LAPs and development proposals, GI10 – GI41. A key objective of green infrastructure planning is that green infrastructure management and provision is integrated with plans for growth and development, Objective GI10, Fingal Development Plan 2011-2017 states 'require all Local Area Plans to protect, enhance, provide and manage of green infrastructure in an integrated and coherent manner addressing the five GI themes set out in the Development Plan – Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Architectural Heritage, and Landscape'.

The LAP provides for a variety of open spaces appropriate for employment uses. These spaces will assist in orientation and provide amenity for those working in the area. Landscaping/open space also provides for species diversity and wildlife corridors.

The provision of open space in employment areas must be self-policing in its nature. It is vital that the spaces are bounded by public roads or overlooked by buildings.

The Fingal Development Plan 2011-2017 has an objective for a buffer zone between the future employment uses and the existing residential properties.

4.5.1 Overall Quantum / Location

The overall quantum of open space will be 10% minus the area occupied by the Link Road. This will consist of the open spaces, civic spaces and buffer planting. Open space is to be provided in tandem with development. The overall quantum, location and delivery timeframe of open space will be determined through the Development Framework Area process.

The location of the spaces is determined by:-

- Responding to the existing landscape character
- Utilising the main tree groupings for structuring purposes
- Using the archaeological sites for structuring purposes
- Selecting central areas convenient for use by working population
- Providing buffer zones between the LAP area and neighbouring uses in particular residential
- Utilising the existing provision of hedging for green corridor purposes

The main open spaces proposed are shown on Map No 8 and include the following:-

4.5.2 Main Tree Group

This kidney shaped tree plantation is in mixed condition with species of Horse Chestnut, Beech, Oak, Ash and Norway Maple. It provides shelter from easterly winds. Its shape suggests a circular park area. Access is available to the public road, which will increase public use by those living in the residential development at Hollywoodrath and Hollystown.



Open Space overlooked by buildings

4.5.3 Other Tree Groupings

There are 2 smaller groups of trees, one at Hollystown and the other at Killamonan. Both are in mixed condition, relatively small and have significance given the scarcity of such features.

The Killamonan tree group is suitable as a rectilinear open space. Trees within it are mainly oak and horse chestnut and are in mixed condition.

The Hollystown tree group is located bordering the St Margaret's to Hollystown link road. It consists of a line of old beech with sycamore and a little ash. The trees are tall with the ground flora grassy and no evidence of regeneration.

There are some strong field boundaries and individual freestanding trees just west and north of Bay Lane. Whilst their condition is mixed, effort should be made to retain them to assist in structuring the layout of the area.

4.5.4 Civic Space

An urban civic space is identified for the Gateway Area.

4.5.5 Public Realm

The overall layout will be campus style. The scale of roads will match the needs of the enterprise uses. Landscaping will be required along the roads and within individual sites. Landscaping within private sites will be required to relate to the planting within the public realm.



Blanchardstown College and Business Technology Park Public Realm

4.5.6 Play Area

A play area to be provided at the Gateway/Cherryhound junction where deemed appropriate having regard to particular uses proposed.

4.5.7 Buffer Planting

In addition to the buffer/landscape planting throughout the plan lands, planting will be required in accordance with Local Objectives 368, 380 and 395 as set out in the Fingal Development Plan 2011-2017.

4.5.8 Open Space/Green Routes Objectives

The Planning Authority will:-

- OS 1 Require the development of 10% of the lands as open space
- OS 2 Require the retention of significant trees and hedgerows in good and fair condition and provide for wildlife corridors

- OS 3 Seek the creation of new open spaces based around existing tree groups and heritage features for passive and some limited active recreation
- OS 4 Require significant planting to create a buffer zone at the boundaries of the LAP with a particular focus between existing housing/areas zoned for residential development and areas zoned for employment use
- OS 5 Seek the development of a network of landscaped routes throughout the area linking new nodes of activity, linking to surrounding areas and providing attractive recreational walking and cycling routes
- OS 6 Require high standards in the public realm in terms of landscaping, lighting, signage and street furniture generally
- OS 7 Ensure that private sites are landscaped in a manner that is sympathetic to the landscaping of the public realm
- OS 8 Provide a play area at the Gateway/Cherryhound junction where deemed appropriate having regard to particular uses proposed
- OS 9 Provide for open amenity space to cater for the needs of those employed in the area. The open space provision should involve overlapping green infrastructure uses to include biodiversity, sustainable water management and archaeology.

