



# L U S K

# LOCAL AREA PLAN

PLANNING DEPARTMENT • MARCH 2009

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## EXECUTIVE SUMMARY

This Local Area Plan (LAP) sets out the development framework, objectives, guidelines and principles for the proper planning and sustainable development of Lusk over the next six years. It focuses on both the existing built environment of the town and the undeveloped lands within the development boundary. In addition the LAP provides an urban design framework and other policy measures to ensure the historic character of the town is enhanced. The LAP includes key development elements such as residential density, layout, and design requirements, road infrastructure and accessibility, community and recreational facilities, and open space.

An Environmental Report was prepared in conjunction with the LAP, as required under the Planning and Development [Strategic Environmental Assessment] Regulations 2004, as was an Appropriate Assessment, as required under Article 6[3] of the European Union Habitats Directive 92/43/EEC.

Lusk has experienced unprecedented growth in recent years. The 2006 Census indicated that Lusk Electoral Division had a population of 7,048, an increase of 70.6% since 2002. The vast majority of growth has taken place in Lusk itself, as Lusk has grown from a village to a town. Census 2006 indicates a population growth of 113% for Lusk town for the inter-censal period 2002 - 2006, when the population rose from 2,456 in 2002 to 5,236 in 2006. This was the highest growth rate for the inter-censal period of any town in the country with an existing population in 2002 in excess of 2,000. The significant population growth was paralleled by unprecedented growth in housing. The 2006 Census indicated the number of private households in Lusk town to be 1,939, an increase of 175% over the equivalent figure of 704 for 2002. Major new residential developments include Chapel Farm, Dun Emer and Lusk Village. However facilities and services have not improved sufficiently to cater for this growth nor did an earlier Action Area Plan provide for significant levels of employment generation. Many of the newcomers are young commuters who may not yet be fully integrated into the social fabric of the town.

The Fingal Development Plan 2005 - 2011 has been the subject of two recent variations, Variation No.25, adopted on 12th May 2008, and Variation No.31, adopted on 9th March 2009. The Development Plan as amended by Variations No. 25 and No.31, with their respective land rezonings and Objectives, provide the framework for this LAP. It is anticipated that under existing zonings, the population has the potential to grow from over 5,200 at present to at least 8,030.

The LAP aims to provide for integration of the new peripheral estates with existing communities and the village core, and promotes improvements to existing services/facilities to deal with recent and future growth. Social, economic and physical development is vital to

the regeneration of the village. Key opportunity sites for development to promote the vitality and viability of the core are identified in the LAP and urban design principles are provided to guide development proposals.

While the LAP ensures that the archaeology and built heritage is protected where appropriate it also allows for new development throughout the town provided it is of a high design standard and does not compromise the historic fabric of the town. The protection of important views of the former St. MacCullin's Church and Round Tower is a key aim of the LAP.

The needs to secure a high quality of urban design throughout the Plan area and ensure all new development is energy efficient and sustainable are themes that run throughout the Plan.

Movement within the town and environs is addressed through policies for the implementation of traffic management and traffic calming measures in order to direct traffic away from the town centre and slow traffic within the centre, where road sharing between different users is encouraged.

At present there is a serious deficit of social infrastructure including educational, recreational and community facilities. In terms of educational provision the LAP facilitates the provision of primary schools and a new secondary school. The new secondary school will follow the 'Fingal Model', to provide for the development of a community hub. Elsewhere the LAP supports the provision of enhanced community facilities and the development of recreational areas, playing pitches and open space.

The need to diversify the employment base and develop new employment opportunities to ensure the long-term viability and sustainability of Lusk is fully recognised in the LAP. The LAP promotes mixed use development sites within the urban centre to meet the long-term needs of residents. The designation of Science and Technology zoned land will also assist in diversifying the employment base.

The LAP will ensure new developments will be phased in an orderly manner to ensure that facilities are delivered in tandem with the planned increase in the town's population. This includes the provision of adequate foul water treatment, schools and community facilities.

## 1. INTRODUCTION

### 1.1 Background

Lusk is a settlement located just east of the R132 (old N1), approximately 6 km north of Swords, as illustrated in Map 1. Over the last decade Lusk, like many other towns and villages in Fingal, has experienced a rapid rate of growth. Lusk has grown from a village to a small town. Census 2006 indicates a population growth of 113% in Lusk town for the inter-censal period 2002 - 2006, when the population rose from 2,456 to 5,236. This was the highest growth rate for the inter-censal period of any town in the country with an existing population in 2002 in excess of 2,000. Most of this growth in Lusk has been the result of the large scale residential developments which have occurred over the past few years on the edge of the town. It is anticipated that under existing zonings, the population can grow from over 5,236 at present to at least 8,030.

#### Lusk Planning Issues Paper - January 2008

In January 2008 the Council published the Lusk Planning Issues Paper. The purpose of the Paper was to provide a rationale for the future development of Lusk. Importantly it set out the background against which the need to prepare any Variations to the Fingal Development Plan 2005 - 2011 could be assessed in order to inform the preparation of the LAP.

The Paper highlights the general characteristics of Lusk, including a review of its recent growth. It places the town in the context of national and regional planning strategies and policies, as well as those contained in the Fingal Development Plan 2005 - 2011. It identifies the main character areas and land uses within the town, the need for an LAP, and the key issues to be addressed in the LAP. Issues identified included:

|  |  |
|--|--|
| ● Level of Growth                            | ● Commercial, Retail and Services      |
| ● Relationship with neighbouring settlements | ● Employment Opportunities             |
| ● Heritage                                   | ● Water Services                       |
| ● Urban Design                               | ● Housing                              |
| ● Transport                                  | ● Public Open Space/Amenity/Recreation |
| ● Educational Provision                      |  |

Development options for the town are also considered, with one, a 'Moderate Re-zoning Alternative', recommended. This presumes consolidation largely within the existing development boundary while allowing for some rezoning mainly around the edge of the town.

#### Fingal Development Plan 2005 - 2011

The Fingal Development Plan 2005 - 2011 was adopted by the Council on 30th May 2005. A Variation to the Plan, Variation No.25 was adopted by the Council on 12th May 2008. A further Variation No.31 was adopted on 9th March 2009.

#### Strategic Environmental Assessment and Appropriate Assessment

An Environmental Report, prepared in conjunction with the LAP, as required under the Planning and Development [Strategic Environmental Assessment] Regulations 2004, as was an Appropriate Assessment, as required under Article 6[3] of the European Union Habitats Directive 92/43/EEC.

#### Other Studies

As part of the preparation for the LAP, consultants were commissioned to undertake an Archaeological Assessment of Lusk and prepare an overall Urban Design Study of the town. A Statement of Character for the Architectural Conservation Area (ACA) has also been prepared. The Transportation Department of the Council is currently preparing a Traffic Management and Calming Study. These separate studies have informed the preparation of the LAP.

### 1.2 Location and General Characteristics

Lusk is located approximately 18km north of the Dublin city centre, 6 km north of Swords, 3.5km west of the coastal village of Rush and 10km south of Balbriggan. The town is located within the Hinterland of the Greater Dublin Area as designated in the Regional Planning Guidelines and is surrounded by agriculturally zoned lands. It is situated between the M1 motorway and the Dublin /Belfast Rail Corridor. From the south the town is accessed from Regional Route R127, a spur off the R132 (old N1) route, linking Lusk with Skerries to the north. This Regional Route intersects with the R128, which links Lusk with Rush to the east.

Lusk is a historic settlement with notable built heritage and a distinctive character, which is set by the medieval street pattern in the village core and a number of protected structures, including several thatched cottages of regional importance. The 19th century Church of Ireland with its early Christian round tower and medieval tower c.1500 AD [referred to as the former St.MacCullin's Church and Round Tower] is located in the centre of the town. The church and surrounding graveyard is the dominant feature in the centre. The long history of continuous settlement, from prehistoric times, in the town and surrounding area has resulted in a wealth of archaeological finds with potential for further finds, which combined with the street pattern and significant number of protected and

unprotected vernacular buildings all provide a strong sense of place and local distinctiveness. Yet the potential of the town remains to be fully realised.

Surrounding the town core to the east, west and south of the existing centre there are established residential estates, on lands zoned under the 1999 Development Plan, which are yet to be fully integrated and connected to the established village. Development to the north-east, east and south-east is mostly contained within the eastern by-pass, which runs between the Dublin Road to the south and the Skerries Road. The urban edge to the west between these two roads is somewhat less defined.



## Variation No.25 for Lands at Lusk



SEA Statement  
May 2008

On the approach roads into Lusk the rural character is set by fields, hedges, old dwellings and thatched cottages and there are open vistas across the surrounding countryside and long distance views towards the former St. MacCullin's Church and Round Tower. Lands become more undulating towards the north giving good views back over the town.

### 1.3 Public Participation

Public participation has been a key feature of the LAP. During April 2006 and May 2006 the Planning Department invited pre-draft submissions and observations to begin the LAP process. Thirty submissions were received. The list of persons who made the submissions is given in Appendix A of the Lusk Planning Issues Paper. Where a submission relates to a specific area of land, the relevant area is shown in Figure 4 in Appendix A of the Paper.

In order to gain an insight into the issues facing Lusk at an early stage it was decided to undertake a 'Planning for Real' community consultation process. A participation exercise was carried out, involving various local stakeholders as a means of encouraging local input into the LAP process.

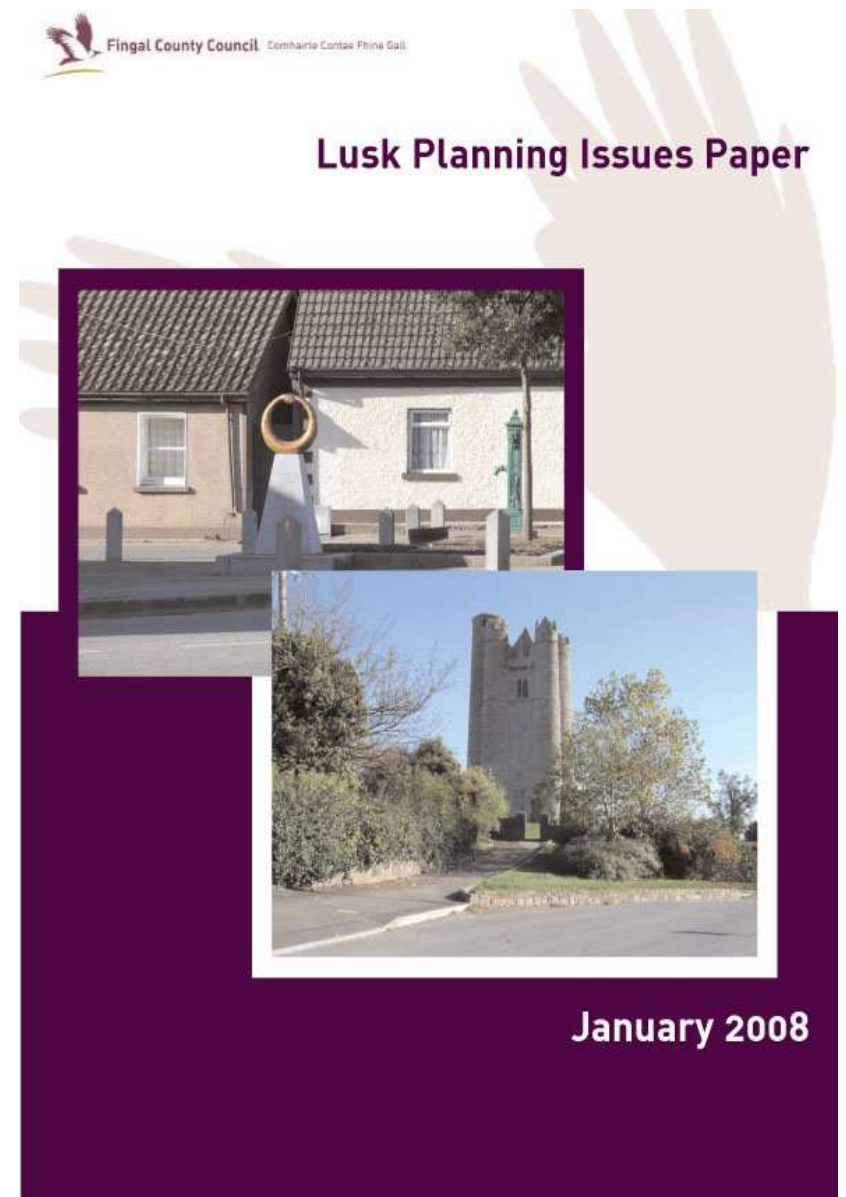
The Council commissioned a facilitator to undertake the participation exercise. The first stage was a public meeting held on 7th November 2006 at the Round Towers GAA Club. The meeting was attended by over 240 persons. The meeting sought to identify a vision for Lusk, and to consider the town's advantages and opportunities, the challenges and problems facing the town, matters relating to the town centre and the lack of and need for additional community facilities and amenities. A summary of the issues raised is given in Appendix C of the Lusk Planning Issues Paper.

On account of the wide range of issues raised, four themed workshops with representatives of local organisations were then held in late November and early December 2006, to explore the issues in more depth. The first workshop sought to establish a Vision for Lusk by asking what the local community would want to see in place for Lusk in the next six years. The second workshop explored what factors were likely to block the achievement of the Vision. The third workshop identified what strategic directions were required to move towards the Vision, while the final workshop sought to identify what practical actions needed to be taken to implement the new directions. A summary of the issues identified in the fourth workshop is given in Appendix B of the Lusk Planning Issues Paper.

The outcomes of the public meeting, workshop meetings and the earlier submissions have been used to assist the preparation of the LAP, in the first instance by helping to inform the Lusk Planning Issues Paper. This in turn provided the background to Variation 25 of the Fingal Development Plan. The public consultation period associated with Variation 25, included a well attended Information Day held in Lusk on 23rd February 2008, where interested persons were invited to ask

questions and encouraged to make formal submissions to the proposed Variation. The result was some 312 written submissions received to the Proposed Variation and accompanying SEA.

The public consultation period associated with Variation No. 31 included an Information Day held in Lusk on 6th December 2008 where interested members of the public were invited to ask questions and encouraged to make formed submissions. A total of 22 written submissions were received in relation to the Proposed Variation and accompanying SEA and AA. It is against the above background that the LAP and accompanying SEA and AA has been prepared.



## 2.0 PLANNING CONTEXT

### 2.1 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.

The NSS identifies both Lusk and Rush as towns with 'Urban Strengthening Opportunities', and 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 through enhancing the built environment, water services, public transport links and capacity for development in these areas. Accommodating such additional functions must however be balanced with protecting the character and quality of these towns."

However Lusk and Rush are not formally linked under the NSS.

In terms of the Hierarchy of Access to Social Infrastructure set out in Section 5.4.5, a 'small town' such as Lusk should have access to a range of services as detailed in Figure 5.1 of the Strategy.

There is recognition in the spatial strategy of the relationship between settlement size and the level of service that can be provided. Improved access can be secured through good quality roads, public transport, information about services and appropriate outreach provision of services.

### 2.2 Regional Planning Guidelines - Greater Dublin Area (RPGGA) 2004-2016

The Regional Planning Guidelines for the Greater Dublin Area are Regional Guidelines as defined under the Planning and Development Act 2000. Their purpose is to provide a long-term sustainable planning framework for the development of the Greater Dublin Area, set within the context of the NSS and the DTO's Platform for Change. The current RPGs cover a period of twelve years up to 2016; however they will be reviewed after six years, in 2010.

The RPGs distinguish the Metropolitan area from the Hinterland area with distinct development strategies for each area. Lusk is located within the Hinterland area, where development will be balanced by the concentration of development into a hierarchy of identified towns, separated from each other by extensive areas of strategic green belts.

This strategy indicates that more distant centres from the Metropolitan Area should experience more moderate growth (p.132).

Lusk is identified as a 'Moderate Growth Town' in the RPGs. 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 Swords and Balbriggan, and/or near a multi-modal transport corridor such as the Dublin-Belfast rail corridor that runs between Lusk and Rush. The settlements of Lusk and Rush are together identified as a 'Secondary Dynamic Cluster'. The idea of 'cluster settlements' suggests that villages or towns could be developed in a mutually dependent way, so that the amenities and economies of the whole cluster are greater than the sum of the parts.

One of the key objectives of the Guidelines is the clear definition of the boundaries of urban centres to ensure a clear division between rural and urban areas, and this is supported in the Fingal Development Plan by the policy which seeks to maintain the distinct physical separation of Lusk and Rush. This provision does not contradict the longer term goal of the Guidelines that geographically adjacent towns and cluster settlements could function as a single location with regard to securing employment opportunities. In this respect this LAP has had regard to provisions of the Draft Rush LAP.

The local growth from this category of centre will be achieved through enhancing the built environment and infrastructural facilities such as water services and public transport networks, while simultaneously protecting the character and quality of these towns. Recommendation 8.12 in the RPGs identified Lusk as one of the areas where wastewater treatment infrastructure needs to be expanded to take account of anticipated population and employment growth.

### 2.3 Transport Policy

'A Platform for Change' sets out the Dublin Transportation Office (DTO) Strategy to improve transport accessibility and reduce congestion in the Greater Dublin Area up to 2016. This includes provisions for the delivery of Quality Bus Corridors, DART/Suburban Rail/Metro and LUAS services, Park and Ride, National & Other Roads, traffic management, parking and cycle lanes.

The M1 Northern Motorway passes to the west of Lusk and supersedes the old N1 [now the R132]. The motorway provides a high quality link from Dublin to the border with Northern Ireland, and is crucial to providing fast reliable links between Belfast, Dundalk, Drogheda, Balbriggan, Swords, Dublin Airport, Dublin City and Dublin Port. Regional route R127 provides access to Lusk from the M1 at Lissenhall Junction to the south, via the R132 (old N1) junction at Blake's Cross. This motorway also links with the M50, providing direct access to the other major interurban routes radiating out from Dublin.

The Strategy includes plans for upgrading train stations and capacity

on Suburban Rail lines including the Dublin-Belfast Corridor, on which the Rush and Lusk Suburban Rail Station is located. This train station is located approximately one kilometre east of Lusk and three kilometres west of Rush.

### 2.4 Transport 21

Transport 21 is the Irish Government's National Transport Investment Programme for the period 2005 - 2016. Investment proposed covers the areas of national roads and public transport. Under this Programme a new metro line, Metro North, is planned to run from St Stephen's Green in Dublin City Centre to Swords, via Dublin Airport, terminating in the vicinity of Lissenhall some 5km from Lusk. The development is scheduled for completion in 2014. In time Metro North will also link with Metro West, planned to serve the western suburbs of Dublin. As part of Metro North a 2,000 space Park & Ride facility is proposed near the Lissenhall interchange. This will increase Lusk's accessibility to public transport.