4.6 Heritage Strategy

4.6.1 Ecology

An ecological survey was carried out on the LAP lands and is included as Appendix 3. The LAP lands provide a suitable habitat for mammal species such as rabbit, fox and badger. The mature tree copses also offer roosting potential for bats and are valuable ecological features in the area. 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 blue tit present in the area. The species of interest on the lands is also likely to include Yellow Hammer which is a red listed species of conservation concern 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 and pocket parks linked via pedestrian routes/green corridors to connect to the surrounding farmland and golf course located west and north of the Plan lands. The preservation of the tree groupings will facilitate the retention of suitable bat habitat.

4.6.2 Archaeology

The results of the archaeological assessment indicate the presence of 6 known archaeological sites within the LAP lands, i.e. a field system (RMP DU013-007), an industrial site (DU011-093: adjacent to LAP lands) and four sites excavated in advance of construction of the Tyrrelstown to Cherryhound Interchange link road. Additionally, four areas of archaeological potential were noted, namely two tree rings (which have been planted on archaeological sites) and two possible enclosures in the pattern of extant field boundaries. Finally, a vernacular building with thatched roof was noted at the south of the subject area. The LAP Area contains a number of townland placenames (some of which are unique, such as Killamonan and Godamendy). These names will form the basis for the naming of areas and roads within the subject lands.

4.6.3 Heritage Objectives

The Planning Authority will:-

- HO 1 Require the retention of all major tree groupings and hedgerows to preserve their value as habitats and wildlife corridors
- HO 2 Require ecological assessments to be carried out as part of planning applications where warranted
- HO 3 Preserve zones of archaeological potential in the form of suitably sized open space around the identified features to preserve possible sub-surface features and present them in a suitable manner
- HO 4 Ensure that development within the vicinity of the features is designed and sited appropriately, so that it does not detract from the setting or the zone of archaeological potential
- HO 5 Present the features in an appropriate sensitive manner including interpretive signage
- HO 6 Require historic place names to be used in the naming of areas/roads within the LAP
- HO 7 Require a geophysical survey to be undertaken across the LAP lands in order to aid the detection of sub-surface archaeological remains
- HO 8 Preserve tree-rings as green space utilising a 30 meter exclusion zone to ensure their protection
- HO 9 Require test trenching across the LAP lands at locations to be agreed with the Planning Authority. Trenches will be targeted on areas adjacent to the 6 known archaeological sites, at the 4 areas of archaeological potential and any areas of potential identified by the geophysical survey, in order to define their nature and extent

4.7 Sustainability Strategy

The LAP promotes environmental sustainability throughout the area by:

- A layout that enables good walking and bus/cycle transport access, which in time can reduce car dependence
- Requiring adherence to SuDS
- Requiring sustainable building design
- Using alternative sustainable energy where possible

The SuDS Strategy document must be adhered to in all developments. Suitable measures will ensure that the quality of run-off from roads, paved areas and roofs is improved by:

- Retention Ponds
- Wetlands
- Swales
- Green Roofs
- Rainwater Harvesting/Grey Water Systems
- Filter Drains
- Infiltration Trenches
- Permeable Paving and
- Detention Ponds

Many of these features can be exploited to provide attractive landscape and biodiversity features thereby creating an integrated green infrastructure approach. Care will be required to ensure that significant bird populations are not attracted to water bodies in view of its proximity to Dublin Airport and its flight paths.

Energy usage within development on the LAP lands will be minimised by:

- Passive Energy Design to optimise solar gain and store heat
- High Thermal Insulation Standards to walls, roofs and floors
- Maximising the use of Natural Ventilation
- Alternative Sustainable Energy, Solar, Wind, Photovoltaic
- Maximising Natural Lighting
- The use of Building Management Systems
- The use of efficient lighting systems

- Use of building materials derived from sustainable sources

The current Building Regulation Standards and environmental legislation will assist in achieving the required standard. Buildings will be designed to be adaptable. This can be achieved by minimising the structural supports within working areas and repeated use of modular space.

4.7.1 Sustainability Objectives

The Planning Authority will:-

- SO 1 Require the application of sustainable design principles to the layout, buildings and drainage in the LAP area
- SO 2 Ensure buildings are designed to maximize their sustainability and use of alternative energy source.
- SO3 The SuDS Strategy shall be adhered to in all development

4.8 Urban Design Strategy

Urban Design is the art of creating places of distinction that function efficiently and are visually attractive. This entails connections between places, movement in and out of buildings and places, attractive built form and relationship with the public realm. Other key considerations are the creation of safe public places that are self-policing, robust and easy to maintain.

Lands designated for employment uses are challenging in devising an urban design strategy that delivers an environment of quality, whilst maintaining flexibility for a wide variety of uses and sizes. Building typologies are frequently characterised by blank elevations at a large scale. In addition, the demands for ease of circulation for goods vehicles sets a road scale that makes space difficult to contain visually. Mono-usage and distances between units can create spaces that are lifeless and empty. The principal national guidance document relating to urban design is "*Urban Design Manual -- A Best Practice Guide*" published by the Department Of The Environment, Heritage and Local Government. More focused guidance is in "*Better Places to Work*" by CAFE and Llewlyn Davies Yeang, Thomas Telford Publishing. Both documents sets out criteria applicable in the subject LAP area which include:-

- Context - How does the built form respond to its context?
- Connections - How well connected is the development area to neighbouring areas?
- Variety - How does the LAP promote a good mix of activities?

- Efficiency - How does the LAP make appropriate use of resources, including land?
- Distinctiveness - How do the proposals create a sense of place?
- Public Realm - How safe, secure and enjoyable are the public areas?
- Adaptability - How will buildings cope with change?
- Amenity - How does the LAP cater for amenity?
- Parking - How will parking be secure and attractive?
- Detailed Design - How well thought out is the building and landscape design?

4.8.1 Context

The context for the LAP Area is mainly of fields in agricultural use, important tree groupings and a number of residential properties. The area for the most part is a blank canvas with considerable freedom available to establish a new built form. In particular areas, however, the tree groupings, residential properties and the M2/N3 Link Road will form an important consideration for context.

4.8.2 Connections

By spring 2013 the area will become very accessible with the opening of the M2/N3 Strategic Link Road. The Link Road will be a strategic planning gain and provide a critical connection from the existing employment areas north of Blanchardstown to the M2 and beyond to Dublin Airport, Port and City Centre. The Link provides for a spine around which other movement routes in the LAP Area can be structured. Local connections to adjoining residential and employment areas will be provided.

4.8.3 Variety

The approach taken is the creation of distinct areas based around the Gateway at the M2, the service centre, the open spaces and by assigning higher buildings and densities to locate around the open spaces. Reliance will also be placed on signature buildings at critical locations, particularly at the identified nodes.

4.8.4 Efficiency

The development will consist of modern sustainably designed buildings.

4.8.5 Distinctiveness

The layout is designed with features of open spaces, character areas and a requirement for landmark buildings.

4.8.6 Public Realm

All public space will be required to be overlooked by development and be bounded by roads in public use. A clear definition will be required between public and private space, so that all spaces have a distinct function and where responsibility for maintenance is clearly understood. Roads and parking are an integral landscaped element within the public realm design and must be treated accordingly.

4.8.7 Adaptability

Developments will be designed so that they can adapt to changing circumstances.

4.8.8 Amenity

Developments will be designed to ensure protection of residential amenities and a high quality environment for workers.

4.8.9 Parking

Carparking should, where feasible, be shared and overlooked by buildings to assist security. Ground finishes and landscaping should integrate with the public realm landscape design.

4.8.10 Detailed Design

A high quality of architectural design will be required in all buildings. The issue is dealt with in greater detail in the section on development management guidelines below. Buildings within the inner and outer airport noise zones will require good standards on noise insulation. This is particularly so in the case of any hotel that may be developed as part of the Gateway Area.