The need to provide for increased capacity on the northern line, particularly at peak hours when trains are at or close to capacity is recognised. Transport 21 includes a number of rail projects of significance for Lusk. The most significant of these is the DART Underground - Dublin's Interconnector. This underground line will dramatically change Iarnród Éireann's Dart and Commuter network through the heart of the city, providing for a significantly increased frequency and capacity on trains serving a number of population corridors, including the Northern line which serves Lusk.

Other works include the City Centre Re-signalling Project which will give Iarnród Éireann much-needed flexibility to increase frequencies not only on the DART but also on the northern suburban lines. Proposed electrification of the Northern line to Balbriggan by 2015 and the introduction of new rolling stock will also increase capacity on the line.

### 2.5 Retail Planning Guidelines

A new Retail Strategy for the Greater Dublin Area 2008 - 2011 was agreed on the 17th July 2008. The Strategy does not alter the status of Lusk which remains categorised as 'Level 4: Neighbourhood Centre, Local Centres, Small Towns and Villages.'

The County Retail Strategy provides the strategic policy framework for the spatial distribution of new retail development, in accordance with the Retail Planning Guidelines 2005 and the Regional Planning Guidelines for the Greater Dublin Area 2004 - 2016.

Lusk is designated as one of the 'Level 4 Village Centres within the Hinterland Area', in the County Retail Strategy where it is envisaged that it will cater for mainly convenience shopping, with some tourism related comparison shopping. Strategy SS10 seeks 'to facilitate the local provision of shops and services in Level 4 Hinterland Area Village



Centres to meet the needs of existing and expanding populations'. The County Retail Strategy notes that the immediate potential for additional convenience floor space within the village has been recognised by the market, where there was an extant planning permission for a convenience store in the order of 1,000m<sup>2</sup> in size in the heart of the village. This permission has subsequently been developed. However the Strategy also recognised that 'there is potential for further development in the town centre, as identified in the Lusk Area Action Plan and this should guide new development for the foreseeable future'. The Strategy recognises that the needs of an expanding population must be kept under review. In particular 'The Council should assist delivery of new retail development within the village centre providing all traffic and environmental issues are addressed. In addition, smaller sites to meet local neighbourhood needs within new areas of residential growth should be identified and development briefs be produced to guide the scale and quality of development sought.'

## 2.6 Climate Change Strategy

The National Climate Change Strategy 2007 - 2012 was published by the Department of Environment, Heritage and Local Government (DoEHLG) in April 2007. This includes proposals and targets for the reduction of greenhouse gas emissions under the headings of energy supply, transport, residential development, industry, commerce and services, agriculture, land use and forestry, and waste.

## 2.7 Fingal Development Plan 2005 - 2011

The Fingal Development Plan 2005 - 2011 was adopted by the Council on 30th May 2005. A Variation to the Plan, Variation No.25 was adopted by the Council on 12th May 2008. A further Variation for Lusk No 31 was adopted on 9th March 2009.

### 2.7.1 Development Strategy for Lusk

The Development Strategy for Lusk is to consolidate the planned growth of this distinct and separate settlement and to ensure in particular that the level of retail and local services concentrated in the village core grows to serve the expanding village population. Expanding and future development will be consolidated within well defined town boundaries and the distinct physical separation of Rush and Lusk will be maintained. The 2008 and 2009 Variations did not amend the Development Strategy as indicated in the Fingal Development Plan (p.182)



### 2.7.2 Land Use Zoning Objectives relating to Lusk

There are six existing land use zoning objectives within the development boundary of Lusk. These various objectives accommodate a range of uses, which are indicated in the Fingal Development Plan 2005 - 2011 as varied.

The land use zoning objectives for the Lusk area, comprising established estates and the village core as well as an area of the rural hinterland, are as follows:

- **Objective SC:** To protect and enhance the special physical and social character of major suburban centres and provide and/or improve urban facilities.
- **Objective RB:** To provide for and facilitate the provision of agri-business uses.
- **Objective RS:** To provide for residential development and to protect and/or improve residential amenity.
- **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 RU:** To protect and provide for the development of agriculture and rural amenity.
- **Objective OS:** To preserve and provide for open space and recreational amenities.
- **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

### 2.7.3 Development Objectives for Lusk

The Fingal Development Plan, as originally adopted, included seven Development Objectives, Objective LUSK 1 - Objective LUSK 7. Variation No. 25 made a number of changes to the Development Objectives, deleting LUSK 3 requiring an Urban Centre Strategy, amending LUSK 4 as detailed below, and deleting LUSK 6 which required an Urban Strategy for the historic core. It also introduced LUSK 8 and LUSK 9. Objective Lusk 8 was subsequently amended by Variation No. 31.

The seven specific development objectives set out for Lusk in the current Fingal Development Plan are as follows:

#### Objective LUSK 1

*To protect and conserve the special character of the historic core of Lusk including the area of archaeological potential in the centre of the town.*

#### Objective LUSK 2

*To have regard to the special physical and social character of the core area particularly in the vicinity of St. MacCullins Church and Main Street, and to promote a conservation-led approach to the consolidation and redevelopment of the village core.*

#### Objective LUSK 4

*To address in the Local Area Plan issues of heritage and traffic management, to include:*

- *Cater for pedestrian and cycle movements.*
- *Provide for traffic calming measures.*
- *Suitable shared surface treatments on roads and lanes.*
- *Adequate car park provision.*

#### Objective LUSK 5

*To provide for a pedestrian and cycleway between Lusk and Ballealy.*

#### Objective LUSK 7

*To ensure that future development on lands adjoining St. MacCullin's Church:*

- *Protects and enhances the setting of the Church and Round Tower*
- *Opens up views of the Church and the Round Tower from within the village core*
- *Provides for a high degree of informal supervision of the church, round tower and graveyard*
- *Provides for appropriate and suitable uses*
- *Provides for a small car park facility to serve the church*
- *Enhances and reinforces the street pattern and streetscape in the core*

#### Objective LUSK 8

*To maintain the valued distinctive views of the monastic site from all approach roads in to the town, significant areas of open space and surrounding areas.*

#### Objective LUSK 9

*To develop and implement comprehensive and effective measures for Traffic Management and Traffic Calming and to carry out a study in that regard to include the following:*

- *Assessment of the existing traffic environment*
- *Review of traffic speeds within the town and approaches to the town*
- *Measures to promote the use of the By-pass and disincentives to through traffic*
- *Identification of rat runs and measures to alleviate these*
- *In conjunction with urban design measures, the identification of appropriate road surface treatments and shared surfaces*
- *Identification of appropriate access points for newly zoned lands*
- *Improvements to facilitate pedestrians and cyclists*
- *Review of the existing one-way system*
- *Identification of traffic calming measures*
- *Implementation plan including timeframes of measures proposed.*

### 2.7.4 Specific Objectives

#### School Sites

**Area E:** An objective requiring the provision of a secondary school within Area E was adopted as part of Variation No. 25 on 12th May 2008.

**Area M + L:** Variation No. 31 introduced Area M + L to facilitate a primary school and associated play area and a Specific Objective requiring the provision of a primary school was placed on the area.

#### Inner and Outer Core Areas of Protection

Variation No. 25 also introduced Area K: Inner Core Area of Protection and Area K1: Outer Core Area of Protection into the Development Plan. The purpose of these Areas is: *To define the Inner and Outer Core Areas of Protection and promote policies which seek to ensure that any development proposals enhance and protect these areas, in accordance with the Local Area Plan.*

#### Development Boundary

The Development Boundary for Lusk was amended under Variations No. 25 and No.31 to encompass the new land zonings and existing OS lands.

#### Urban Centre Strategy/Study Area

The importance of achieving a high quality urban design input into the future planning of Lusk, particularly in the core area, approaches to the town and key development sites is recognised. As part of Variation No. 25 it was considered appropriate to delete the existing Urban Development Strategy/Study Area from the Plan and incorporate design issues as a cross cutting theme throughout the LAP. As a consequence it was agreed: *To delete the existing Urban Development Strategy/Study Area from the Development Plan on the adoption of the Local Area Plan.*

#### Road Proposal

Variation No. 25 included a Road Proposal, as shown on the Development Plan Map, to provide for the improvement of Minister's Road. Minister's Road provides an important route for traffic into the south western approach to the town from the R132. For a short length between the R132 Junction and the outskirts of Lusk the road remains predominantly rural in character. However with the recent development of housing in the Dun Emer Estate the character of the road has begun to change.

Currently a footpath, cycleway and realignment of the road adjacent to the Dun Emer development are still to be completed. With the proposed rezoning of RU land to ST1, RS1 and OS in the immediate vicinity of Minister's Road adjacent to the Round Towers GAA Club and other rezoning proposals within the town, improvements to Minister's Road to its junction with the R132 is still required.

**Road Proposal:** *To provide for road improvements along the Minister's Road from the South West Corner of the Round Towers GAA Club to the junction with the R132.*

### 2.7.5 Local Objectives

The following Table lists nine remaining Map Based Local Objectives originally adopted in the Fingal Development Plan 2005 - 2011 that remain relevant to Lusk. Variation No. 25 deleted two Local Objectives Nos. 88 and 90 and Variation No. 31 deleted one further objective (No. 92).

| Objective No. | Objective  |
|---------------|--|
| 86            | To refurbish and rethatch the existing (former thatched shop premises) cottage abutting Church Road  |
| 87            | To promote a high quality mixed use development (incorporating retail use) on the former horticulture/glasshouse site in the centre of the village   |
| 89            | To provide for a pedestrian right of way from Church Road to the proposed Town Park  |
| 91            | Promote the development of a shuttle bus service linking Lusk and Rush to the station to avail of increased capacity in the rail services as it arises   |
| 93            | Promote the development of a shuttle bus service linking Lusk village to the mainline Bus Eireann services (Drogheda to Dublin on the N1 and/or the Metro in Swords)                                   |
| 96            | To provide a playground within the proposed Town Park  |
| 98            | To encourage the redevelopment of backlands to provide for attractive development, which will provide a degree of informal supervision of the proposed Town Park                                       |
| 99            | To provide for pedestrian and cycle paths between Lusk and the Railway Station   |
| 102           | To undertake a study for the area adjacent to the Lusk and Rush Railway station to investigate an optimal appropriate mix of uses including park and ride facilities and limited enterprise facilities |

Variations No. 25 and No. 31 also added a number of new Local Objectives. These are listed below. Objective LK 10 was deleted by Variation No. 31

#### Local Objectives Adopted under Variations No. 25 and No.31.

##### Local Objective LK1 - [Applies to Areas D, F, Q and S]:

*To ensure that residential development does not take place until such time as the Waste Water Treatment Plant at Portrane becomes fully operational and the required network upgrades to facilitate the development are completed.*

##### Local Objective LK2 - [Applies to Area N]:

*To ensure that Kilhedge Lane is upgraded from its northern end as far as Area N to enable adequate access and a satisfactory level of car parking to be provided to serve the existing and proposed open space.*

##### Local Objective LK3 - [Applies to Areas E & F]:

*To secure the preparation and approval by the planning authority of a masterplan prior to the development of the secondary school, community facility, playing pitches, park land and residential development to enable comprehensive development of the area in a proper manner.*

##### Local Objective LK4 - [Applies to Area F]:

*To ensure that residential development does not take place until such time as [a] work has commenced on the construction of the secondary school on land marked Area E on the attached map, immediately to the east of the site, and [b] the developer has undertaken an Educational Needs Assessment which demonstrates to the satisfaction of the Planning Authority that there is adequate school provision for the needs generated by the proposed development.*

##### Local Objective LK5 - [Applies to Areas D, Q and S]:

*To ensure that residential development does not take place until such time as [a] work has commenced on the construction of a new permanent primary school beyond the existing schools currently operating within the Lusk catchment area, and a new secondary school within Lusk, and [b] the developer has undertaken an Educational Needs Assessment which demonstrates to the satisfaction of the Planning Authority that there is adequate school provision for the needs generated by the proposed development.*

##### Local Objective LK6:

*Creation of a Civic Square: To provide for a Civic Square, and ensure that proposed development in the vicinity of the junction of Main Street, Station Road and Church Road facilitates the provision of a high quality Civic Square.*

##### Local Objective LK7:

*To provide for a pedestrian right of way from Church Road to Post Office Road.*

##### Local Objective LK8:

*To provide for a pedestrian right of way from Dublin Road through Town Park to Minister's Road/Tower View*

##### Local Objective LK9 - [Applies to Area D]:

*To limit residential development on these lands to a maximum of 10 dwellings per hectare.*

##### Local Objective LK11 - [Applies to Area H and P]:

*To ensure that development does not take place until such time as the Waste Water Treatment Plant at Portrane becomes fully operational and the required network upgrades to facilitate the development are completed.*

##### Local Objective LK12 - [Applies to Area Q]:

*To ensure an appropriate mix of housing is provided in the local housing market.*

##### Local Objective LK 13 - [Applies to Areas M and N]:

*To require the provision of good pedestrian and cycle links between Areas M and N with the adjoining Chapel Farm Estate, in consultation with local residents and respecting their existing amenity and minimising any alterations in that regard*

##### Local Objective LK14 - [Applies to Areas P and Q]:

*To ensure that development does not take place until the necessary up grading of Minister's Road as indicated on the Development Plan map is completed.*

##### Local Objective LK15 - [Applies to Areas P and Q]:

*To ensure that development does not take place until the playing pitch on Area R and the Community Facility are constructed.*

##### Local Objective LK16 - [Applies to Area R]:

*To provide for a new Community Facility with a minimum floor area of 300 square metres.*

##### Local Objective LK17 - [Applies to Area R]:

*To provide for a pedestrian right of way between the Community Facility and Hands Lane.*

##### Local Objective LK18 - [Applies to Areas D, F, H, P, Q, and S]

*To ensure that no development takes place 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.*

### 2.7.6 Landscape Character

The Fingal Development Plan divides the County into 7 Landscape Character Areas and 16 Landscape Groups. The Plan describes each Character Area and Landscape Group and identifies landscape sensitivities and principles for development. Lusk is located within the Low Lying Agricultural Landscape Character Area.



Rocques Map of Dublin 1760

## 3.0 CHARACTER AREAS AND KEY DEVELOPMENT SITES

The LAP identifies a number of Character Areas and Key Development Sites. In doing so it proposes an urban design approach aimed at creating an urban environment that respects the tradition of the town and its origins within the context of continuing evolution. It envisages an urban environment with its own distinctive sense of place and cohesive identity.

### 3.1 Character Areas within Lusk

The Character Areas are shown on Map 3, and brief descriptions are given below. They overlap and merge with one another to varying degrees yet are distinctive areas within the town. Full descriptions are given in the Lusk Planning Issues Paper (Section 4).

#### **The Historic Core:**

The former St. MacCullin's Church with its Round Tower and medieval tower is the dominant feature of the town. The associated graveyard and surrounding medieval street pattern defines the historic core of the town. These along with other important elements such as protected and vernacular structures, lanes, hedgerows, verges, gardens and other green areas give a character more akin to a small rural village, which until relatively recently Lusk was.

#### **The Village Area:**

The character of a rural village is maintained in the area immediately to the north of the former St. MacCullin's Church and Round Tower where the original village is located between Main Street to the east, The Green to the west, Post Office Road to the south and Chapel Road to the north. However the centre of the town is essentially an area with a limited number of services and low density housing with poor enclosure.

#### **The Green and North Western Area:**

The northwest of the town has a good sense of character, marked by attractive lanes and The Green itself, which provides an important open space that characterises the north western part of the town. The Green is situated on an elevated site and is home to several protected structures, including the Catholic Church and graveyard on its northern side. The former Carnegie Library, the former school house and presbytery are also notable buildings. Again the rural nature and character of the town prevail. The approach road into the town from the northwest is particularly rural in character and attractive. Hand's Lane and Treen Hill both lead southwards from The Green.

#### **Station Road and Eastern Approach**

Station Road provides the eastern approach into the town, with picturesque views of the former St. MacCullin's Church and Round Tower. Beginning at the junction of Dublin Road, Main Street and Church Road it runs eastwards to the Remount Roundabout. Along the northern side of the road the character is determined by a number of

mixed commercial developments, tracts of road verge, and a significant number of undeveloped and underdeveloped sites, together with the premises of Lusk FC. Along the northern side of Station Road a pattern of long linear tracts of land survives and is also evident in the shape of subsequent developments close to the centre. These are likely to be the remnants of early burgage plots that marked the Anglo-Norman expansion of the town outside the ecclesiastical core. The southern side of Station Road begins with a mix of commercial and residential development, before becoming solely residential in character.

#### **Treen Hill and West of The Green**

Treen Hill provides an important link between Minister's Road to the south and The Green located in the north western part of the town. It retains a rural village character. There are a number of residential dwellings fronting onto the road along the eastern side. The western side of the road also has houses fronting onto it along with access points serving businesses located to the rear. These include an engineering works and agribusiness/horticultural uses. Agricultural and horticultural businesses have been important to the local economy of Lusk and go some way towards defining its growth and character.

#### **Dublin Road and Southern Approach**

Dublin Road is the main southern approach into the town. While the area is characterised by a mix of developments there are attractive stretches of roadside hedgerow and views of the Round Tower.

#### **Residential Areas**

Surrounding the town core to the north-east, west, south and south-west of the existing village centre there are established residential estates and particularly to the southwest and northeast there are several large new estates. Development to the north east, east and south east is mostly contained within the by-pass. The edge of the town and the interface between the built up part of the town and the undeveloped rural area is in parts poor in quality and definition. This is particularly the case with some of the new residential areas.

#### **Lands to the North of the By-pass**

Lands to the North of Lusk are largely undeveloped, although locations have been identified for a secondary school, community hub, open space and residential development.

#### **Lands to the West of Lusk**

Lands to the west of Lusk have been identified for new housing, open space including a GAA playing pitch and provision of a community facility, and ST1 employment uses. Minister's Road is an important route linking the town with the R132.

#### **Lands to the South of Lusk**

Undeveloped lands to the south of Lusk have been identified for a primary school and the provision of open space.

### 3.2 Key Development Sites

In addition a number to the Character areas a number of Key Development Sites have also been identified. These are shown on Map 4, and dealt with in the LAP in the Urban Design Section (Section 6).

## 4.0 DEVELOPMENT STRATEGY AND KEY STRATEGIC ELEMENTS AND AIMS OF THE LOCAL AREA PLAN

### 4.1 Development Strategy

The Development Strategy for Lusk is to consolidate the planned growth of this distinct and separate settlement and to ensure in particular that the level of retail and local services concentrated in the village core grows to serve the expanding village population. Expanding and future development will be consolidated within well defined town boundaries and the distinct physical separation of Rush and Lusk will be maintained.