4.8.11 Urban Design Objectives

The Planning Authority will ensure that:-

UD 1 The built environment responds to the context

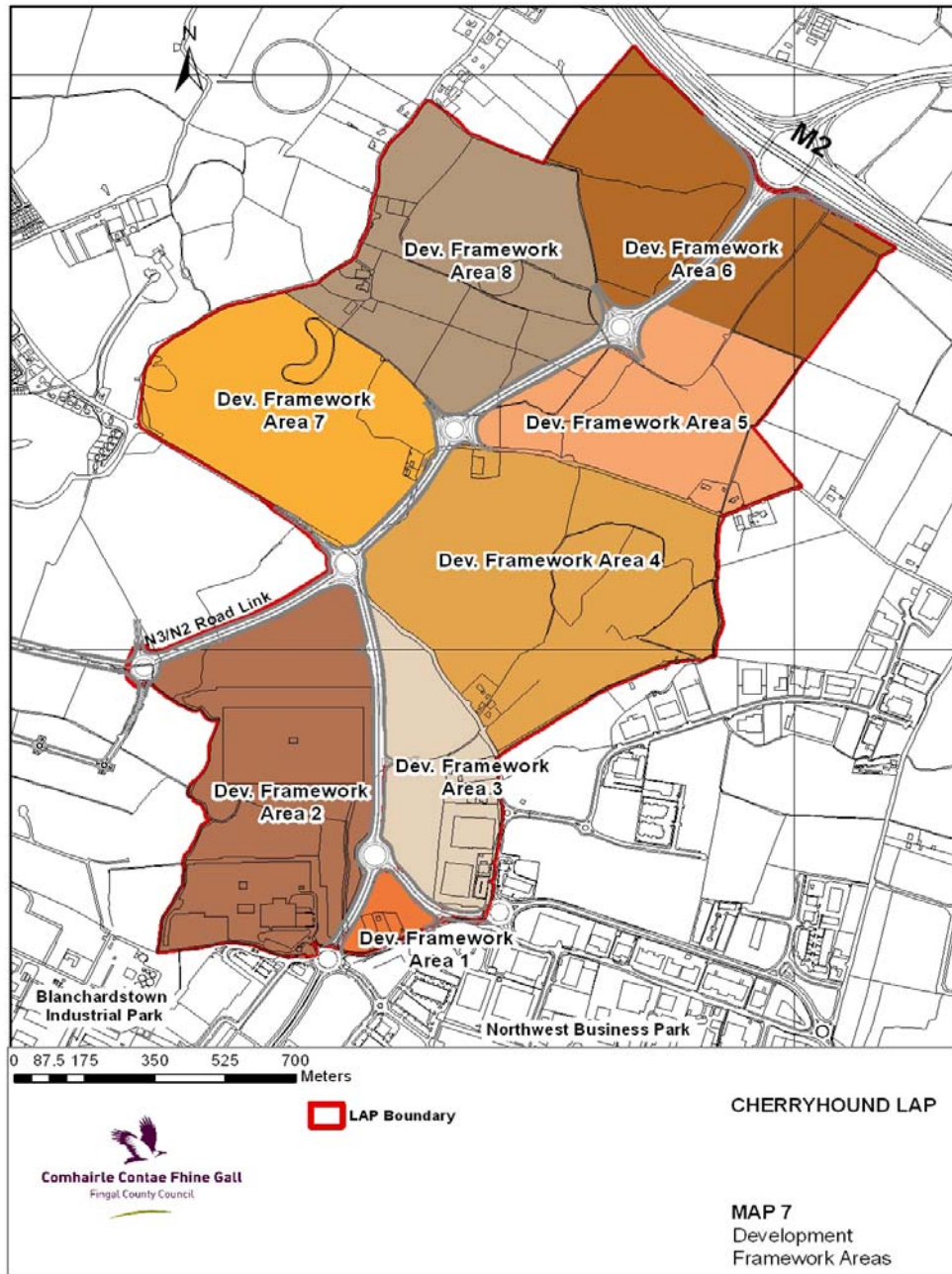
- UD 2 The development area is well connected to neighbouring areas
- UD 3 A good mix of uses is achieved
- UD 4 An efficient use of land is achieved
- UD 5 Distinct areas are created having a unique sense of place
- UD 6 A high quality safe public realm is created
- UD 7 Buildings are designed to cope with change
- UD 8 Sufficient and suitable attractive amenity space is provided for the working population
- UD 9 Parking will be secure and attractive
- UD 10 Architectural and landscape design is of the highest quality
- UD 11 Development to comply with the design standards for business parks and industrial areas contained within Appendix 4, Fingal Development Plan 2011-2017