The Lusk Planning Issues Paper identified the following 4 Alternative Options for the future development of Lusk:

- Option 1: Contained Growth Alternative
- Option 2: Moderate Rezoning Alternative
- Option 3: Large Scale Rezoning to North, South and West
- Option 4: Large Scale Rezoning towards the Station.

Option 2 was considered to fulfil the overall development strategy of the Fingal Development Plan by consolidating existing and future development, for the most part within well defined town boundaries, and maintaining the distinct physical separation between Rush and Lusk. This option allows for the sustainable growth of Lusk without compromising its historic integrity in line with Regional Planning Guidelines policy. It allows for proper planning of the town in a balanced and sustainable way, achieved with far less adverse impacts on the local environment than either Option 3 or Option 4.

Separate SEAs were undertaken as part of Variations No.25 and No.31 and this LAP. In accordance with Article 5 of the SEA Directive it is a requirement for the Environmental Report that reasonable alternatives are investigated. A description of alternatives identified and their assessment are set out in the SEA Environmental Reports.

### 4.2 Key Strategic Elements for the LAP

The key strategic elements of the LAP are:

- Ensure that the archaeological and built heritage is protected.
- Promote biodiversity.
- Promote high quality urban design throughout the Plan area.
- Promote sustainable principles of development throughout the town.
- Seek to integrate the old village core with the new residential communities on the edge of the town.
- Provide traffic management and traffic calming measures for the town, particularly relating to the centre of Lusk.
- Provide for adequate school facilities to cater for the needs of Lusk's people.
- Improve level of retail and local services in the town.
- Improve employment opportunities in the town.
- Improve sports and recreational facilities in the town.
- Ensure the upgrade of the foul drainage system.
- Identify key opportunity sites for development in order to promote the vitality and viability of the core.

### 4.3 Key Aims of the LAP

The key aims of the LAP are:

#### Heritage

- Protect the special character of the historic core of Lusk, in particular with regard to lands around the former St. MacCullin's Church and Round Tower.
- Identify and implement policies to secure and enhance the character of the Inner Core Area of Protection.
- Identify and implement policies to secure and enhance the character of the Outer Core Area of Protection.
- Identify Key Views and implement policies to secure their protection.

#### Environment

- Ensure that the integrity of the Natura 2000 sites in Rogerstown Estuary and beyond are protected and not compromised by the provisions of the LAP.
- Promote and develop opportunities for biodiversity.
- Promote and implement sustainable urban drainage solutions within the LAP lands.
- Retain, protect and manage significant trees, hedgerows, groups of trees and water courses within the LAP.

#### Urban Design

- Incorporate a strong set of general design guidelines and objectives for Lusk.
- Incorporate a specific set of design objectives, guidelines and principles relating to specific sites and areas within the development boundary.
- Facilitate the development of a Civic Square.

#### Sustainability

- Promote sustainable development.
- Promote and develop opportunities for biodiversity.
- Promote principles of sustainable neighbourhood design in new housing areas.
- Promote well-designed quality residential development at higher densities at suitable locations.
- Provide for a high quality sustainable urban environment with a high degree of legibility and permeability for cyclists and pedestrians.

#### Housing

- Ensure that an adequate supply of housing land is available to meet the needs of the town for the next six years.
- Promote the provision of a wide choice of dwelling types, tenure and size to reflect the diversity of needs in the expanding community.
- Promote the integration of social, affordable and private housing throughout the LAP area.
- Promote the provision of live/work units.

#### Transportation

- Encourage the use of sustainable means of travel including walking and cycling.
- Identify key opportunities to promote a more favourable road environment for all road users.
- Implement a range of traffic management and traffic calming measures.
- Promote the use of the outer relief road in order to discourage inappropriate traffic using the centre of Lusk as a through route.
- Promote and facilitate improvements to the bus and rail services and thereby maximize the opportunities for increased use of public transport by the residents of Lusk and visitors.

#### Education

- Provide for two new primary schools.
- Provide for a new secondary school.
- Undertake a master plan for the new secondary school, community facilities, playing pitches, and parkland with associated access, car parking and landscaping.

#### Commercial, Retail and Other Services

- Strengthen the core of the town.
- Sustain and augment community services and facilities in Lusk.
- Promote the provision of additional retail, service, office, educational healthcare, recreational and community facilities at appropriate locations to meet the demands of an expanding town.
- Provide for a mix of commercial and retail opportunities.

#### Employment Opportunities

- Facilitate increased employment opportunities

#### Recreational Facilities, Amenity and Public Open Space

- Protect and enhance existing recreational facilities and amenities.
- Provide for the development of additional open space areas and recreational facilities to meet the recreational needs of residents.
- Maximise the accessibility of existing and proposed recreational amenities by developing a network of key cycle and pedestrian routes.
- Provide passive supervision to new playing fields and open space.

#### Water Services

- Ensure adequate provision for waste water treatment.

#### Phasing of Development

- Allow time for existing new development to embed while facilitating improved service provision and a moderate level of growth.
- Provide the necessary social and physical infrastructure in conjunction with phased residential development.

## 5.0 HERITAGE

**The key strategic element of the LAP is:**

- Ensure that the archaeological and built heritage is protected.

**Plan Aims for Heritage are:**

- Protect and conserve the special character of the historic core of Lusk, in particular with regard to lands around the former St. MacCullin’s Church and Round Tower.
- Identify and implement policies to secure and enhance the character of the Inner Core Area of Protection.
- Identify and implement policies to secure and enhance the character of the Outer Core Area of Protection.
- Identify Key Views and implement policies to secure their protection.

Lusk is an historic village with notable built heritage and a distinctive character, which is set by the medieval street pattern in the village core and a number of protected structures. The streetscapes of the village are distinctive because they reflect the morphology of the early settlement and also because of the contribution of several key buildings, the most significant of which is the early Christian Round Tower and medieval tower, (c. 1500) and the attached 19th century former church, St. MacCullin’s.

### 5.1 Archaeology

The long history of continuous settlement, from prehistoric times, in the town and surrounding area has resulted in a wealth of archaeological finds and potential. There is a Zone of Archaeological Potential designated within the centre of Lusk; however recent developments have resulted in important finds in areas outside of the Zone. It is acknowledged that the potential for further significant finds within and beyond the designated Zone is high.

There is an Archaeological Constraints Area/Zone of Archaeological Potential (ZAP) around the village of Lusk (Ref: DU008-010) in the Record of Monuments and Places (RMP). The extent of the ZAP is based on the estimated size of the early monastic enclosure, the medieval expansion of the town and the site of the Arrouasian convent. A ZAP is statutorily a recorded monument, and accordingly any works which would impact on archaeological structures, features or deposits including demolition or alterations (major) to a building within this zone require two months notice to the Department of Environment, Heritage and Local Government under Section 12 of the National Monuments (Amendment) Act.

In addition to RMP status the round tower of Lusk is a designated National Monument. A National Monument is a monument (or remains of) under preservation by the State, and considered to be of national importance. A National Monument comprises the monument itself, as well as the site of the monument and the means of access to it. Land adjoining may also be included as part of the national monument if



Extract from Ordnance Survey 6" Map Surveyed 1836 Revised 1937/38

required to protect the monument itself.

The known recorded monuments (RMP sites) within the village are as follows:

| Lusk Village Zone of Archaeological Potential |                            |                       |                   |
|---|----------------------------|-----------------------|-------------------|
| RMP No.:<br>DU008-010/01-07                   | 6" OS Sheet:<br>Dublin 008 | 1:5000 OS Sheet: 2790 |                   |
| Site Type                                     | Location                   | NGR                   | Legal Status      |
| Village                                       | Lusk                       | 32166/25454           | RMP               |
| Bullaun Stone                                 | The Green                  | 32136/25483           | RMP               |
| Ecclesiastical Remains                        | The Green                  | 32160/25444           | RMP               |
| Round tower                                   | Church Road                | 32158/25444           | National Monument |
| Church  | Church Road                | 32160/25443           | RMP               |
| Graveyard                                     | Church Road                | 32161/25443           | RMP               |
| Ecclesiastical Enclosure                      | Church Road & Main Street  | 32160/25444           | RMP               |
| Holy Well                                     | Barrack Lane               | 32153/25417           | RMP               |

Such is the richness of archaeology throughout the town that the Council commissioned archaeological consultants Margaret Gowan & Co. Ltd. to undertake a Study to review the archaeological potential of the town.

The Study confirms the importance of the town in archaeological terms, and indicates that remains are likely to occur throughout the settlement and surrounding area. Lusk is today one of the finest examples of a monastic settlement site that survives within an urban setting and its importance can not be overstated. The Study recommends that an appropriate policy be developed and implemented to ensure full recognition is taken of archaeology when considering future development proposals.

Accordingly with regard to archaeology the following objectives apply to Lusk:

#### Local Area Plan Archaeological Objectives

**LP1:** *To protect and enhance the zone of archaeological potential (ZAP, DU008-010) of Lusk town. In accordance with the objectives of the Fingal Development Plan 2005 - 2011, development proposals within Lusk shall have due regard to the historical dimension of the existing environment and new development shall reflect the local distinctiveness, layout and scale of buildings and designed spaces, the quality and character of the built fabric and historic patterns that contribute to the overall uniqueness of the streetscape and surrounding landscape.*

**LP2:** *To require that in accordance with the National Monuments Legislation 1930 - 2004 all proposed development in the ZAP will be subject to pre-development archaeological assessment.*

**LP3:** *To protect recorded archaeological sites (RMP sites) and their settings from inappropriate development that would adversely affect or detract from the monuments whilst at the same time enabling sustainable future development for Lusk.*

**LP4:** *To protect as yet undiscovered archaeological sites or features that survive subsurface in accordance with the National Monuments Legislation.*

**LP5:** *To create an accessible archaeological landscape, open to all, which will respect the setting and topographical integrity of the upstanding monuments.*

Greater awareness and appreciation of the archaeological heritage of the town can be achieved by improving the legibility of the Lusk archaeological landscape, which will cultivate an appreciation of the cultural heritage of the town and ensure its future protection. So rich is the archaeology of Lusk that there is an opportunity to establish a way-marked heritage trail around the town, incorporating the many archaeological heritage sites and later built heritage features [nineteenth century Green area].

#### Local Area Plan Heritage Trail Objective

**LP6:** *To create a town heritage trail to provide for a way marked route through the town interpreting important archaeological and historic features of the town.*

## 5.2 Conservation and the Built Environment

Lusk has a number of landmark structures and a wealth of small vernacular buildings with conspicuous architectural, historical, and associated interest. It is the policy of the Council to seek to ensure the protection of this heritage and its setting. This includes protected buildings, structures, sites and features.

| RPS Number | Structure Name                             | Street Address   |
|------------|--|------------------|
| 295        | Clay Cottage                               | Dublin Road      |
| 296        | Fingal House                               | The Square       |
| 297        | Former St. MacCullin's Church of Ireland   | Church Road      |
| 298        | Tower of St. MacCullin's Church of Ireland | Church Road      |
| 299        | Former Lusk Post Office                    | Post Office Road |
| 300        | Chaplain's House                           | Chapel Road      |
| 301        | St. MacCullin's Roman Catholic Church      | Chapel Road      |
| 302        | Former Lusk National School                | Chapel Road      |
| 303        | Lusk Community School                      | The Green        |
| 304        | Site of Monastic Complex                   | The Green        |

There are ten protected structures within the Development Boundary of the town, as designated in the Fingal Development Plan 2005 - 2011. These are listed below.

Of particular note is the former Church and Round Tower, which is of national importance, and remaining thatched cottages, which are rated as being of regional importance, in the National Inventory of Architectural Heritage.

In addition to the above there are a number of Protected Structures on the periphery of the town including an earthwork Mound at Quickpenny Lane (RPS No. 305) and two dwellings Lusk House (RPS No. 293) and Remount House (RPS No. 294) on the road to the railway station.

There is also a significant cluster of Protected Structures in and around Lusk and Rush Station, including the Railway Station Buildings, Pedestrian Bridge and Signal Box (RPS No. 288), and Station Master's House (RPS No. 289).

As additions can be made to the Record of Protected Structures outside of the Development Plan process. The most up to date version is found on Fingal County Council's web site, [www.fingalcoco.ie/planning/conservationheritage](http://www.fingalcoco.ie/planning/conservationheritage).

The historic core of Lusk is also designated an Architectural Conservation Area (ACA) and separate guidance is being prepared for this which will complement the policies of this LAP. Outlined below are the elements identified in the preliminary draft of the ACA Statement of Character that create the special character of Lusk.

#### Summary of Special Character of the Architectural Conservation Area

- The central position of the medieval church and towers of the former St. MacCullin's Church and Round Tower within the village, with incidental and axial views throughout the historic core.
- The change in topography with higher ground around and to the north of the former St MacCullin's Church and Round Tower with sloping roads due to change in level (Treen Hill and Main Street).
- The higher level at the north of the ACA falls away again at the north west on Quickpenny Lane and to the north on the Skerries Road, these also mark important points of change from village to rural character and mark the entry into Lusk.
- The medieval street layout around the church and graveyard and the fact that the boundaries of the early Christian monastery can still be distinguished.
- Four orthogonal roads outside the medieval core to the north, south, east and west that focus on the former St. MacCullin's church with strong views on approaching.
- Serpentine lanes running between the main roads (between Treen Hill and the Skerries Road, to the south of the public house on Station Road, north of the hall on The Green).
- The triangular form of open spaces (at The Green, the open space to the south of the former St. MacCullin's Church and Round Tower and at The Square).
- Road junctions defined by vernacular houses throughout the ACA as solitary houses, in rows and combined as single and two storey-types.
- Diversity of building forms. Up to the fairly recent past Lusk was noted for the large number of vernacular buildings, notably thatched single-storey houses. While thatch has mostly disappeared, many of the vernacular houses survive with replacement roofing materials. The intermingling in the streetscapes of vernacular buildings with taller houses and more formal architecture is a defining element of the special architectural character of Lusk.
- The existence of large farm houses and outbuildings often with mature gardens and trees (eg. at the junction of Church Road and most Office Road opposite the former post office and on the north side of Station Road at the eastern boundary of the ACA).
- The relationship of the nineteenth century Roman Catholic St. MacCullin's Church to the open space at The Green echoing the original church and the space south of it on Church Road.



- The collection of more formal 19th and 20th century buildings on the green in relationship to one another and the church, e.g. the Hall, the former Carnegie Library, and the continuation of these along Chapel Road with the church house and school.
- The use of road space for mixed pedestrian and vehicular traffic with little or no designated footpaths.
- High quality simple and mature hedges of rural or village character throughout the ACA that are used to give boundary definition.
- The general sense of simple and undecorated architectural and landscape expression throughout most of the open spaces in the ACA.

Given the importance of the built heritage in defining the character of Lusk including its archaeology the need to ensure its protection remains a vital aim of the LAP. Accordingly Development Plan Objective LUSK 1 remains highly relevant: **Objective LUSK 1** *To protect and conserve the special character of the historic core of Lusk including the area of archaeological potential in the centre of the town.*

### 5.3 Protection of Important Views

The monastic site in the centre of Lusk is significant in determining the character of the town. Views of the site from within the town, particularly from the main approaches into the town as well as within the street scene and significant areas of public open space and surrounding areas are valued and worthy of protection.

In May 2008 the Council undertook a baseline survey of the views. The Survey is incorporated in the Variation No.25 for Lands at Lusk, SEA Statement published by the Council in May 2008. As a result of the Study the following Development Objective was adopted under Variation No. 31.

#### **Development Objective LUSK 8**

*To maintain the valued distinctive views of the monastic site from all approach roads in to the town, significant areas of open space and surrounding areas.*

All new development proposals will be carefully assessed with regard to this policy through the development management process.

Within the town centre itself the need to protect the setting of the monastic complex is recognised and important views are available from the existing road network. Within the Inner and Outer Core Areas of Protection additional policies, LP9-LP13 and LP14-LP17 respectively, [See Section 6] seek to ensure that important views of the complex are not lost through development that is inappropriate through siting, bulk, scale, or height.

The policy also applies to other areas within the town where all new development proposals will be carefully assessed through the development management process.

## 6.0 URBAN DESIGN

### The key strategic element of the LAP is:

- Promote high quality urban design throughout the Plan area.

### Plan Aims for Urban Design are:

- Incorporate a strong set of general design guidelines and objectives for Lusk.
- Incorporate a specific set of design objectives, guidelines and principles relating to specific sites and areas within the development boundary.
- Facilitate the development of a Civic Square.

### 6.1 Context

Lusk has a unique layout in terms of Ireland and Fingal. This derives from several aspects: its location within and around the archaeologically sensitive Early Christian monastic enclosure, the particular and striking topography of the site, where the complex church tower, itself a construction of many parts, stands at the very centre and can be seen for a long distance across the landscape; also the established pattern of land use within the central part of the town, a patchwork of field, haggards, kitchen gardens, greenhouses and cottages making a lazy grid of uses in and out of older lines of the monastery, the very expression of the history of North Fingal. Unlike many small Irish towns, which are often very simple in layout, Lusk contains a series of linked urban spaces with extensive green areas, verges, hedges and trees.

The heritage of the town is made up of an inter-action of all these elements. The monastic form on and under the ground remains a strong force in the plan of the town; the archaeological resolution of the site is clearly important and will remain a constant feature of its future evolution. Many of the original cottages and houses also remain.

At the same time, Lusk is changing and the historic centre is now ringed by new housing, the original circular form influencing its evolving shape. The centre is also under development pressure; traditional greenhouse and vegetable sites are in decline; many new houses have been built on interstitial sites, often without due regard to the character and traditions of the place. Recent dramatic growth has added substantially to the population of the town but there is little linkage between old and new, with limited commercial or cultural activity to draw people into the centre. Circulation within the town reflects the medieval street pattern which creates difficulties for the typical mix of modern transport, pedestrians and cyclists. In particular there are few direct linkages between the centre of the town and peripheral areas.

The LAP seeks, through careful attention to urban design, to enhance and protect the heritage and the townscape of the town itself through the promotion of a range of design objectives and principles. In the

centre it promotes strong conservation principles taking reference from the archaeological remains and history to guide future development. In particular it takes account of the setting of the former St. MacCullin's Church and Round Tower. However it also takes reference from the garden aspects of the early monastery that evolved into the market garden tradition of the town, which can still be seen in the series of gardens and open spaces that exist in the town today.

By encouraging good urban design and careful husbandry of its unique heritage and character it is intended to transform Lusk into a lively town which, in addition to being a popular and vibrant place to live in will in the longer term become a popular destination, based on heritage and tourism.

### 6.2 General Principles

Part III of the Fingal Development Plan relates to Sustainable Design. It sets the context for Urban Design and reference should be made to this, as well as the Sustainable Design Section of this LAP. Throughout this Section of the LAP Local Objectives are targeted to specific areas of Lusk and individual key development sites, identified in Map 4. In addition urban design principles to help guide development of these areas and sites are given.

#### Urban Design Study

To assist and inform the LAP process the Council commissioned an Urban Design Study by McCullough Mulvin Architects. The Study progresses earlier work prepared by the consultants in 2004 which considered urban design issues affecting Lusk. The study promotes the best conservation practice with innovative architectural solutions for appropriate development models, also harnessing the innately 'green' nature of the town, its fields and kitchen gardens.

The Study identifies key character areas, before considering existing function and circulation in the town. It then looks at significant sites within the existing town and general approaches to planning and new development such as new buildings, spaces and green intervention. It develops planning and general design principles for the centre and approaches to the town including architectural designs for key sites showing site layout, bulk, massing, elevational treatment and materials. It also covers the treatment of open spaces and the public realm between these sites and places them in an overall drawing showing the centre of the town in context.

The Study also addresses the Development Objectives for Lusk outlined in Section 10.4 of the current Fingal Development Plan (see Section 3.2 above) particularly regarding the treatment of lands adjoining the former St. MacCullins Church. It recommends a design policy led approach to ensure the Development Objectives are met.

#### New Buildings and Spaces: Green Intervention

The character of the existing town centre is influenced by its relatively open nature and its history of market gardening. Significant planting, hedgerows and open verges are found within the town. There are significant numbers of older houses, albeit modernised, within the urban fabric; many houses are not set directly on the streetline. There is a preponderance of one and two storey houses using slate roof and plaster render finish. New development, which will include public, commercial and retail/mixed uses, should respect this context and have a reference to its scale and materials, but should be allowed to deviate in terms of architectural form, character and detail.

Building design on the identified key sites will be encouraged to be mainly two and three stories in height with slate roofs and render finish, or constructed with a timber finish. New proposals are included for the location of buildings on the street, planting around buildings, roof profiles, the character of elevations and internal spatial integration. Suggestions on first floor living spaces, the provision of larger living spaces, sustainable architectural design, the integration of gardens and living space are included, as are the provision for the integration of existing and new construction. The 'coding' of the site with timber and masonry buildings is also proposed and related to the archaeological zones.

#### Intervention

Intervention of new development should be paralleled with the conservation of existing buildings; these buildings are 'ordinary' in character rather than significant architectural monuments, but are important in the planning, heritage and development of the town.

#### Greening

The LAP proposes that Lusk becomes a model 'green' village for all of North Fingal. This aspiration will be executed in terms of sustainable development but also in specific terms of planting. The new development proposals are paralleled in every case with a new approach to roads and shared surfaces, new protection to open green space beside roadways and extensive support and specific support for the planting of trees, where appropriate to archaeology, and hedgerows to provide green boundaries

### Local Plan Boundary Treatment Objectives

**Objective LP7:** *To reflect the important garden aspect of the character of the town. The protection of existing boundary hedges shall be encouraged and with regard to new developments strong preference will be given to the planting of boundary hedges and trees, using native species.*

**Objective LP8 [Applies to Areas P, Q and R]:** *To ensure that the existing hedgerows are maintained where practicable and where necessary enhanced to secure that adequate boundaries to the lands are maintained except where limited removal is necessary for the provision of access.*

The following general design principles are critical to the implementation of the plan:

- New development in and around the village core shall respect and preserve the form, scale and character of the core, which contributes to the character and charm of the village.
- Retention and protection of existing buildings and structures of architectural, historic or townscape importance that add value to the area shall be required, particularly vernacular structures of local significance.
- All new development shall take account of the archaeological history of the area, especially with regard to foundations.
- New build residential and commercial developments within the historic core of the town shall be of light weight construction.
- All new development shall be carefully assessed with regard to views towards the former St. MacCullin's Church and Round Tower, to ensure that the Church and Round Tower remain the dominant features within the town.
- The removal and placing underground of existing overhead wirescape shall be encouraged and facilitated.
- The preservation and protection of traditional village features such as the village pump shall be required.
- Suburban type development shall not be permitted within the Inner and Outer Areas of Protection, along Main Street and Post Office Lane, land fronting onto the Green, Church Road or Quickpenny Lane.
- The layout of new buildings and spaces shall be designed to achieve a coherent village streetscape. Architectural design shall respect the existing village scale and form, contributing to the strengthening and consolidation of the core and enhancing the development of the streetscape.
- Private and public areas shall be clearly delineated. Private areas shall be protected from undue overlooking and public areas shall be easily accessible and overlooked.
- The public realm shall be formed by quality buildings and paving and landscaping shall be characterised by a high standard of quality finishes and treatments.
- The use of indigenous materials, simple design, moderate building depth and gabled pitched roofs shall be encouraged. The external finishes of all new buildings shall be faced with materials and finishes that reflect the historic character of the area including a mixture of smooth render/ painted plaster, roughcast render, wet dash or natural stone.
- Gateway or landmark buildings accentuating the urban identity of the area shall be required at key locations. These nodal buildings shall be subject to detailed assessment at design competition stage, (eg Civic square). High quality architectural resolution is required for the prominent street edge to the civic square.
- The development of a permeable, interconnected network of cycle ways and safe pedestrian paths shall be implemented.
- In addition to the maintenance of existing footpaths within the town clearly identifiable shared surface, pedestrian friendly zones shall be developed.
- New development will, where possible, provide for pedestrian linkages to open spaces and the town centre.
- Traffic calming shall be an integral feature in the design of housing layouts throughout the plan lands.
- Streets and spaces shall be designed to be self-policing by ensuring that they are overlooked and well lit at night-time.
- Designers shall articulate public, semi-public and private space so as to prevent the creation of spaces of indiscriminate function where the responsibility for maintenance may not be/ is not clear.
- Designers shall recognise the importance of the treatment of spaces between buildings to ensure that their function is clearly determined and that they contribute to overall environmental and aesthetic qualities of the development.
- Street frontage buildings shall be designed to provide strong corner definition such that gables are avoided and front elevation definition shall be continued to the side elevations thereby ensuring a seamless transition at corners and junctions.
- Design and layouts shall incorporate principles of passive surveillance to encourage a community atmosphere and to discourage anti-social behaviour.
- Variation in building heights shall be encouraged particularly to provide visual interest. Whilst building heights shall generally not exceed two stories, consideration will be given to a limited number of 2.5 to 3 storey buildings to act as architectural punctuation points, but only where such buildings are considered to contribute to the enhancement of the character and urban fabric of the village
- Frontage development ensuring visual cohesion shall be encouraged throughout the village.
- High quality boundary treatment shall be required in all development proposals, including the retention of existing hedgerows where practicable and the use of natural stone where appropriate.
- New development shall seek to preserve and retain existing high quality trees, hedgerows and small areas of open greenspace which are of amenity value.
- 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.

### 6.3 Character Areas and Key Development Sites

The LAP identifies the following Character Areas. In doing so it proposes a distinct urban design approach with tailored interventions, creating an urban environment that respects the tradition of the town and its origins within the context of continuing evolution. It envisages an urban environment with its own distinctive sense of place and cohesive identity.

- The Historic Core
- The Village Area
- The Green and North Western Area
- Treen Hill and West of The Green
- Station Road and Eastern Approach
- Dublin Road and Southern Approach
- Residential Areas
- Lands to the North of the By-pass
- Lands to the West of Lusk
- Lands to the South of Lusk

It is clear that the approaches to the town and town centre in particular are important elements that provide both functionality in terms of movement of vehicles, cyclist and pedestrian traffic and a sense of arrival and sense of place. Each approach has different characteristics which in turn require a variety of interventions to enhance these characteristics. This can be achieved through an array of urban design solutions in both the general sense and for particular sites. Approaches are considered in the context of their individual character areas.

### 6.4 The Historic Core

It is principally the former St. MacCullin's Church and Round Tower with the associated graveyard and surrounding medieval street pattern that defines the historic core of the town, together with other important elements such as protected and vernacular structures, lanes, hedgerows, verges, gardens and other green areas. The resulting character is akin to that of a small rural village.

The existing town core comprises lands zoned Objective SC 'To protect and enhance the special physical and social character of major suburban centres and provide and/or improve urban facilities'.

#### 6.4.1 Inner and Outer Core Areas of Protection

The Round Tower of the former St. MacCullin's Church is a National Monument while the remaining elements of the complex are Recorded Monuments. The whole of the complex is incorporated within an Architectural Conservation Area. The complex is also within a Zone of Archaeological Potential (DU008 - 010). As such it is afforded a significant amount of protection from inappropriate development. There is clear archaeological evidence that the complex was surrounded by a series of enclosures reflecting the ecclesiastical development of the settlement.

The inner enclosure is centred on the former St. MacCullin's Church and graveyard and is clearly defined. The outer enclosures are defined by archaeological evidence. Much of their extent can still be seen through the existing street pattern and building lines. Areas of undeveloped land are an important feature of the complex and surrounding land within the outer enclosure as the character of Lusk relies on its openness. The area has witnessed a number of developments, primarily residential, which are gradually eroding the unique character of the area.

The 'Inner Core Area of Protection' encompasses the historic inner enclosures. This with careful management of development, will protect and enhance the ecclesiastical complex, its setting and immediate surroundings.

An 'Outer Core Area of Protection' is also defined using archaeological, historical and cartographic evidence, based on the outer ecclesiastical enclosure. The LAP seeks to protect the special environment of this area from inappropriate development and encourage the highest possible quality of design.

#### 6.4.2 Inner Core Area of Protection (Area K)

##### General Principles

The key feature of the Inner Core Area of Protection is that it has a rich archaeological and architectural heritage which needs to be conserved, enhanced and protected. While the Round Tower is under the care of the OPW, Fingal County Council is responsible for the former St. MacCullin's Church and graveyard and the LAP seeks to preserve the integrity of the complex and its setting through a range of objectives and policies.

Throughout the Inner Core Area of Protection building heights are primarily single storey. Open Spaces between existing buildings and structures help to define its character as does the natural environment in terms of trees and hedges both within the public realm and private gardens. Opportunities for significant levels of new development are



St. MacCullin's Church and Round Tower

limited, primarily to residential extensions. An opportunity exists for the refurbishment of Katie Hunt's Cottage, which could include a discretely sited and appropriately designed extension to the rear. Some development along the road frontage of Main Street could be appropriate; however this should be of limited depth so as not to encroach on the setting of the graveyard.

It is an aim of the LAP to ensure that any development proposals enhance and protect this area.

#### LAP Objectives for the Inner Core Area of Protection are:

**Objective LP9:** *To preserve the integrity of St. MacCullin's Graveyard. No additional breaks within the graveyard wall shall be permitted.*

**Objective LP10:** *To facilitate the provision of open space. The Council will, as and when opportunities arise, seek to promote proposals which would significantly contribute to the openness and historic character of the Inner Core Area of Protection.*

**Objective LP11:** *To ensure that the character, setting and openness of the area surrounding the former St. MacCullin's Church, Round Tower and graveyard complex is protected from inappropriate development.*

**Objective LP12:** *To ensure that all new developments respect the historic character of the Inner Core Area of Protection. All proposals within the Inner Core Area of Protection shall be laid out and designed to a high standard, to a scale in keeping with the historic character of the area. The external walls and roofs shall be faced with high quality materials and finishes.*

**Objective LP13:** *To preserve the openness of the locality and views of the former St. MacCullin's Church, Round Tower and graveyard complex. No building within the Inner Core Area of Protection shall normally be permitted to exceed single storey height, unless special justification can be made. In the case of existing two storey residential dwellings two storey extensions may be permitted provided they meet the requirements of other Objectives. In any event developments shall be designed in such a manner so as not to compromise the important views of the former St. MacCullin's Church when approaching from the South.*

#### Katie Hunt's Cottage

Katie Hunt's Cottage is an important vernacular building located on Church Road, to the west of the former St. MacCullin's Church. The cottage and adjoining land is in Council ownership and represents a possible opportunity to develop a community and visitor facility for public use during the day and evenings. It could also incorporate a café

facility.

There is a commitment in the Fingal Development Plan 2005-2011, **Local Objective 86:** *To refurbish and rethatch the existing [former thatched shop premise] cottage abutting Church Road.*

The Cottage can be renovated and brought back into use. Traditional materials will be used including external render finish, timber window frames and a thatched roof.

An opportunity to extend the Cottage in a discrete way within the boundary of the site will enable a modern functional and versatile space. Any extension shall be designed to respect the existing cottage, in terms of scale, mass and design. It could be of a contemporary design but will be required to be of a light weight structure single or two storey in height. Orientation and design shall be such as to minimise any potential disruption to the neighbouring property to the east and maximise surveillance of the public area of land towards the former St MacCullin's Church and Round Tower to the west. A raft decking open area could be provided to the east facing elevation to maximise use of the open area towards the Church.

The Fingal Development Plan 2005-2011 includes a Local Objective relating to a Pedestrian Right of Way, **Local Objective LK7:** *To provide for a pedestrian right of way from Church Road to Post Office Road.* Any layout shall be able to accommodate the potential for a new foot-path linking these two roads.

#### Design principles shall include:

- Refurbishment of the Cottage shall incorporate a render finish to the external walls, thatched roof, and timber framed windows
- Any extension shall be located to the rear, linear in design with a north/south orientation, with east facing elevation to provide surveillance, shall be no more than two storey in height, and shall be of a light weight construction, with preference given to timber and glass
- Car parking shall be limited, possibly to disabled persons and staff
- Cycle lock up facilities shall be provided
- The site, including hard and soft landscaping, and footpaths, shall be developed in such a manner so as not to prejudice any subsequent acquisition of land to the north and provision of pedestrian and cycle link through to Post Office Road
- Secure gated access to grounds shall be provided
- Signage and furniture shall be consistent with that provided elsewhere to give uniformity/identity to village.



Katie Hunt's Cottage



View of Village square from the north entrance

### Cottage at the Eastern Entrance of the former St. MacCullin's Church

There is a small vernacular cottage located on the southern side of the entrance driveway to the east of the former St. MacCullin's Church. The property occupies an important location between the former Church and the proposed Civic Square in the heart of the town. Until recently the property had been occupied. Given the strategic importance of the location the Council acquired the property and will ensure that any future uses or development of the site will make a positive contribution to the entrance of the former St. MacCullin's Church and the setting of the proposed Civic Square.

#### 6.4.3 Outer Core Area of Protection (Area K1)

##### General Principles

The Outer Core Area of Protection also contains a rich archaeological and built heritage that needs to be conserved, enhanced and protected. In particular views to the former St. McCullin's Church and Round Tower are important. Buildings are a mix of vernacular and more modern buildings either single storey or two storey in height. Open spaces between existing buildings and structures help to define the character of the area as does the natural environment in terms of trees and hedges within the public realm and private gardens. New development shall be encouraged provided it incorporates high quality design and finishes and follows the objectives and principles listed below. There are potential development opportunities at the existing car show room, existing builder's yard and the area to the south of the Town Park, as well as limited opportunities for infill. This LAP will enable incremental change over time.

##### LAP Objectives for the Outer Core Area of Protection are:

**Objective LP14:** *To promote and support the openness and historic character of the Outer Core Area of Protection.*

**Objective LP15:** *To ensure that the views towards the former St. MacCullin's Church and Round Tower are protected.*

**Objective LP16:** *To ensure that all new developments respect the historic character of the area. All proposals within the Outer Core Area of Protection shall be laid out and designed*

*to a high standard, to a scale in keeping with the historic character of the area. The external walls and roofs shall be faced with high quality materials and finishes.*

**Objective LP17:** *To preserve the openness of the locality and views of the former St. MacCullin's Church and Round Tower. With the possible exception of the key garage site, no building within the Outer Core Area of Protection shall exceed two*

*storeys in height. The development of the key garage site shall not, unless special justification is made, exceed three storeys in height. In any event developments shall be designed in such a manner so as not to compromise the important views of the former St. MacCullin's Church when approaching from the south.*

LAP Objectives and specific design principles relating to the Dublin Road/Barrack Lane Development Site, the Town Park, the Builders Yard and development of a residential complex at the southern entrance to the Park are detailed below.

##### Dublin Road/Barrack Lane Development Site

The existing car show room located at the junction of Dublin Road and Barrack Lane occupies a prominent location in the town when approaching from the south. While the existing business is a going commercial concern the site offers the development potential for a distinctive building. Redevelopment of this site should be encouraged as it provides the opportunity to add to the overall variety of uses.

Any development proposal will have regard to LAP Objectives LP14, LP15, LP16 and LP17 as well as the following design principles:

##### Dublin Road/Barrack Lane Development Site Design Principles

- The building shall incorporate mixed uses, for example public uses on ground floor such as shops/doctors surgery, with residential above
- The building shall provide a strong presence through the use of high quality design and high quality facing materials on external surfaces, including walls, roof, doors and windows
- The development of the site shall be complimented by high quality hard and soft landscaping, with a strong emphasis on boundary treatment and provision of hedgerow planting

##### The Town Park

The Town Park is in the course of development. However, while it is an important resource in the locality its existence is not yet well known throughout the town.

The future development and layout of the park should respect the heritage of the town and maximise the potential of possible development sites, the Builder's Yard site to the north and the Dublin Road Site to the south.

It is a **Local Objective** of the Development Plan, LK8, *To provide for a pedestrian right of way from Dublin Road through the Town Park to Minister's Road/Tower View.*

With regard to finalising the development of the Park the following principles should be incorporated:

##### Town Park Design Principles

- Layout, design and landscaping shall respect the underlying archaeology of the site and through imaginative, low impact earthwork/landscaping and footpath network delineate the approximate line of the Outer Enclosure
- Layout and landscape design shall be flexible to incorporate the future development of new and enhanced accesses to the Park from the north and south
- The provision of directional and interpretational signage and park furniture shall be incorporated into the Park and be consistent with that provided throughout the town

##### Builder's Yard Site

The existing builder's yard to the north of the Town Park is an on-going commercial concern. While there are currently no plans to redevelop the site its location close to the town centre should the site become available for development would present a significant opportunity to provide a high quality development that would enhance the western approach to the town. Such redevelopment would have the potential to incorporate access to the Town Park from the north. A pedestrian link is proposed under Local Objective LK8, and any redevelopment of site shall have regard to this as should the design of the Park.