5.0 DEVELOPMENT MANAGEMENT

5.1 Development Framework Area

The Local Area Plan land is divided into 8 separate Development Framework Areas (see Map No. 7). The Framework Areas are included in the Local Area Plan to ensure development occurs in a coordinated manner. A Development Framework must be prepared before development is permitted in any Framework Area. The purpose of the Development Frameworks is to guide the context parameters for development. The co-operation of all relevant landowners will be sought in the making of each Development Framework. A Development Framework is not a statutory plan. A Development Framework may be prepared even if no immediate planning application is envisaged, enabling landowners to have Frameworks in place long before applications are sought. The Development Frameworks can also be progressed at pre-planning application stage. The Development Frameworks will include details on:

- Massing and form
- Transportation layout/design– roads, walking, cycling, bus
- Building layout/ building lines
- Building design
- Landmark buildings
- Boundary treatment
- Landscaping
- Signage
- Open space
- Lighting
- Public art
- Parking
- Utility structures
- Loading service areas



5.1.1 Massing and form

The built form will be essentially that of a campus layout of individual buildings on separate sites. Variations in design/built form can include terraces for smaller units, which contain the public realm in a more urban fashion and provide identity and contrast.



Two-storey terraced own-door units



Two-storey units with integrated warehousing



Large freestanding Industrial unit



Large freestanding Industrial unit

In respect of height, many of the buildings will be high single or two-storey, typical of industrial buildings. Own-door offices or similar will range from two to four-storeys. Higher buildings to three and four-storeys will be encouraged along the Link Road to emphasise its importance.

5.1.2 Transportation layout/design– roads, walking, cycling, bus

The M2/N3 Link Road acts as the principal spine road serving the subject lands. The level of planting that could be achieved along the link road is very limited. Supplementary tree planting will be required along the boundary with the Link Road.

The internal roads to be designed to accommodate a full range of services. Separate pedestrian pavements are required for all roads and cycle ways for the busier sections of main distributor routes to be provided within the LAP lands. Intersections where pedestrian/cyclist and vehicles converge will be clearly marked. Entry points to a site will be kept to a minimum. Alignment of opposite entrances will be encouraged. All services will be placed underground.

5.1.3 Building layout/building line

A set-back is required for buildings along all roads. This is to achieve a regular building line and afford the opportunity to landscape the front of building area proximate to the public realm. The

line will vary in depth depending on the nature and the scale of use. Own-door/small units will be shallower than that of the large manufacturing and logistics units. Consistency in building line will be required at locations where buildings of a similar size and nature are proposed.

5.1.4 Building design

Siting and Orientation

The siting and orientation of buildings should exploit:-

- South aspect for solar energy gain
- Views of prominent features, trees, open spaces.

Architectural Design

Contemporary building design and finishes will be encouraged. Employment uses can lead to buildings that are difficult to scale. This is due to bulk and lack of elements that express a human scale such as entrances, doors, windows and human storey heights. It is important that such elements particularly glazing are maximised. The external expression of storey heights will be encouraged, as well as the articulation of corners, entrances and stairways.



Expressing the Corner



Expressing the Staircase

Material Finishes

Materials will be aesthetically pleasing and durable. The large extent of the LAP subject lands necessitates variation in materials including external finishes in creating the distinct areas e.g. featuring composite metal panels and glass with structural elements and the use of colour to distinguish certain areas.

External Plant and Machinery, Silos, Telecommunications Equipment

These items have the potential to be unsightly and must be part of the overall design.



Materials used to articulate different areas

5.1.5 Landmark buildings

The sites adjacent to the roundabouts are suitable locations for landmark buildings acting as gateway entrances to the various proposed character areas. Although landmark buildings do not necessarily have to be high to achieve their objectives in urban design terms, the planning authority will at its discretion accept an increase in building height, where it can be demonstrated that there is a strong urban design rationale for doing so.