##### Builder's Yard Development Site Design Principles

- In the event of the site becoming available for development the scheme shall provide for a well defined access to site and Town Park beyond, to run centrally through the site in southerly direction from Minister's Road
- Residential development to western part of the site could be two storey modern vernacular style render finished, with slate roof and incorporating punched hole windows
- Re-use of significant buildings on the eastern part of the site could be encouraged. Any new build shall be of a light weight timber structure to indicate difference of approach/character to buildings within the Outer Enclosure to those located outside
- Car parking shall be provided for mixed use and residential development and public parking to serve the Town Park
- New buildings shall be designed to overlook and provide surveillance to parkland to the south as well as to the public and private car parking areas

### Dublin Road Site: Southern Entrance to Town Park

A site immediately to the west of Dublin Road offers the potential to be redeveloped for residential development. This could be a relatively high density apartment development.

#### Dublin Road Development Site Design Principles

- High density residential development allowing for up to 70 units will be considered
- Landscaped gardens shall be provided between buildings
- Buildings shall be no more than three storeys in height
- External finishes shall be rendered walls, slate roof
- High quality design shall be based around sustainable building principles
- Development shall incorporate car parking for the Town Park
- Surveillance shall be incorporated to private parking and public car park to serve Town Park
- Site shall provide a gateway feature to Town Park

#### 6.4.4 Development of a Civic Square and Adjacent Key Site

While the former St. MacCullin's Church and Round Tower complex provides a certain focus to the town, it is cut off by the road junction of Main Street, Station Road and Church Road from the new commercial area of the town to the east and the remainder of the village focussed on Main Street to the north. There is evidence to suggest that traditionally there was a market place, possibly of medieval origin, at the eastern end of the ecclesiastical settlement. While there is a small public space at the entrance of the former St. MacCullin's Church and graveyard the road junction dominates the area. There is an opportunity to create a civic square which will provide a much needed focal point within the town.

To provide for this the Fingal Development Plan, Local Objective LK6 seeks *To provide for a Civic Square, and to ensure that the proposed development in the vicinity of Main Street, Station Road and Church Road, facilitates the provision of a high quality Civic Square.*

#### Civic Square Design Principles

- Through the use of traffic calming measures, including layout, design and surface materials, the Civic Square shall provide a distinct 'shared surface' environment which gives pedestrians priority over other road traffic
- Surface treatments of the Square, including paving and drainage infrastructure, shall be of a high design quality to enhance this important area within the historic centre of the town. Such treatment will match that used on other roads in the town where shared surfaces are proposed
- The surface treatment of the eastern access to the former St. MacCullin's Church and Round Tower shall be of high quality complementing that used on the Civic Square and that used on the western access to the complex from Church Road.
- The Civic Square shall be augmented by well designed street furniture and signage, made of high quality materials appropriate to its important setting
- Careful consideration shall be given to the location and amount of street furniture and signage provided to avoid clutter
- Lighting and signage shall be of a high quality and design that complements other such provision within the Historic Core and village and Green Areas, providing a strong sense of local identity
- The incorporation of public art shall be encouraged

#### Development of Key Site to the East of Civic Square

The undeveloped land directly opposite Murray's Public House and the eastern approach to the former St. MacCullin's Church provides an important opportunity for development. The southern part of the site currently provides the car park for Murray's Public House. The development of the site will be key to the success of the Civic Square, and also provide consolidation of development in this part of the centre to the recently built mixed use development to the east.

Accordingly Local Objective 87: *To promote a high quality mixed use development (incorporating retail use) on the former horticulture/glasshouse site in the centre of the village* is included in the Fingal Development Plan 2005-2011.

To ensure a high quality development is achieved the following design principles shall be adhered to.

#### Design Principles for the Development of Key Site to the East of Civic Square

- A distinctive building, with strong road frontage with Main Street and Station Road, shall be provided and be of a high quality design befitting its prominent position in the town and adjoining the proposed Civic Square
- The building shall be a two storey building, although a third storey would be acceptable if incorporated into either gable features or with gradation of height back into the site, to moderate the visual impact of the recently constructed mixed use development to the east from the centre of the town
- External walls may be broken up through roof profile, but built as a unit to provide quality to the façade. External walls to be render finish with stone detailing and roofs to be of slate
- Mixed use development shall incorporate ground floor commercial use, including shops with apartments or offices over
- Paving shall fill square, and follow the line of the original frontage
- Pedestrian permeability through the site shall be provided, for example by incorporating a pedestrian mall, to allow access to car parking to rear and developments beyond
- Parking shall be provided appropriate to the scale and density of development and shall be integrated into a detailed landscape plan
- External surface treatments shall be of high quality materials that complement those used on the adjoining Civic Square.
- Signage shall be of high quality, in keeping with the development and that used in the adjoining Civic Square.

## 6.5 The Village Area

The character of a rural village is maintained in the area immediately to the north of the former St. MacCullin's Church and Round Tower where the original village is centred on Main Street to the east, The Green to the west, Post Office Road to the south and Chapel Road to the north.

Main Street in particular is not well defined or urban in character and comprises a local cluster of convenience shops with haphazard off-street parking to front. There are smaller dispersed retail clusters on Post Office Road. The town centre is essentially an area with a limited number of services and low density housing with poor enclosure in some instances.

There is scope for new connections and open space on the adjacent lands between Post Office Road and Church Road opening up additional vistas and access to the Tower from Main Street and Minister's Road.

In terms of urban design the LAP proposes the retention of the existing network and fabric. Interventions to support and enhance the existing character of the village area will be encouraged. The LAP also promotes the creation of shared surfaces on designated lanes. The issue of shared surfaces is dealt with in the Transportation Section [Section 9] of the LAP.

Along Main Street, Post Office Road and Chapel Road, encouragement will be given for incremental change to occur in a series of small improvements. This will enable these roads to evolve naturally.

There is a need to create more footfall and commercial development in the vicinity. This can be done by encouraging new commercial uses into the area, improving and adapting existing buildings to provide a greater level and mix of commercial opportunities. In conjunction improvements to streetscape, foot path widening and the introduction of traffic calming measures will make roads in the centre of the village more pedestrian friendly. Opportunities for infill development and the development of small courtyard developments may also present themselves.

Materials within this area of the town and throughout the historic part of the centre should reflect those used on existing buildings, where practical re-thatching, plastered walls or if possible lime render should be encouraged as should the use of timber window frames. Colours of walls should be muted greens and fawns representative of colours found in the East of Ireland or tans and browns found elsewhere in Fingal.

### Chapel Road

A potential development site lies immediately to the south off Chapel Road, opposite the National School. The site is capable of

accommodating residential development of up to three storeys in height, provided it is set back from the Chapel Road. The existing hedgerow along the northern side of the site, fronting onto Chapel Road is an important feature giving character to the Road and should be retained.

#### Chapel Road Development Site Design Principles

- Walls that form the eastern and western boundary of the site shall be retained
- Group of mature trees to the south shall be protected
- Hedgerow along the northern boundary of the site shall be protected

### Northern Approach - Skerries Road

The approach to the town centre from the north is characterised by a mix of older small scale developments that have developed in an ad hoc manner over time to the more recent development of Lusk Village estate. The western side of Skerries Road also has a significant length of mature hedgerow at its northern end that forms boundaries to residences, the school playing pitch and an area of public open space.

Here general design principles will apply. The need to maintain existing hedgerows and encourage the planting of new hedgerows is particularly important when considering boundary treatments on this approach to the town to enhance the greening of the town.

## 6.6 The Green and North Western Area

The northwest of the town has a good sense of character, marked by attractive pedestrian lanes and The Green itself, which provides an important open space that characterises the north western part of the town. The Green is situated on an elevated site and is home to several protected structures, including the Catholic Church and graveyard on its northern side. The former Carnegie Library fronts onto the south west of The Green, and is an important community asset to the town. The former school house and presbytery are also notable buildings. Again the small village character of the town prevails

The LAP does not promote any specific urban design interventions in the area. However the north western approach into the town along Quickpenny Lane is particularly attractive. The undulating land, hedgerows and mixed dwelling types all contribute to the rural aspect of this approach into Lusk. While there is an attractive entrance into the town many buildings and structures are in a poor state of repair. A conservation led policy will ensure that the spatial characteristics of the approach are maintained. One off infill development will be allowed and the rural character of the area will be maintained through encouraging the reuse of existing properties. Hedgerows and planting

should be encouraged. The existing edge of the settlement is well defined and it should be maintained.

The approach road into the town from the northwest is particularly rural in character and attractive. Upon reaching The Green proper there is a good sense of arrival. Hand's Lane and Treen Hill both lead southwards from The Green. Hand's Lane in particular retains the appearance of a rural country lane particularly at its northern end and to the west, while Treen Hill is more urban in character yet retains the feel of a small rural village. Chapel Road and Post Office Road lead eastwards further into the centre of the town.

## 6.7 Treen Hill and West of The Green

Treen Hill provides an important link between Minister's Road to the south and The Green located in the north western part of the town. It remains village like in character with a number of residential dwellings fronting onto the road along the eastern side. The western side of the road also has a number of houses fronting onto it along with access points serving a number of businesses located to the rear. These include an engineering works and agribusiness/horticultural uses. The area is zoned RB 'to provide for and facilitate the provision of agri-business uses'.

Agricultural and horticultural businesses have been important to the local economy of Lusk and go some way in defining its growth and character. It is Council policy to allow agri-business uses directly related to the agricultural or horticultural sector in RB zoned areas. However in this area, as the original village has grown, the businesses have become surrounded by new residential developments and increasingly do not appear to sit comfortably with the neighbouring residential areas. Traffic movements, including lorries and tractors are becoming an issue, as they sometimes conflict with other vehicle and pedestrian movements.

An area of land comprising some 3.3 hectares is located to the west of Hand's Lane [Area D]. Following the recent Variation No. 25 to the Fingal Development Plan the current zoning on the site is RS1. In urban design terms low density residential use on the site is considered to be most appropriate given the rural character of Hands Lane and local topography. The opportunity to site larger houses within the town at a lower density will provide a balance to the mix of housing stock giving more choice within the local housing market.

The residential development of the land is also subject to two further objectives concerning phasing, **Local Objective LK1**, regarding the Waste Water Treatment Plant at Portrane and **Local Objective LK5**, regarding the provision of a new permanent primary school and secondary school, as well as a satisfactory outcome of an Educational Needs Assessment.

In addition to general urban design principles contained within the LAP and the Fingal Development Plan the following principles shall apply:



#### Land West of Hand's Lane Development Site Design Principles

- The site shall be developed at an overall density not exceeding 10 dwellings per hectare
- No more than two accesses shall be provided onto Hand's Lane and the layout of any development of the site shall incorporate the hedgerow along the western side of the Lane

#### South Western Approach - Minister's Road

Minister's Road provides an important route for traffic on the south western approach to the town from the R132. For a short length between the R132 junction and the outskirts of Lusk the road remains predominantly rural in character. However with the recent completion of the Dun Emer Estate the character of the road has begun to change. Work on a necessary realignment, footpath and cycleway remains to be completed.

It is a Specific Objective of the Fingal Development Plan *To provide for road improvements along the Minister's Road from the south west corner of the Round Towers GAA Club to the junction with the R132.*

In addition the Traffic Management and Traffic Calming Study will carefully consider the existing road environment and possible improvements to the carriageway that may be necessary.

Lands to the north of Minister's Road have been identified for new housing, open space and employment uses. In order to coordinate and control the development of these newly zoned lands, the following Objective LP19 is included in the LAP:

#### LAP Objective for Lands to the north of Minister's Road

**LP18:** *To secure the preparation and approval by the planning authority of a Masterplan prior to the carrying out of any development on Areas P, Q and R in order to secure the comprehensive development of these areas in a proper manner.*

The development of the lands is also subject to three further objectives concerning phasing, Local Objectives LK1 and LK11 regarding the Waste Water Treatment Plant at Portrane, and Local Objective LK5 regarding the provision of a primary and a secondary school and a satisfactory outcome of an Educational Needs Assessment.

### 6.8 Station Road and Eastern Approach

The approach into the town from the east along Station Road is important as it is a major route into the town with significant areas of green road verges, particularly close to the centre of town. Further out

of town away from the centre and towards the by-pass the land to the north of Station Road is either vacant or underdeveloped. This provides both the opportunity to redevelop the land with significant developments as well as create a green corridor on the approach into the town from the by-pass. Existing lands zoned SC allow for suburban centre type development and could facilitate the provision of a significant sized retail outlet. Other land is zoned RS. While some residential development would be appropriate, it is also an objective within the Fingal Development Plan to locate a school to the north of Station Road and within the by-pass. Whatever the eventual uses on the land the opportunity to create a significant amount of greening along this approach should not be missed as it will provide an attractive approach into the town, enhance the potential for biodiversity and complement the existing green areas along this route.

Along the northern side of Station Road a pattern of long linear tracts of land survives and is also evident in the shape of subsequent developments close to the centre. These are likely to be the remnants of early burgage plots that marked the Anglo Norman expansion of the town outside the ecclesiastical core. The southern side of Station Road begins with a mix of commercial and residential development, before becoming solely residential in character. A community unit for the elderly is located adjacent to the Remount Roundabout at the eastern end of the road.

The road forms an important approach into Lusk with picturesque views of the former St. MacCullins Church and Round Tower. The approach is further enhanced by a number of significant vernacular buildings and tracts of road verge. Given the importance of this approach into the centre and the number of potential development sites fronting onto the northern side of the road, the LAP seeks to address the future development of this route in a comprehensive manner. The overall design approach for Station Road is one of a wide road side verge and strong planting with buildings set back sufficiently to create a green open approach to the town.

#### LAP Objective for lands to the north of Station Road

**LP19:** *To secure the development of a vibrant mixed-use village quarter north of Station Road from the proposed civic square to the eastern approach roundabout, to include a substantial retail element mainly on the western section zoned SC, and appropriate parking provision for the various uses proposed, in accordance with a Masterplan to be approved by the planning authority in advance of any development.*

In accordance with Objective LP19, the area to the north of Station Road will be developed as a vibrant mixed-use village quarter, to include a substantial retail element mainly on the western section zoned SC, and appropriate parking provision for the various uses proposed, in accordance with a Masterplan to be approved by the planning authority in advance of any development. The overall design approach will seek to provide for the development of a coherent mixed-use village quarter focussed around a series of shared-surface streets and

courtyards that are interlinked along an axis focussed on the former St. MacCullin's Church and Round Tower, and which respect and reinforce those elements identified in the ACA Statement of Character as creating the special character of Lusk, in particular the scale and distinctiveness of the town's vernacular urban spaces and the fine grain of its traditional burgage plots. Provision for a large retail store will be incorporated in a manner that respects the street and land use pattern. Car parking areas to serve the new mixed-use developments will be integrated into the proposed framework of streets and spaces.

#### Development Lands to the north of Station Road - Design Principles

- In keeping with Objective LP19, the area to the north of Station Road shall be developed as a vibrant mixed-use village quarter in accordance with a Masterplan to be approved by the planning authority in advance of any development.
- A strongly planted road verge at least 8 metres wide and incorporating a footpath and cycle way shall be provided along the northern side of Station Road.
- To the north of this road verge, mixed use development shall take place around a series of shared-surface streets and courtyards that are interlinked along an axis focussed on the former St. MacCullin's Church and Round Tower and integrated with the proposed new Civic Square.
- New buildings shall not exceed two/three storeys in height.
- A coordinated urban design and landscaping framework for all new public spaces and for Station Road shall be included in the Masterplan.
- Provision shall be made for a large retail store in a manner that respects the street and land use pattern.
- Car parking areas to serve the various uses shall be integrated into the civic framework of streets and spaces. No parking or service areas shall be provided in front of buildings facing onto Station Road.
- To ensure permeability, new streets and courtyards shall connect into the road and footpath network serving adjoining residential areas.
- Gateway or landmark buildings not exceeding three storeys in height shall be provided at key locations.
- Consideration shall be given to the application of a 30 kmph speed limit to new streets within the village quarter.
- New developments shall respect the elements identified in the ACA Statement of Character as creating the special character of Lusk.

- Existing mature trees which formed part of the boundaries of burgage plots shall be retained where possible.
- Retention and protection of existing buildings and structures of architectural, historic or townscape importance that add value to the area shall be required, particularly vernacular structures of local significance.

### 6.9 Dublin Road and Southern Approach

Between the R127 Roundabout along Dublin Road and its junction with Barrack Lane, the approach is characterised by a mix of mainly residential dwellings, differing in character and style. Along this approach no specific interventions are required although general design principles relating to Lusk previously listed as well as those given in the Fingal Development Plan will apply.

Key sites exist on the Dublin Road and careful consideration will need to be given with regard to their future development or redevelopment. The creation of the Town Park has also created an important asset for the town and opportunities exist to allow for access to the park, directly off Dublin Road, where the provision of new car parking could be worthy of investigation.

### 6.10 Residential Areas

Surrounding the town core to the east, west and south of the existing village centre there are established residential estates and particularly to the southwest and northeast there are several large new estates. Development to the north east, east and south east is mostly contained within the by-pass. The edge of the town and the interface between the built up part of the town and the undeveloped rural area is in parts poor in quality and definition. This is particularly the case with some of the new residential areas.

### 6.11 Lands to the North of the By-pass (Areas E & F)

An area of land comprising some 16.77 hectares is located to the north of the by-pass, and includes some 13.27 hectares of open space and 3.5 hectares of RS1 land. The land is currently largely undeveloped, with a temporary sewage treatment plant, installed as part of the Lusk Village development. This is due to be removed on completion of the upgrade of the Waste Water Treatment Plant at Portrane. In addition a temporary primary school (Educate Together) is located on part of the eastern portion of the site. This is a temporary measure until a permanent site is developed within the town.

It is an objective of the Fingal Development Plan, **Local Objective LK3** : *To secure the preparation and approval by the planning authority of a master plan prior to the development of the secondary school, community facility, playing pitches, park land and residential development*

*to secure comprehensive development in a proper manner.*

The residential development of the land (Area F) is also subject to two further objectives concerning phasing, **Local Objective LK1**, regarding the Waste Water Treatment Plant at Portrane and **Local Objective LK4**, regarding the provision of a secondary school, and a satisfactory outcome of an Educational Needs Assessment.

With regard to specific urban design issues these will be addressed in the Master Plan having regard to the General Design Principles contained within the LAP and Fingal Development Plan.

**Area E** is adjacent to an existing area of Class 1 public open space of some 4.8 ha. It is the intention to provide three playing pitches on this land, comprising a football pitch, soccer pitch and a junior mixed use playing pitch. In addition Bridestream, a small watercourse runs along the southern boundary of the land. This will require a riparian strip; with appropriate landscaping this could provide good passive amenity space. It is the intention to develop the school and community building to the east/north east of the existing open space with associated access, car park and bus turning areas.

**Area F:** The land comprises one open field with an area of 3.5 hectares located on the northern edge of Lusk, adjacent to the By-pass and Skerries Road roundabout. The land in question could potentially be accessed from a new access off the R132 to the north of the existing Skerries Roundabout.

In terms of house numbers the development of Site F would allow for a maximum of 90 units (less if larger houses at lower density are allowed). At an occupancy rate of 2.8 persons per house this would equate to approximately 252 persons.

A site to the east of the by-pass has been identified to accommodate the Fingal Sports Complex. This is a Council led initiative the main component of which is a covered full size all-weather pitch, with changing rooms, café, lecture rooms and administration rooms. There will be car parking for approximately 200 cars and 10 coaches. It is also intended to accommodate two outdoor pitches an all weather pitch and a grass pitch with a stand for 4000 spectators. The County Council gave approval for the proposed facility at their meeting on 9th March 2009 under Part XI of the Planning and Development Act 2000.

### 6.12 Lands to the South of Lusk

Lands to the south of Lusk have been identified for a primary school and the provision of open space.

### 6.13 Other Residential Lands

Other residential lands will be developed in accordance with the general principles set out in the Fingal Development Plan 2005 - 2011 and the Lusk LAP, together with guidance on residential development current at the time of application.



Aerial View of Lusk

## 7.0 BUILDING DESIGN, ENERGY EFFICIENCY AND SUSTAINABILITY

### The key strategic elements of the LAP is:

- Seek to ensure all new development is designed to ensure energy efficiency and sustainability.

### Plan Aims for Sustainability are:

- Promote sustainable development.
- Promote and develop opportunities for biodiversity.
- Promote principles of sustainable neighbourhood design in new housing areas.
- Promote well-designed quality residential development at higher densities at suitable locations.
- Provide for a high quality sustainable urban environment with a high degree of legibility and permeability for cyclists and pedestrians.

### 7.1 Ireland's Pathway to Kyoto Compliance

A comprehensive report on the implementation of the National Climate Change Strategy was published by the Minister for the Environment, Heritage and Local Government, in July 2006. 'Ireland's Pathway to Kyoto Compliance' sets out Ireland's overall approach to meeting its Kyoto target, assesses Ireland's progress since 2000 and identifies options for further measures to reduce greenhouse gas emissions.

### 7.2 The Green Paper 'Towards a Sustainable Energy Future for Ireland' (2006) and the National Climate Change Strategy 2007-2012

The Government's Green Paper on Sustainable Energy identifies three pillars for achieving sustainable energy policy, these include security of supply, environmental sustainability and competitiveness. The role of fuel diversity together with the use of clean technology is outlined as key in securing security of supply and in expanding renewable energy production. The Green Paper sets an ambitious target for 30% of electricity to be produced by renewable energy by 2020.

The National Climate Change Strategy 2007 - 2012 was published by the Department of Environment, Heritage and Local Government (DoEHLG) in April 2007. This includes proposals and targets for the reduction of greenhouse gas emissions under the headings of energy supply, transport, residential development, industry, commerce and services, agriculture, land use and forestry, and waste.

### 7.3 Sustainability and the LAP

Building design will reflect the need to ensure that the lands are developed in a sustainable and sensitive manner giving due recognition to the necessity to produce a design which accords with

national sustainability and energy conservation policies, and contributes to the creation of appropriate urban form within the development.

### Approach

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. The Lusk LAP will seek to improve standards of energy efficiency and overall sustainability in all new building projects.

It will achieve this by:

- Encouraging responsible environmental management in construction
- Promoting sustainable approaches to housing development by spatial planning, layout, design and detailed specification
- Ensuring high standards of energy efficiency in all housing developments under its remit, and encouraging developers, owners, and tenants to improve the environmental performance of the building stock, including the deployment of renewable energy
- For housing, specifically applying an improvement of 60% relative to prevailing norms as represented by the Building Regulations Part L (2002)
- For other buildings, specifically applying an improvement of 60% relative to prevailing norms as represented by the Building Regulations Part L (2002)
- Anticipating the operational implementation of the EU Directive on the Energy Performance of Buildings (EPBD) by encouraging the energy rating and labelling of building energy performance, so as to give visible recognition to such improvements.

The specific approach proposed for developers is to set a target, accompanied by a menu of design and technology options, including renewable energy technologies, as a means of offering flexibility towards meeting that target in the most technically and economically feasible manner on a case by case basis.

As an initial step towards achieving greater environmental sustainability, Fingal County Council is proposing the introduction of a performance based CO2 Emissions Target (CET) for new buildings being constructed within the Local Area Plan.

All new buildings and material changes of use which involve significant facilitating works will represent a significant improvement in energy and associated environmental performance relative to prevailing

practice. The following requirements apply:

### Housing

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

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

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

### Non-residential

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

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

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

Fingal County Council requires that new developments should achieve a

60% reduction in CO<sub>2</sub> emissions associated with space and water heating (i.e. to below 9.5 kg/m<sup>2</sup>/year), which must include a reduction in energy use for this purpose (i.e. to below 50 kWh/ m<sup>2</sup>/year) and a contribution of at least 30% by renewable energy systems to meet the collective space and water heating requirements within the development.

#### Menu of options

In pursuit of these targets, a strong menu of superior design and specification options will include the following:

- Site layout and associated bio-climatic/ passive solar design measures
- Enhanced levels of insulation in walls, roofs, floors, glazing and doors
- Reduced uncontrolled air infiltration losses
- Use of healthy and controllable ventilation systems
- Heat recovery systems
- Use of daylight
- Water conservation measures
- More sustainable building materials
- Improved heat generation appliance efficiency, e.g. condensing boilers
- Intelligent heating system configuration and time/temperature/ zone/ function controls
- Efficient provision of domestic hot water
- Fuel switching to low or zero CO<sub>2</sub> emitting fuels
- Energy efficient lighting systems
- Incorporation of renewable energy systems, e.g. active solar, heat pumps, biomass
- Provision of appropriate group or district heating systems.

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

- Heating, ventilation and air conditioning systems and controls
- Electrical energy use including motive power
- Efficient lighting systems and controls

- Building Energy Management Systems
- Occupancy controls
- Monitoring and Targeting systems
- Combined Heat and Power (CHP).

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

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

All buildings will be required to incorporate provisions to reduce water use including low flow fittings [toilets, taps, shower heads].

## 7.4 Waste Management & Recycling

An effective and efficient waste infrastructure is necessary to manage all types of waste from household and commercial waste to agricultural and construction waste. The manner in which waste is managed is directly linked to the sustainability of an area.

#### Policy Context

The Waste Management Act 1996 and Waste Management (Planning) Regulations 1997 require local authorities to prepare detailed plans on the management of waste. The Waste Management Plan for the Dublin Region (2005 - 2010) requires all constituent local authorities to implement the key objectives of the plan which is reviewed every five years. The principle objective of this plan is to alter the approach to waste and level of waste produced in the region, based on the priority of prevention and minimisation of waste, maximising recycling and minimising landfill through thermal treatment. The plan envisages a reduction in landfill reliance from 90% to 15%, and a recommendation for a recycling rate of up to 60% with 25% of waste being thermally treated.

#### Construction Waste Management

It is an aim of the Lusk LAP that all developers shall put in place a programme for the proper management of, and as appropriate the recovery and/disposal of soil/construction/demolition waste material generated at the site during the construction phases of development.

- This programme shall also indicate the location of proposed site depots/storage areas and wheel washing facilities

etc.

- The levels of cut and fill within the LAP lands should be balanced in so far as is practical. Details of any surplus material to be disposed of shall be included in the management programme.
- All planning applications will have to clearly demonstrate compliance with the above.

It is the policy of the Lusk LAP to

- Promote the implementation of the Waste Management Plan for the Dublin Region (2005 - 2010).
- Prevent and minimise the amount of waste generated in accordance with the Waste Management Plan for the Dublin Region.
- Require developers to ensure that all waste is removed from the sites by approved waste disposal contractors to approved waste disposal facilities.

In addition it is an aim of this plan that developers shall take adequate measures to minimise the impacts of traffic noise and dust during construction phases.

#### Waste Management

All residential developments must have suitable and adequate internal and external storage space designed for three waste streams - residual waste (grey bin), dry recyclables (green bin), and organic waste (brown bin) - and must comply with the Waste and Recycling Storage Requirements for Residential and Non-Residential Developments in Fingal. All non-residential developments must have suitable and adequate internal and external storage space for segregated waste and must also comply with the Draft Waste and Recycling Storage Requirements for Residential and Non-Residential Developments in Fingal.

#### Domestic Waste Disposal

The provision and management of refuse bins can have a significant impact on the amenity of an area. It is the policy of the Lusk LAP to,

- Ensure that the storage of refuse and recycling bins in residential complexes is in a manner which does not harm the amenity of the area or the functionality of open space, public areas or the movement of vehicles.

- Ensure that adequate storage facilities are provided for bins both refuse and recycling in residential complexes which accords with the relevant building and health and safety regulations.
- Ensure that bin storage areas are adequately screened from public areas.
- Require developers to provide adequate information on how bin storage areas will be managed and maintained to minimise litter.
- Require developers to submit a visual impact statement in respect of locations in areas of high amenity or areas which are sensitive.

**Bring Banks**

Bring Banks provide a local disposal point where the public can conveniently dispose of certain types of waste for recycling. It is the policy of the Lusk LAP to identify suitable sites for civic amenity facilities in the Lusk area.

## 8. RESIDENTIAL DEVELOPMENT

### The key strategic element of the LAP is:

- Ensure that an adequate supply of housing land is made available to meet the needs of the town for the next six years.

### Plan Aims for Housing are:

- Promote the provision of a wide choice of dwelling types, tenure and size to reflect the diversity of needs in the expanding community.
- Promote the integration of social, affordable and private housing throughout the LAP area.
- Promote the provision of live/work units.

The Fingal Development Plan 2005 - 2011 as amended allows for an appropriate level of new residential development to enable Lusk to continue to grow in a planned and sustainable manner.

### 8.1 Housing Layout and Design Standards

Layouts will be designed to calm traffic in order to ensure the safety/security of children, pedestrians and cyclists. Designers are referred to the following guidance documents:

*Quality Housing for Sustainable Communities* published by the DoEHLG. This sets out best practice and contains chapters on Urban Design Objectives, Scheme Layout and Design as well as Dwelling Design.

*Recommendations for Site Development Works for Housing Areas*, published by the DoEHLG provides guidance on traffic planning, traffic calming, management and speed restraint measures.

*Sustainable Residential Development in Urban Areas - Consultation Guidelines for Planning Authorities* and *Sustainable Residential Design - A Best Practice Guide* are both recent DoEHLG publications and replace the Residential Density Guidelines.

Homezone design is suitable for village infill schemes and will be encouraged in new development. Homezones are streets where people and vehicles share the street in a safe manner on an equal basis. They require detailed design on signage, surface treatment, integrated play areas, landscaping and parking.

### 8.2 Balanced Housing Market

In order to achieve a balanced housing market it is important to provide an appropriate mix and type of housing in terms of size, style and tenure. It is an aim of the Council to encourage a broad mix of dwelling types so as to accommodate a variety of housing needs. Residential/apartment blocks will be incorporated with two, three and four bedroomed family homes.

Recent residential developments have provided a reasonable mix of house types. The predominance of house type has been for three bed units but in some cases a flexible design allowed for addition of a fourth bedroom subject to planning permission. The recent developments have not included any one bedroom units.

There is anecdotal evidence to suggest that there is some demand for larger detached dwellings. While this may involve building at lower than normally recommended density, in appropriate locations, including some infill plots, this may be an acceptable way of complementing the existing housing stock while reflecting the lower density development that helps in part to define the character of the core 'village' area.

For example in Area D **Local Objective LK9** has been adopted to limit residential development to a maximum of 10 dwellings per hectare. This reflects both the need to secure the development of some larger dwellings into the overall housing stock and the nature of the site where it is considered that a lower density of housing would be better suited to the immediate locality.

While the size, type and to a lesser extent tenure of new residential development has largely been left for the market to determine, **Local Objective LK12** has been applied to Area Q identified in Variation No. 31, *To ensure an appropriate mix of housing is provided in the local housing market*. It is intended that as part of any planning application a mix of dwellings will be included having regard to the mix of types within the existing housing stock and current population profile and future trends.

### 8.3 Social and Affordable Housing

It is Council Policy to promote and encourage the provision of social and affordable housing in accordance with the proposals outlined in the Council's Housing Strategy 2005 - 2011. (Appendix E of the Fingal Development Plan)

Chapter 6 of the Fingal Housing Strategy provides for a developer contribution of 10% of the land zoned for residential use, or for a mixture of residential and other uses, to be reserved for purposes of social and affordable housing in the Lusk area..

It is an aim of the LAP that social and affordable housing will be provided throughout the town and not concentrated in any particular area.

## 9.0 TRANSPORTATION

### The key strategic element of the LAP is:

- Identify and implement a suite of traffic management and traffic calming measures to enhance the movement of people through the town, and particularly the town centre, in a safe and convenient manner that also has careful regard to the historic character of the town.

### Plan Aims for Transportation are:

- Encourage the use of sustainable means of travel including walking and cycling.
- Identify key opportunities to promote a more favourable road environment for all road users.
- Implement a range of traffic management and traffic calming measures.
- Promote the use of the outer relief road in order to discourage inappropriate or unnecessary traffic using the centre of Lusk as a through route.
- Promote and facilitate improvements to the bus and rail services and thereby maximize the opportunities for increased use of public transport by the residents of Lusk and visitors.

### 9.1 Context

Transportation is a key issue for the town in terms of encouraging sustainable development. Traffic management, facilitating future development, encouraging the use of public transport and allowing ease of access in and out of the centre of the town from adjoining estates are important issues addressed by the LAP. Design solutions to encourage the movement of traffic and pedestrians within the centre in a safe and convenient manner while protecting the character and rural ambience of the centre of the settlement is also a key element of the LAP.

The network of narrow lanes within the centre of Lusk contributes to the overall character of the town. However the volume of traffic passing through the town is significant, and despite the completion of the by-pass to the east and the introduction of traffic calming measures in the town centre and approaches from the south and north, the volume of traffic is a continuing cause of concern in terms of road safety, convenience and negative environmental impacts such as noise and air pollution.

The number of Heavy Goods Vehicles (HGVs) and tractors is an additional problem. While the by-pass provides a much needed relief route for the town the route through the centre of Lusk remains the shortest travel distance for Dublin to Skerries traffic and will continue to be the route of choice unless additional traffic management measures are introduced. The carriageway on many of Lusk's streets is shared between pedestrians and vehicles and there is scope for more formalised road sharing measures.

Growth in residential provision, employment, school development and also the expected increase in retail activity will increase the level of local trip making from the immediate catchment population. It is important to ensure that new developments within the town allow for permeability between the residential areas and the town centre to minimise the need for car based transport.

### 9.2 Traffic Management and Traffic Calming

Development Plan Objective Lusk 9 incorporated into the Fingal Development Plan under Variation No. 25 seeks to address some of the above issues.

#### Objective LUSK 9

*To develop and implement comprehensive and effective measures for Traffic Management and Traffic Calming and to carry out a study in that regard to include the following:*

- *Assessment of the existing traffic environment*
- *Review of traffic speeds within the town and approaches to the town*
- *Measures to promote the use of the By-pass and disincentives to through traffic*
- *Identification of rat runs and measures to alleviate these*
- *In conjunction with urban design measures, the identification of appropriate road surface treatments and shared surfaces*
- *Identification of appropriate access points for newly zoned lands*
- *Improvements to facilitate pedestrians and cyclists*
- *Review of the existing one-way system*
- *Identification of traffic calming measures*
- *Implementation plan including timeframes of measures proposed.*

To meet the key aims and objectives of the LAP a Traffic Management and Traffic Calming Study is currently being carried out including consideration of the following elements.

1. Establish traffic volumes.
2. Establish existing travel patterns.
3. Measures to discourage through traffic on town streets.  
Options being considered include
  - Traffic calming
  - Traffic signals
  - Surface Treatments
  - Examination of One-Way systems
  - Restricted Access
4. Measures to improve connectivity to bus and rail services.
5. Appropriate access to new zoned lands.
6. Ministers Road upgrade and implications.
7. Pedestrian routing and network.
8. Shared Surface.

### 9.3 Public Transport

#### Bus

There is a total of six bus stops in Lusk, four along Station Road and two on the Dublin Road. These are served by Dublin Bus routes, originating in Rush and Balbriggan, and operating on an hourly basis.

The Fingal Development Plan 2005 - 2011 incorporates **Local Objective 93**: *To promote the development of a shuttle bus service linking Lusk village to the mainline Bus Eireann services (Drogheda to Dublin) on the N1 and/or the metro in Swords.*

This Objective remains valid and the LAP continues to promote such bus services.

#### Railway

The existing train station is located approximately one kilometre to the east of Lusk, on the R128 Rush Road. The railway is currently operating at capacity. However in the longer term rail transport is considered to be the most favourable form of public transport.

At present, there are nine trains at peak hours in the morning serving Rush and Lusk station and connecting to Dublin Connolly. At evening peak time there are five trains passing through Connolly which serve Rush and Lusk Station. Iarnrod Eireann has indicated that it is intended to increase the number of carriages on some trains at peak hours, although numbers are not specified. This will increase capacity in the short term but it is unlikely that this will meet full demand along the line. In the medium term, the proposed city centre resignalling project will allow increased frequencies on the northern line. The project was due to start in 2007 but has been delayed. As a result, a completion date of 2010 - 2011 appears ambitious. In the medium-long term, proposals for electrification as far as Balbriggan by 2015 and the proposed city centre inter-connector will increase capacity on the line. Limited double tracking along the line, while part of a long-term vision, is not part of Transport 21. Therefore, while increased frequencies and capacity are proposed on the rail line, they will provide only minor improvements on the service provided in the short term.

The railway station is within walking distance of the town and a new footpath to link Lusk to the station has recently been provided. At present there is no separate cycle lane.

Despite available car parking at Rush and Lusk Station, the demand for car parking far exceeds the spaces available. Iarnrod Eireann have received planning permission for the demolition of five dwellings and the construction of 199 additional car parking spaces, including twelve disabled parking bays, bicycle storage, the realignment of the existing entrance to the R128 and associated site works at the station. Park and Ride is also being considered.



Links between the station and Lusk are inadequate. The station is a crucial element in contributing to a sustainable form of residential development, which promotes public transport. The Fingal Development Plan incorporates **Local Objective 91** *To promote the development of a shuttle bus service linking Lusk and Rush to the station to avail of increased capacity in rail services as it arises.* This Objective remains valid and the LAP continues to promote such a service.