5.1.6 Boundary treatment

Business parks and industrial areas in Fingal are intended to provide high quality physical environments for businesses and industry. Any boundaries with existing residential and commercial development should be co-ordinated to respond to the existing scale, use and character. Boundary treatments should, where necessary, take account of the need to act as noise buffers especially where the building adjoins a busy road. Where possible, existing vegetation should be preserved, enhanced and incorporated into the landscape design. The appearance and maintenance requirements of plant and tree selection will be considered. Boundaries which are visible from the public road (in particular boundaries which project forward past the building

line) will be of a high architectural quality. Palisade fencing to the front of any building line is to be avoided.

5.1.7 Landscaping

Landscaping will be used to emphasis entrances and pedestrian circulation routes. Buildings will be set within landscaped settings offering a high degree of passive surveillance. Planting of native species is to be encouraged.

5.1.8 Signage

All signage will be integrated into the surrounding landscaping. The materials, location, size, colour, height, scale, lighting and orientation of signage will not detract from the visual amenity of the area. Signage will not block the visibility of vehicular traffic or impede pedestrian or cyclist movement.

5.1.9 Open space

A variety of open spaces appropriate for employment uses is to be provided. These spaces will assist in orientation and provide amenity for those working in the area. Landscaping/open space also provides for species diversity and can act as wildlife corridors. The provision of open space in employment areas however must be self-policing in its nature. It is vital that the spaces are bounded by public roads and/or overlooked by buildings to offer a high degree of passive surveillance.

The preparation of the Development Framework Areas will consider the possible presence of bats, yellow hammer bird and badger.

5.1.10 Lighting

Lighting is critical to maintaining a secure and attractive environment in an employment area, however, care will be taken as lighting can in some instances be a source of pollution. Lighting therefore will be designed to eliminate and minimise excessive spill out beyond individual sites. It will not be used in a manner which would interfere with the safe movement of vehicles or the navigation of aircraft. The 'light trespass' from lighting sources to private yards and service areas into the public realm will be minimised where possible. Lighting standards can also assist in identifying the road hierarchy by the use of poles and fittings of a particular design and size. High quality design standards are required in order to create a brand identity of quality for the LAP and

also to respond to the architectural quality of buildings. Pedestrian circulation routes and entrances will be well lit.

5.1.11 Public art

Public art, aside from its aesthetic value, can establish and reinforce visual identity and sense of place. Outdoor sculpture of a robust nature will be encouraged on roundabouts and public spaces. Public sculpture will be a requirement for any civic open space at the Gateway Area. It is envisaged that this public art/sculpture would reflect the heritage of the area.



Public Art

5.1.12 Parking

Parking will be designed to:-

- Be part of an integrated building and landscape design using landscaping and buildings as screening
- Limit parking beyond the front building line to visitor parking, where feasible
- Parking areas will be buffered from the road with landscaping, earthen berms, half walls or fences to soften their appearance
- Discourage large surface car parks and require them to be broken up by suitable landscaping measures

- Parking areas will be designed to provide safe and convenient movement of vehicles and limit vehicular/pedestrian conflicts

Secure covered parking will be provided for bicycles and motorcycles. Gated parking and checkpoints will be designed to avoid queuing and security huts designed to integrate with the main building.



Planting used to screen parking

5.1.13 Utility structures

The quality of well finished buildings and high quality landscaping schemes has often been eroded by the poor location and badly thought design of utility facilities, such as electricity substations and telecommunication equipment cabinets. These utility structures will be of a high quality design and will not be located where possible forward of the front building line or on areas of open space.

5.1.14 Loading service areas

Loading bays can be a source of visual disamenity. Material dropoff, temporary storage and waste storage require accommodation. Ideally all loading, generators and waste storage will be accommodated within the building envelope. Otherwise they will be located at the rear or side of the premises away from main building entrances and appropriately screened to minimise impacts on views from the public realm.

6.0 IMPLEMENTATION

6.1 Phasing

The Local Area Plan prepared for the lands at Cherryhound indicates in broad detail the manner in which the Council considers the lands will be developed for enterprise and employment generating opportunities.