The Fingal Development Plan incorporates Local Objective 102: *To undertake a study for the area adjacent to the Lusk/Rush Railway Station to investigate an optimal appropriate mix of uses including park and ride facilities and limited enterprise facilities.* This study is at an advanced stage.

#### 9.4 Future Road Schemes

##### R128 Lusk - Rush Link

The R128 road links Lusk with Rush, and en route it passes Rush and Lusk Railway Station. The existing carriageway requires upgrading or replacement, especially in the vicinity of the Railway Station where access to and from the station and car park is particularly poor. It is a current Local Objective of the Fingal Development Plan, **Local Objective 99**, *To provide for pedestrians and cycle paths between Lusk and the railway station.* A pedestrian footpath has recently been completed and continues onwards to Rush. However a cycleway as yet has not been provided. It remains an Objective of the LAP to secure the provision of a cycle way from Lusk to the Station.

The need for more improvements along the length of the road remains. Further improvements to the existing road are problematic due to its horizontal and vertical alignment. While the Council's Transportation Department has been actively considering the construction of a new road as an alternative to upgrading the existing road, no decision has yet been made. However, none of the recent land re-zonings or proposals within the LAP prejudice the route of such a new road should it be forthcoming.

##### North Western Relief Road

In the longer term a north western relief road for Lusk, linking the R127 westwards to link with the R132 (former N1), is worthy of careful consideration. Development of such a road would have the advantage of relieving traffic flow from the north of the town wishing to travel south and westwards. Examination of a route that could link to the R132 or M1 is considered to be premature for this LAP as any scheme will have to be viewed in the wider strategic context of traffic management particularly in the Blake's Cross area, the continued development of Swords and a possible link to a new junction on the M1. However none of the recent land re-zonings or proposals within the LAP prejudice the route of such a road should it be forthcoming in the

future.

##### Minister's Road

Minister's Road provides an important route for traffic into and out of the south western part of the town. With ST1, RS1 and OS zoning immediately to the north of Minister's Road there is a necessity for further improvements to the road to be undertaken. It is a Local Objective of the Fingal Development Plan **Local Objective LK14 - [Applies to Areas P and Q]**: *To ensure that development does not take place until the necessary up-grading of Minister's Road as indicated on the Development Plan map is completed.*

There is also a Specific Objective in the Fingal Development Plan for the following road proposal:

**Road Proposal:** *To provide for road improvements along the Minister's Road from the south west corner of the Round Towers GAA Club to the junction with the R132.*

These improvements will be needed irrespective of any development, being undertaken on the ST1, RS1 or OS lands. A footpath, cycleway and realignment of the road adjacent to the Dun Emer development are still to be completed.

#### 9.5 Car Parking

There is a limited amount of parking available to the public in Lusk. Private car parking accounts for the majority of parking such as parking provided for customers at the recently built mixed use development to the east and north of Main Street and Station Road, and at Murrays Lounge Public House. There are small bays of spaces outside the Post Office and to the east of the Catholic Church. There is also an additional few spaces haphazardly located around the core along streets but these are in short supply. The provision of additional car parking facilities in the centre of Lusk could help eliminate dangerous parking on footpaths and reduce traffic congestion. New provision will be secured as an integral part of future developments.

#### 9.6 Pedestrian Network

The need to improve the pedestrian network within the town is evident. The LAP seeks to ensure this through promoting careful design which takes account of both public safety and the sensitive character and setting of the area, and the provision of new pedestrian routes.

In terms of design a number of roads within the centre of the town have no footpaths, particularly to the south of the former St. MacCullin's Church. In such instances the opportunity for shared surfaces is promoted, see below, to improve the safety of all road users without the intimate character of the lanes being lost. In locations where footpaths exist but only on one side of the road and

may also be narrow, it will not always be appropriate to provide a second path or widen the existing one. However where existing footpaths are in disrepair these should be repaired using appropriate materials, or if appropriate the footpath replaced by a new shared surface for the whole carriageway.

A network of shared pedestrian routes could be further developed for example the three laneways that run in a northeast direction, first between Treen Hill and Post Office Road, the second stretch up to Chapel Road and then coming out onto Skerries Road. This would improve pedestrian permeability and open up opportunities for back land development with laneway frontage. Such routes could also be incorporated into the development of a heritage trail focusing on protected structures and other points of interest. The LAP promotes the opportunity for sensitive design solutions to pathways and shared surfaces throughout the town.

In a more general sense it is important to ensure that where possible links to and from the town centre to existing and new residential developments are achieved to enhance permeability.

The following Local Objectives in the Development Plan seek to ensure that pedestrian permeability within the town centre will be enhanced as and when opportunities allow, including the opening up of the Town Park.

##### Local Objective 89:

*To provide for a pedestrian right of way from Church Road to the proposed Town Park*

##### Local Objective LK7:

*To provide for a pedestrian right of way from Church Road to Post Office Road.*

##### Local Objective LK8:

*To provide for a pedestrian right of way from Dublin Road through Town Park to Minister's Road/Tower View*

Elsewhere in the town the LAP will seek to ensure pedestrian footpaths and links will be provided where new development takes place, for example, **Local Objective LK18 - [Applies to Area R]**: *To provide for a pedestrian right of way between the new Community Facility and Hand's Lane; and where road improvements are proposed, for example Minister's Road.*

## 9.7 Shared Surfaces

The centre of Lusk is characterised by a network of narrow streets. Many of these streets are shared between pedestrians and vehicles, and there is scope for more formalised road sharing measures.

It is an Objective of the Local Area Plan to ensure the safe and expeditious passage of all road users.

### **Local Plan Hierarchy of Roads, Shared Surfaces and Footpath Network Objective LP20:**

*To ensure and safeguard the expeditious passage of all route users. There shall be a clear hierarchy of roads, shared surface routes and footpath network clearly defined through careful design incorporating surface treatments in a consistent manner throughout the town*

The provision of shared surfaces, including the creation of the Civic Square, **Local Objective LK6**, whereby greater priority is given to the pedestrian is an important feature of this LAP.

- In promoting shared surfaces it is important that the surface materials are used in a consistent manner to ensure clear easy identification by drivers, cyclists, pedestrians and other road users that they have entered and are travelling along a route where the use is shared equally, or pedestrians have priority over other users. Design and use of materials is critical to achieve this.
- The identification of 'shared surface' routes and areas and their construction shall be undertaken using a limited range of materials in a consistent manner to provide a clear hierarchy of route ways.
  - Traditional road surface for vehicular traffic and cyclists - blacktop
  - Shared Surfaces for a mix of vehicular, cycle and pedestrian users - paving to be determined
  - Pavements and pathways for pedestrian only uses to be determined suggest traditional stone paving slabs, or within parks a suitable 'rural' bonded gravel type surface.
- The surface treatment of the eastern access to the former St. MacCullin's Church shall be of high quality using traditional stone paving slab, with high quality drainage features to match those incorporated into the Civic Square.

In addition, the Traffic Management and Traffic Calming Study, Development Objective Lusk 9, will identify traffic management and

traffic calming measures to be implemented elsewhere in the locality, such as traffic lights, and road design will also be of assistance in improving the safety of all road users throughout the town.

## 10.0 EDUCATION

### The key strategic elements of the LAP is:

- Provide for adequate school facilities to cater for the needs of Lusk's people.

### Plan Aims for Education are:

- Provide for two new primary schools.
- Provide for a new secondary school.
- Undertake a master plan for the school, community hub, associated playing pitches, parkland with associated access, car parking and landscaping.

### 10.1 Existing Provision

There is currently one National School located within Lusk town, at Chapel Road. This has sixteen classrooms but has received approval for a further sixteen classrooms from the Department of Education and Science. The extension is at architectural planning stage.

Rush and Lusk Educate Together National School has recently relocated on a temporary basis from the former Teagasc building at Blake's Cross, to the south of the town to a site on lands north of the by-pass. A permanent site needs to be made available to the school within the by-pass.

In addition there are a further two primary schools within the Lusk catchment area: the Corduff National School lies to the southwest of Lusk adjacent to Corduff Rural Cluster; and Hedgestown (Five Roads) National School is located to the north of Lusk.

There is currently no secondary school in Lusk.

The Commission on School Accommodation published an Area Development Plan for North Dublin in September 2007. It clearly indicates that the demand for school places in Fingal generally is steadily rising and the educational needs of fast growing communities need to be planned and catered for. The Commission identifies a need for the provision of a new primary school and a secondary school in Lusk in the short-term and a further primary school in the long term.

### 10.2 Future Primary School Provision

The Fingal Development Plan 2005 - 2011 identifies two indicative sites for new primary schools within the town. The first to the south of the Chapel Farm Estate, to meet short-term needs and the second, located to the east of the village core, north of Station Road and within the Eastern Bypass, to meet longer term needs.

#### Eastern Part of Town

The site to the east of the town core, north of Station Road, is ideally suited to serve primary school pupils in the eastern part of the town, including Lusk Village. This part of the town is currently zoned RS1.

RS1 zoning allows for the siting of a school and a Specific Objective providing for a school is included in the Fingal Development Plan. The area has the advantage of being located in relatively close proximity to existing and proposed residential development, and is within the existing eastern Bypass.

#### Southern Part of Town

The need for a second site located in the southern part of the town remains, particularly with the development of the Chapel Farm and Dun Emer Estates. To ensure land available is sufficient in area to meet modern schooling needs a site has been identified, Area L and M. In order to ensure the proper phasing of development takes place the Fingal Development Plan includes the following Local Objective:

#### Local Objective LK5 - [Applies to Areas D, Q and S]:

*To ensure that residential development does not take place until such time as [a] work has commenced on the construction of a new permanent primary school beyond the existing schools currently operating within the Lusk catchment area, and a new secondary school within Lusk, and [b] the developer has undertaken an Educational Needs Assessment which demonstrates to the satisfaction of the Planning Authority that there is adequate school provision for the needs generated by the proposed development.*

### 10.3 Future Secondary School Provision

The need for a secondary school in Lusk has been identified by the Department of Education and Science. The preferred model is for the development of a shared facility combining a school with community centre, and possibly other uses. Potential for such a facility to be provided on land to the north of the town, adjacent to existing open space has been identified, Area E, and a Specific Objective incorporated into the Fingal Development Plan. The site has the advantage of being adjacent to other lands which could be made available for developing playing pitches and other outdoor facilities.

To ensure that the school site is developed in a comprehensive and planned manner it is a local objective of the Fingal Development Plan, Local Objective LK3: *To secure the preparation and approval by the planning authority of a master plan prior to the development of the secondary school, community facility, Fingal Sports Complex, playing pitches, park land and residential development to secure comprehensive development in a proper manner.*

Furthermore, in order to ensure the proper phasing of development takes place the Fingal Development Plan includes the following Local Objective:

#### Local Objective LK4 - [Applies to Area F]:

*To ensure that residential development does not take place until such time as [a] work has commenced on the construction of the secondary school on land marked Area E on the attached map, immediately to the*

*east of the site, and [b] the developer has undertaken an Educational Needs Assessment which demonstrates to the satisfaction of the Planning Authority that there is adequate school provision for the needs generated by the proposed development.*



Lusk Educate Together School



Lusk National School

## 11.0 EMPLOYMENT, COMMERCIAL, RETAIL AND COMMUNITY FACILITIES

### Key strategic elements of the LAP are:

- Improve employment opportunities in the town
- Improve level of retail and local services in the town
- Identify key opportunity sites for development in order to promote the vitality and viability of the core.
- Improve sports and recreational facilities in the town.
- Provide for additional school facilities.

### Plan Aims for Employment, Commercial, Retail and Other Services are:

- Facilitate increased employment opportunities
- Strengthen the core of the town.
- Sustain and augment community services and facilities in Lusk.
- Promote the provision of additional retail, service, office, educational healthcare, recreational and community facilities at appropriate locations to meet the demands of an expanding town.
- Provide for a mix of commercial and retail opportunities

### 11.1 Context

Lusk is identified as a 'Moderate Growth Town' and together with Rush forms a 'Secondary Dynamic Cluster'. Thus in addition to the overall settlement hierarchy where Swords and Balbriggan will have major provision of services and facilities, the idea of 'cluster settlements' suggests that villages or towns could be developed in a mutually dependant way, so that the amenities and economies of the whole cluster are greater than the sum of the parts. Thus in terms of employment provision, commercial, retail and other amenities it is not realistic to assume or plan for the provision of a full range of services in both Lusk and Rush. That said it is clear that as Lusk has rapidly grown in population, amenities have generally lagged behind. The LAP seeks to redress this situation.

### 11.2 Employment

Employment opportunities in Lusk are largely restricted to service industries such as retail, and a small number of existing businesses operating out of a mix of premises that often appear to be dated and poorly located with regard to the wider road network. There are currently 3.5 hectares of land zoned RB to the west of the town centre. This is occupied by a number of diverse businesses including horticulture and engineering.

The Fingal Development Plan 2005-2011, under Variation No. 25 allowed for a limited extension of the existing SC zoning eastwards along Station Road from the centre. It is considered that this will assist the town in realising its potential without compromising the viability and vitality of the existing centre and businesses.

To increase business and employment opportunities within the town there is a need to provide well serviced employment land in an appropriate location in relation to the wider road network while being accessible to local inhabitants. Such provision will encourage the sustainable development of Lusk by providing local employment opportunities and decreasing the need to commute to work.

### 11.3 Science and Technology Zoning

The Fingal Development Plan 2005 - 2011 as varied proposes some 5.5 hectares of land to the west of the town, adjacent to Minister's Road, for ST1 land use. The purpose of this designation is to provide areas for the location of high technology, research and development facilities, corporate/industrial offices, and support service facilities in a campus like setting which ensures a high quality, aesthetic environment. With ST1 zoning proposed uses will be capable of operating without causing disamenity to residents of existing and proposed properties. The location has the advantage of easy access to the R132 and wider road network beyond, without the necessity of passing through Lusk. It is envisaged that access to the lands will be made directly from Minister's Road. The lands are also within easy walking and cycling distance of the town.

To ensure proper phasing of the ST1 lands, development will not take place until the Waste Water Treatment Plant at Portrane and necessary network upgrades have been provided, Local Objective LK11; improvements to Minister's Road have been made, Local Objective LK15; the open space (playing pitch) and community facility has been constructed, Local Objective LK16.

### 11.4 Commercial and Retail Provision

The LAP seeks to improve the vitality and viability of the central core of Lusk as this would make Lusk a more liveable town and help prevent leakage to nearby towns such as Swords. At present the town has a limited supply of retail services to cater for the expanding population. While a new centre has been built on Station Road, it is home to a limited number of services, i.e. supermarket, pharmacy, and medical clinic. Enhanced service provision in the town core would create a focus for the town and facilitate an appropriate mix of uses and a strong streetscape. To help achieve this development of the Civic Square and promotion of the adjacent development lands to the east are important.

The Fingal Development Plan 2005-2011, under Variation No.25 allowed for a limited extension of the existing SC zoning eastwards along Station Road from the centre. It is considered that this will assist the town in realising its potential without compromising the viability and vitality of the existing centre and businesses. Objective LP19 provides a framework for the development of this area.

### 11.5 Community Facilities

There is a general lack of community facilities in Lusk.

The Lusk Community Hall is a small village hall in the former Carnegie Library. This is a protected structure, located at Great Common. The building is currently due to be expanded however it remains quite small and restrictive and therefore is limited in its uses and inadequate for a large growing population.

The former Lusk National School is used as a band hall, accommodates a scout group and a number of community uses. Again the building is old and is limited in its potential uses.

The former St. MacCullin's Church has been restored and provides a valuable resource. The running of the centre has been handed over to the local Community Council who are seeking to develop a range of activities in the premises.

#### Katie Hunt's Cottage

The Council recently acquired Katie Hunt's Cottage close to the former St. MacCullin's Church and Round Tower and the LAP identifies the potential to bring this back into use, possibly for community or tourism purposes. Given the historic character of the building and its sensitive location within the historic core of the town and the open setting of the former St. MacCullin's Church and Round Tower, the LAP in Section 8 provides strong design principles in order to ensure that the development of the building and site respects the integrity of the building and its setting.

#### Community Hub: Fingal Community Model

The need to develop a secondary school within the town is apparent and the application of the combined model incorporating a community centre/hall would provide a valuable asset to the town. The Fingal Development Plan 2005 - 2011 has identified a site to the north of the By-pass. Such a centre would cater for young and old alike, and could provide a gym, cater for indoor sports, fitness classes, and evening classes as well as providing a base for community activity. It will provide a much-needed focal point which would complement the existing facilities.

#### New Community Facility

The Fingal Development Plan 2005 - 2011 under variation No. 31 proposes a site (part of Area R, Local Objective LK16) for a further new community facility to be developed in the western part of the town. With a minimum floor area of 300 square metres it is anticipated that this will provide an additional valuable resource and be able to accommodate a range of activities and groups. The Proposed Variation also seeks to provide for a pedestrian right of way between the Community Facility and Hand's Lane, by means of Local Objective LK18.

## 12.0 RECREATION, AMENITY & OPEN SPACE

### The key strategic element of the LAP is:

- Improve sports and recreational facilities in the town.

### Plan Aims for Recreational Facilities, Amenity and Public Open Space are:

- Protect and enhance existing recreational facilities and amenities.
- Provide for the development of additional open space areas and recreational facilities to meet the recreational needs of residents.
- Maximise the accessibility of existing and proposed recreational amenities by developing a network of key cycle and pedestrian routes.
- Provide passive supervision to new playing fields and open space.

Due to lack of recreational amenities in the area the range of activities for younger people is limited. The town does however have both a GAA and soccer club.

There are significant areas of open space in the town. Within the centre there are the lands in the vicinity of the former St. MacCullin's Church, as well as The Green to the northwest. To the south is the new Town Park which is still to be completed. A significant area of open space has been provided to the north of the by-pass which is proposed to be developed with playing pitches.

Smaller areas of green space are located throughout the town. All lack amenities such as benches, play ground and suitable landscaping.

### Former St. MacCullin's Church and Round Tower including Katie Hunt's Cottage

There are a number of small parcels of open space and undeveloped land surrounding the former St. MacCullin's Church and Round Tower. Collectively they are important in preserving the setting of the Church and Round Tower complex and contributing to the green character of the core of the town. The spaces also provide an opportunity to enable the development of a recreational/tourist/heritage amenity for the town while preserving and enhancing the openness of the area. The redevelopment potential of Katie Hunt's Cottage, represents a key opportunity to improve this area generally. This potential is considered in Section 8.