It is an objective of the Planning Authority to ensure the timely and orderly development of the Cherryhound lands as part of the Blanchardstown North Employment Catchment Area. The development will likely occur over a 15-25 year period having regard to market demand and the timely supply of infrastructural services.

Development will be phased to ensure that the infrastructure required is provided in tandem with development. Phasing can also help to ensure the sustainable and efficient integration of development with public transport infrastructure. The LAP has two indicative phases. Phase 1 includes all land to the south and east of the M2/N3 Link Road and the Gateway Area. This initial phase includes those areas adjacent to the existing employment lands located to the south. Phase 2 includes all remaining land to the west of the M2/N3 Link Road (see Map no. 8).

Having regard to the nature, scale of the use proposed, locational requirements or significant employment potential, developments in Phase 2 may be brought forward and permitted in advance of any development in Phase 1. The two phases of development are indicative only and not time specific. Similarly, the phasing of development is not location specific and may occur within any of the lands subject to the necessary infrastructure being provided.

The commencement of development within the Local Area Plan lands will be managed through the individual Development Framework Area Plans and through careful consideration of planning applications. Development may commence on any part of a landowners holding, subject to overall compliance with Local Area Plan and Development Plan requirements at Development Management stage.

6.2 Funding and Development Contributions

No Special Contribution Scheme is currently anticipated for the development of the subject lands. Contributions in accordance with the Planning Authority's Section 48 Development Contribution Scheme will be required. Applicants for development will provide the local infrastructure servicing

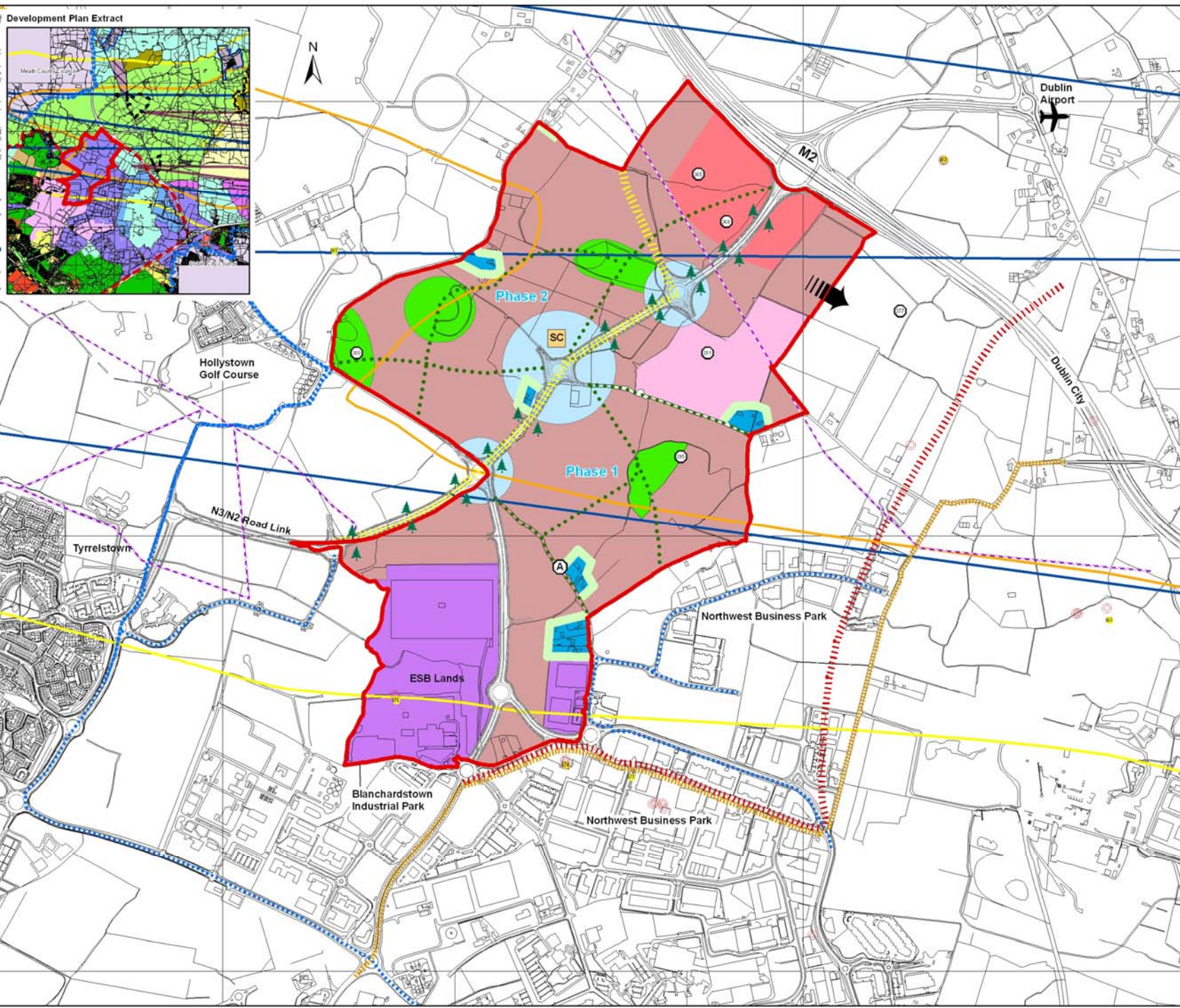
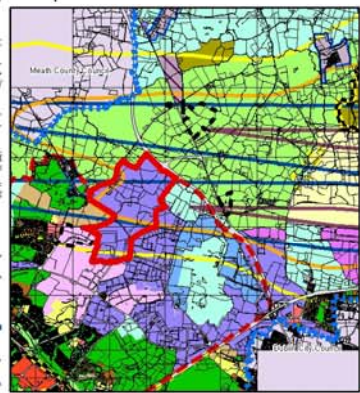
their individual lands (roads, water supply, drainage, ducting for utility services etc.). Developers will co-operate with each other in the provision of services and 'ransom stripping' will not be permitted. The Planning Authority will adopt a co-ordination and facilitation role to ensure privately provided services are properly designed in an integrated and economic manner to best service the LAP lands.

7.0 COMPOSITE MAP

Map No 8 is the composite LAP Map. It illustrates the network of roads, cycleways and pedestrian routes and includes:-

- Character Areas
- Phasing
- Open Spaces
- Utilities
- Residential Interfaces
- Service Centre
- Development Plan Local Objectives
- Archaeological Sites
- Protected Structure

Development Plan Extract



Cherryhound
Local Area Plan

Legend

- Cherryhound LAP Boundary
- Gateway Location
- General Employment Areas
- Node
- Existing Commercial Development
- Existing Residential Development
- Quarry
- Open Space Area
- 220kv line
- Residential Interface
- Indicative Pedestrian/Cycle Links
- Gas Pipeline
- Distribution Network (Gas Pipeline)
- T50 Fibre Optic Route
- Phasing
- Outer Public Safety Zone
- Inner Airport Noise Zone
- Outer Airport Noise Zone
- SC Service Centre
- Possible Future Access to adjoining Lands
- A High Quality Landscaping
- A Dev. Plan Local Objectives
- + Archaeological Sites
- ★ Protected Structures

Proposed Local Objective
 A To cul-de-sac Mitchelstown Road immediately north of northern most dwelling

- Development Plan Local Objectives**
- No 365 Consider, within the context of the LAP, the provision of a high quality mixed-use gateway development including hotel, office development and logistics uses.
 - No 368 Ensure a high level of landscaping and tree planting along the route of the N3/N2 Link Road at Kilmoran/Cherryhound in order to soften the visual effect of the 'GE' lands around it.
 - No 377 Consider the long term use of these lands as part of the Kilmoran/Cherryhound LAP process.
 - No 380 Ensure that the LAP for these employment-generating lands at Kilmoran/Cherryhound provides for the use of the south-western portion of the lands as a high quality landscaped buffer area between industrial/commercial buildings and the residential areas. Roadside hedges, and existing trees, which are located along the south-western edge of the subject area and woods in the south-western area, will be protected where practicable.
 - No 381 Provide for the extraction of aggregates at this location.
 - No 395 Require a high level of landscaping and tree planting along the boundaries of these 'GE' lands at Kilmoran/Cherryhound in order to soften the visual effect of the industrial/commercial buildings.

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 2012/24/C/CM/FingalCountyCouncil