### Town Park

The Fingal Development Plan 2005 - 2011 includes four Local Objectives relating to the Town Park:



Town Park

- **Local Objective 89** - To provide for a pedestrian right of way from Church Road to the proposed Town Park
- **Local Objective 96** - To provide for a Playground within the proposed Town Park.
- **Local Objective 98** - To encourage the redevelopment of backlands to provide for attractive development, which will provide a degree of informal supervision of the proposed Town Park.
- **Local Objective LK8:**  
To provide for a pedestrian right of way from Dublin Road through Town Park to Minister's Road/Tower View

Development of the park is well underway and has the potential to be a well used resource within the town provided adequate links are made to the surrounding footpath and road network.

While no pedestrian link has yet been provided as required under Local Objective 89 the need to provide for pedestrian links both from the park to Church Road in the north and Dublin Road to the south is

recognised under Objective LK8. The imminent introduction of a play area, required under Local Objective 96, will provide a useful facility.

The recent completion of the Chapel Farm residential estate in the immediate vicinity of the park has ensured that there is a good degree of informal supervision over a large section of the park, however the development of sites located to the northern and southern ends of the park will need to be laid out and designed to include a good degree of informal surveillance of either end of the park and the new pedestrian entrances.

### The Green

A main area of public open space is situated in front of the Catholic Church. It forms a long based equilateral triangle shape bounded by Chapel Road, Quickpenny Road and Treen Hill. There are distinctive buildings that face onto this space, known as 'The Green', namely the Church, the former Carnegie Library, former schoolhouse and the former presbytery. The Green itself is grassed with a flat circular podium in the centre and trees along the perimeter.

### Lands to the North of the By-pass

Immediately to the north of the by-pass there is a major area of Class 1 public open space, comprising some 4.8 hectares. The land was provided as a requirement of the Lusk Village residential development. It is the intention to provide three play pitches on this land, comprising a football pitch, soccer pitch and a junior mixed use playing pitch. In addition there is a stream running along the southern side of the land. There is potential for a passive recreation area along a required riparian strip.

Adjacent to the existing public open space there is land available, to accommodate a secondary school, combined community facility and possibly other sports facilities. Educate Together have recently located on part of the site on a temporary basis.

It is a local objective of the Fingal Development Plan, Local Objective **LK3** : *To secure the preparation and approval by the planning authority of a master plan prior to the development of the secondary school, community facility, Fingal Sports Complex, playing pitches, park land and residential development to secure comprehensive development in a proper manner.*

A site to the east of the by-pass has been identified to accommodate the proposed Fingal Sports Complex.

### Round Towers GAA Club

The Round Towers GAA Club located in the western part of the town has a growing membership and is well supported within the local community. Recent years have seen significant investment on the existing site. The Club has indicated a desire to expand its facilities.

Under Variation No. 31, the Fingal Development Plan provides for an area of some 2.6 hectares adjoining the existing club grounds to be rezoned as open space in order to accommodate a full sized GAA pitch or combination of junior pitches. The siting of the pitch is compatible with existing and proposed uses on adjacent land. Access will be possible via existing facilities.

### Lusk FC

This soccer club has one pitch and a club house in the centre of the village on land zoned for suburban centre use. The Council is working with Lusk United to secure the relocation of the club to the north of the town.

### Land to the south west of Chapel Farm

Under Variation No. 31, the Fingal Development Plan provides for the relocation of an area of open space zoning in order to provide a more usable area of some 2.8 hectares of open space. Currently one playing pitch is being laid out with the provision of a second pitch planned.

### Land at Racecourse Common

Some 1.6 hectares of land are located on the south side of the by-pass adjacent to the by-pass and the Dublin Road. It is intended that a playing pitch will be developed on this land.

### Other Open Spaces

Throughout the LAP area the Council will require the provision of Class 1 and Class 2 open space in accordance with the provisions of the Fingal Development Plan.



Carnegie Library



Views of "The Green"

## 13.0 WATER SERVICES AND UTILITIES

### The key strategic element of the LAP is:

- To ensure the upgrade of the foul drainage system.

### Plan Aim for Water Services is:

- Ensure adequate provision for waste water treatment.

### 13.1 Water Supply

Water is currently supplied to Lusk from Ballycoolen Reservoir. Lusk is served by two trunk mains: a 15 inch AC main and a 500mm Ductile Iron main. The overall level of service within the Lusk area is satisfactory; however, some developers may be required to lay local pipe work in order to bring a water supply to their site. All construction must comply with the Fingal County Council Guidelines for the Laying of Water Mains. A Water Management and Conservation Plan must be submitted as part of the planning permission for all residential and commercial developments. All fittings and installations must incorporate best current practices in water conservation.

### 13.2 Foul Drainage

The existing system is currently at capacity. Critically as the treatment plant with network connection through to Lusk will not be operational until mid-2011, any further development in the Lusk area in advance of the new scheme will be severely restricted. Furthermore work to upgrade significant parts of the existing network within the town is also required. It is anticipated that this will be operational in 2011.

The existing system, part of which is combined, discharges via a 300mm gravity sewer to a purpose built septic tank, located to the south of Lusk. From there the effluent is transferred in a 450mm diameter pipe to the railway embankment where it is discharged to the Rogerstown Estuary at the railway viaduct. Three temporary wastewater treatment facilities have been provided to cater for specific development within the Lusk area pending the construction of a permanent treatment works at Portrane. These are operated by a consortium of developers. The existing treatment facilities are dedicated and do not have the capacity to support further development. Furthermore the 450mm diameter outfall from the septic tank has no capacity to cater for further development.

As part of a plan by Fingal County Council to implement a new wastewater treatment scheme for Rush and Lusk together with the Donabate Peninsula, a report was prepared by P.H Mc Carthy & Partners on the upgrade of the existing system, Rush & Lusk Wastewater Treatment Scheme - Preliminary Report. It determined that while there were little or no reports of flooding from the system, there were inadequate levels of treatment by the existing septic tank. In addition it was also noted that there was a high incidence of pollution in the stream adjacent to the septic tank and at the estuary due to the discharge of foul sewage.

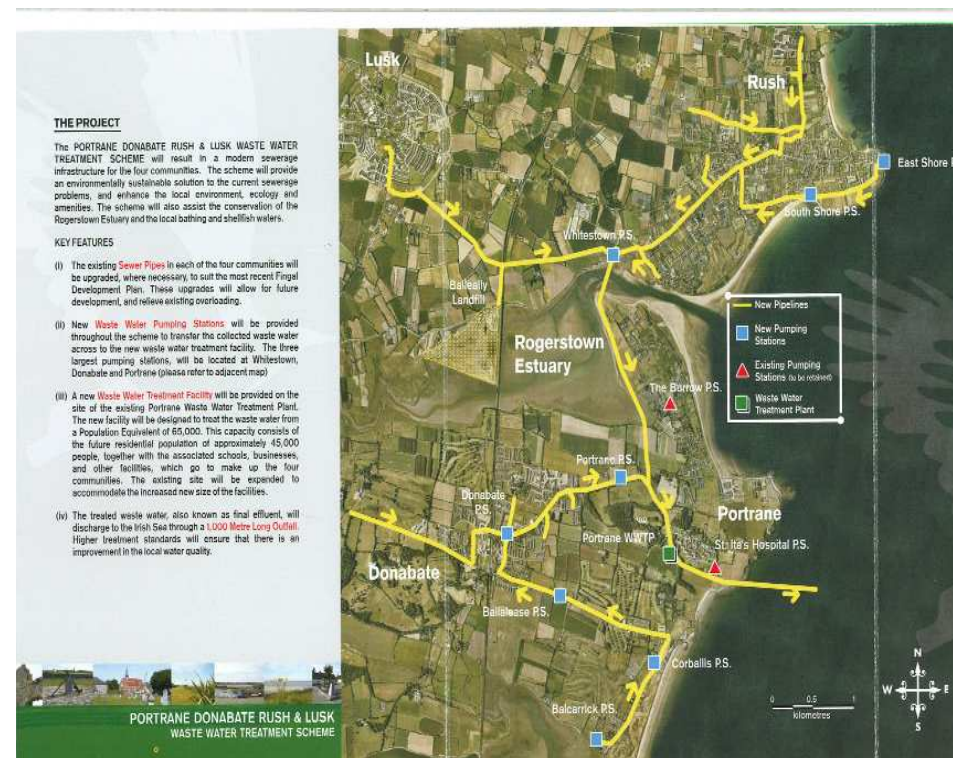
Plans for a new Wastewater Treatment Plant at Portrane to serve the Donabate, Portrane, Rush and Lusk areas, are at tender stage. It is currently anticipated that the plant will be completed and operational by mid 2011. An upgrade of parts of the existing collection network is also required. It is anticipated that this will be operational in 2011. Provision in the plant has been made for 30,152 PE for the Rush and Lusk area, 25,174 of which had been allocated for domestic purposes.

Critically there is no capacity in the existing network or temporary treatment facilities to support further development pending the construction of the new Wastewater Treatment Plant at Portrane and the associated upgrading to the network in Lusk and Rush. The Wastewater Treatment Plant at Portrane will not be operational until mid 2011 and it is anticipated that the network upgrade will be operational in 2011. All new development should comply with the Regional Code of Practice for Drainage Works.

In order to ensure the proper phasing of development takes place the Fingal Development Plan includes Local Objectives LK1 and LK11.

### Local Objective LK1 - [Applies to Areas D, F, Q and S]:

*To ensure that residential development does not take place until such time as the Waste Water Treatment Plant at Portrane becomes fully operational and the required network upgrades to facilitate the development are completed.*



Portrane, Donabate, Rush and Lusk Waste Water Treatment Scheme

### Local Objective LK11 - [Applies to Areas H and P]:

*To ensure that development does not take place until such time as the Waste Water Treatment Plant at Portrane becomes fully operational and the required network upgrades to facilitate the development are completed.*

### 13.3 Surface Water and Flood Impact Assessment

The existing storm sewerage system serving the old part of Lusk is a combined system. All new development will include separate systems for foul and surface water drainage. Surface water drainage will incorporate Sustainable Drainage Systems (SuDS), which will restrict the surface water run-off to Greenfield rates.

Kilhedge Lane and the lands adjacent to the Chapel Farm/Dun Emer development are at risk of flooding from the Balleally Stream due to constraints further downstream. In view of this Fingal County Council appointed consultants to carry out a flood impact assessment to determine flood levels and risk generally along with mitigation measures which can be implemented locally at the Chapel Farm development. A similar study was carried out on the Bridestream. The recommendations from these studies should apply to any new developments adjoining the streams. The risk of flooding along the Bridestream and the Balleally Stream will be further assessed as part of the Fingal East Meath Flood Risk Assessment and Management Study (FEMFRAMS) which is due for completion in 2010.

All new surface water systems must be designed in accordance with the principles of the "GSDSDS (Greater Dublin Strategic Drainage Study) Regional Drainage Policies Volume 2 New Development".

### 13.4 Electricity

Lusk is served by 20 kV lines from a 110 kV substation at Glasmore in Swords. The existing network can cope with proposed expansion of the town.

### 13.5 Gas

Lusk is currently served by gas. Bord Gais does not envisage difficulties in extending its service to the LAP area.

### 13.6 Broadband Services

Broadband can be delivered via telephone lines, via cable TV connections or wireless. It is an objective of the LAP to facilitate the rollout of Broadband services within Lusk.

## 14.0 PHASING

The phasing of development is important to ensure that the necessary infrastructural facilities are provided in tandem with development. It is an aim of this LAP that the proper phasing of development be undertaken.

In order to ensure this the following Local Objectives relating to phasing apply:

### With regard to Waste Water Treatment

#### **Local Objective LK1 - [Applies to Areas D, F, Q and S]:**

*To ensure that residential development does not take place until such time as the Waste Water Treatment Plant at Portrane becomes fully operational and the required network upgrades to facilitate the development are completed.*

#### **Local Objective LK11 - [Applies to Areas H and P]:**

*To ensure that development does not take place until such time as the Waste Water Treatment Plant at Portrane becomes fully operational and the required network upgrades to facilitate the development are completed.*

### With regard to protecting the conservation interests of the Rogerstown Estuary Natura 2000 site :

#### **Local Objective LK18 - [Applies to Areas D, F, H, P, Q, R and S]**

*To ensure that no development takes place until such time that 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.*

### With regard to Schools:

#### **Local Objective LK4 - [Applies to Area F]:**

*To ensure that residential development does not take place until such time as [a] work has commenced on the construction of the secondary school on land marked Area E on the attached map, immediately to the east of the site, and [b] the developer has undertaken an Educational Needs Assessment which demonstrates to the satisfaction of the Planning Authority that there is adequate school provision for the needs generated by the proposed development.*

#### **Local Objective LK5 - [Applies to Areas D, O, Q and S]:**

*To ensure that residential development does not take place until such time as [a] work has commenced on the construction of a new permanent primary school beyond the existing schools currently operating within the Lusk catchment area, and a new secondary school within Lusk, and [b] the developer has undertaken an Educational Needs Assessment which demonstrates to the satisfaction of the Planning Authority that there is adequate school provision for the needs generated by the proposed development.*

### With regard to Lands North of the By-pass:

#### **Local Objective LK3 - [Applies to Areas E & F]:**

*To secure the preparation and approval by the planning authority of a masterplan prior to the development of the secondary school, community facility, playing pitches, park land and residential development to enable comprehensive development of the area in a proper manner.*

### With regard to residential development:

#### **Local Objective LK12 - [Applies to Areas Q]:**

*To ensure an appropriate mix of housing is provided in the local housing market.*

### With regard to Lands to the west of Lusk:

#### **Local Objective LK14 - [Applies to Areas P and Q]:**

*To ensure that development does not take place until the necessary up grading of Minister's Road as indicated on the Development Plan map is completed.*

#### **Local Objective LK15 - [Applies to Areas P and Q]:**

*To ensure that development does not take place until the playing pitch on Area R and Community Facility are constructed.*

### With regard to the Lands to the South of Lusk:

#### **Local Objective LK 14 - [Applies to Areas M and N]:**

*To require the provision of good pedestrian and cycle links between Areas M and N and the adjoining Chapel Farm Estate.*



## APPENDIX

### Lusk Local Area Plan Objectives

#### Archaeological Objectives

**LP1:** To protect and enhance the zone of archaeological potential (ZAP, DU008-010) of Lusk town. In accordance with the objectives of the Fingal Development Plan 2005 - 2011, development proposals within Lusk shall have due regard to the historical dimension of the existing environment and new development shall reflect the local distinctiveness, layout and scale of buildings and designed spaces, the quality and character of the built fabric and historic patterns that contribute to the overall uniqueness of the streetscape and surrounding landscape.

**LP2:** To require that in accordance with the National Monuments Legislation 1930 - 2004 all proposed development in the ZAP will require pre-development archaeological assessment.

**LP3:** To protect and enhance recorded archaeological sites (RMP sites) and their settings from inappropriate development that would adversely affect or detract from the monuments whilst at the same time enabling sustainable future development for Lusk.

**LP4:** To protect as yet undiscovered archaeological sites or features that survive subsurface in accordance with the National Monuments Legislation.

**LP5:** To create an accessible archaeological landscape which will respect the setting and topographical integrity of the upstanding monuments.

#### Heritage Trail Objective

**LP6:** To create a town heritage trail to provide for a way marked route through the town interpreting important archaeological and historic features of the town.

#### Boundary Treatment Objectives

**LP7:** To reflect the important garden aspect of the character of the town. The protection of existing boundary hedges shall be encouraged and with regard to new developments strong preference will be given to the planting of boundary hedges and trees, using native species.

**LP8 - [Applies to Areas P, Q and R]:** To ensure that the existing hedgerows are maintained where practicable and where necessary enhanced to secure adequate boundaries to the lands are maintained except where limited removal is necessary for the provision of access.

### Inner Core Area of Protection Objectives

**LP9:** To preserve the integrity of St. MacCullin's Graveyard. No additional breaks within the graveyard wall shall be permitted.

**LP10:** To facilitate the provision of open space. The Council, will as and when opportunities arise, seek to promote proposals which would significantly contribute to the openness and historic character of the Inner Core Area of Protection.

**LP11:** To ensure that the character, setting and openness of the area surrounding the former St. MacCullin's Church, Round Tower and graveyard complex is protected from inappropriate development.

**LP12:** To ensure that all new developments respect the historic character of the Inner Core Area of Protection. All proposals within the Inner Core Area of Protection shall be laid out and designed to a high standard, to a scale in keeping with the historic character of the area. The external walls and roofs shall be faced with high quality materials and finishes.

**LP13:** To preserve the openness of the locality and views of the former St. MacCullin's Church, Round Tower and graveyard complex. No building within the Inner Core Area of Protection shall normally be permitted to exceed single storey height, unless special justification can be made. In the case of existing two storey residential dwellings two storey extensions may be permitted provided they meet the requirements of other Objectives. In any event developments shall be designed in such a manner so as not to compromise the important views of the former St. MacCullin's Church when approaching from the south.

### Outer Core Area of Protection Objectives

**LP14:** To promote and support the openness and historic character of the Outer Core Area of Protection.

**LP15:** To ensure that the views towards the former St. MacCullin's Church and Round Tower are protected.

**LP16:** To ensure that all new developments respect the historic character of the area. All proposals within the Outer Core Area of Protection shall be laid out and designed to a high standard, to a scale in keeping with the historic character of the area. The external walls and roofs shall be faced with high quality materials and finishes.

**LP17:** To preserve the openness of the locality and views of the former St. MacCullin's Church and Round Tower. With the possible exception of the key garage site, no building within the Outer Core Area of Protection shall exceed two storeys in height. The development of the key garage site shall not, unless special

justification is made, exceed three storeys in height. In any event developments shall be designed in such a manner so as not to compromise the important views of the former St. MacCullin's Church when approaching from the south.

### Lands to the north of Minister's Road - Objective

**LP18:** *To secure the preparation and approval by the planning authority of a Masterplan prior to the carrying out of any development on Areas P, Q and R in order to secure the comprehensive development of these areas in a proper manner.*

### Lands to the north of Station Road - Objective

**LP19:** *To secure the development of a vibrant mixed-use village quarter north of Station Road from the proposed civic square to the eastern approach roundabout, to include a substantial retail element mainly on the western section zoned SC, and appropriate parking provision for the various uses proposed, in accordance with a Masterplan to be approved by the planning authority in advance of any development.*

### Road Hierarchy, Shared Surfaces and Footpath Network Objective

**LP20:** *To ensure the safe and expeditious passage of all route users. There shall be a clear hierarchy of road, shared surface routes and footpath network clearly defined through careful design incorporating surface treatments in a consistent manner throughout the town.*

