

COMHAIRLE CONTAE FHINE GALL

FINGAL COUNTY COUNCIL

12th September, 2011

ITEM NO.

Proposed Hansfield Strategic Development Zone Amendment

Manager's Report on proposed Amendment (No 1) to the Hansfield Strategic Development Zone (SDZ) Planning Scheme 2006.

Purpose of the Proposed Amendment

To ensure the efficient use of public investment in public transport at Hansfield.

Description of Proposed Amendment

To allow a temporary car-park up to a maximum 300 spaces to be provided adjacent to Hansfield railway station.

Consultation

In accordance with Section 169 and 171 of the Planning & Development Act 2000-2010, the proposed Hansfield Strategic Development Zone Amendment was on public display from Thursday 30th June 2011 to Thursday 11th August 2011, at Fingal County Council Offices, County Hall, Swords, and Grove Road, Blanchardstown, Swords and the Council's website at www.fingalcoco.ie

Strategic Environmental Assessment

Pursuant to the Planning and Development (Strategic Environmental Assessment) Regulations 2004, a Strategic Environmental Assessment screening report was prepared for the proposed Amendment.

Appropriate Assessment

A screening report for an Appropriate Assessment in line with the requirements of Article 6(3) of the EU Habitats Directive (Directive 92/43/EEC) was prepared for the proposed Amendment.

REPORT FOLLOWING DISPLAY

SUMMARY OF SUBMISSIONS AND RESPONSES

A total of 5 no. submissions were received during the public display of the proposed Hansfield Strategic Development Zone Amendment.

Summary of Issues Raised

1. National Roads Authority:

The NTA supports the temporary park and ride facility. The Authority has been involved in the on-going discussions with Fingal County Council with regard to part funding the proposed scheme and would support the expedient provision of a temporary park and ride at this location, in the interest of improving access to public transport for residents of the surrounding area.

2. Department of Communications, Energy and Natural Resources:

The Department has no comments or observations to make at this time.

3. Department of Environment, Community and Local Government:

The Department has examined the proposed Amendment and in the main has no observations/comments to make. However, there should be some indication as to either the length of time that this area will remain as a temporary car park or the criteria that will be used in determining the period of time i.e. that it is dependent on the phasing schedule as outlined in the SDZ.

4. Environmental Protection Agency:

Appropriate measures should be taken to avoid potential run off/spillage from the car park which may affect ground water quality.

It is a matter for Fingal County Council to determine whether or not any proposed Amendments would be likely to have significant effects on the environment (SEA Regulations Schedule 2A).

Adequate infrastructure should be in place to service any development proposed during the lifetime of the particular proposed Amendment.

The requirement to comply with Article 6 of Council Directive 92/43/EEC (appropriate assessment) and consultation with National Park and Wildlife Service is referred to.

Fingal County Council must at all times be compliant with the requirements of national and EU environmental legislation.

Attention is brought to recent proposed Amendments to SEA Regulations and procedures of giving notice of the proposed Amendment.

5. Philip D. Browne:

The proposed Amendment does not include any traffic and transport assessment. The SEA screening does not clarify why additional traffic levels will have no significant impact on local circulation and public safety. Whilst the development is sub threshold development, an assessment of the impact of such a project needs to be outlined and publically displayed prior to rezoning the lands for temporary car-park. Due to the nature of a SDZ, a planning permission may not be appealed and therefore any material information needs to be addressed at this stage.

Rail passengers at the M3 Parkway and Dunboyne are currently well accommodated with extensive car-parking. The proposed Amendment will result in encouraging peak hour single occupancy car trips coinciding with school runs and unnecessary congestion will result on local residential roads. This will further attract peak traffic from north of the M3. The M3 Parkway park and ride should be incentivised as the preferred destination for outlying commuters. The modal shift promoted by smarter travel from the car to more sustainable and healthy travel needs to be paramount in considering the proposed Amendment (example Adamstown and Clonburris travel schemes).

The period of the temporary car-park is undefined. The rail station cannot be contingent on a park and ride. The permitted roadway through the lands should take precedent in order to unlock the potential of the SDZ lands.

Manager's Response

(1) Time frame of Car-park:

The proposed Amendment provides for the following text to be included in Section 5.2.7 of the Hansfield SDZ Planning Scheme.

"In order to ensure the efficient use of public investment in public transport in Hansfield, a temporary car-park up to a maximum 300 spaces may be provided adjacent to Hansfield railway station. The temporary car-park will not affect the

overall quantum of commercial, residential or community uses to be provided within zone 7.”

In response to issues raised in the submissions, it is proposed to insert an additional sentence to the above paragraph, which reads: “***The temporary car-park shall not operate once Phase 3 of the SDZ Phasing Arrangements has commenced***”. The SDZ is made up of three phases: Phase 1: 0 – 1,000 residential units; Phase 2: 1,001 – 2,000 units; Phase 3: 2,001 – 3,000 units. Therefore, the car-park will cease to operate once 2,000 residential units in Hansfield are occupied. With the occupation of 2,000 units in Hansfield, it is anticipated that a critical mass of population will reside in the SDZ lands to ensure the viability of the train station without the temporary car-park.

(2) Surface Water:

Objective SW04 of the 2011 Fingal Development Plan reads as follows: “*Require the use of sustainable urban drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques for new development or for extensions to existing developments.*” By using SuDS techniques, water is either infiltrated or conveyed more slowly to the drainage system and ultimately to water courses via permeable paving, swales, detention basins, ponds and wetlands. These facilities are designed to prevent pollution of streams and rivers and to slow down runoff from sites, therefore, helping to prevent downstream flooding and improve water quality. SuDS techniques will be required for use in the construction of the car-park in accordance with Objective SW04, details of which will be provided at the planning application stage.

(3) Compliance with Environmental Legislation:

Pursuant to the Planning and Development (Strategic Environmental Assessment) Regulations 2004, a Strategic Environmental Assessment screening report was prepared for the proposed Amendment. In preparing the screening report, the Planning Authority had regard to Schedule 2A of the Planning and Development Regulations 2001 which sets out the criteria for determining the likely significance environmental effects of the Plan.

A screening report for an Appropriate Assessment in line with the requirements of Article 6(3) of the EU Habitats Directive (Directive 92/43/EEC) was prepared for the proposed Amendment. The screening report has taken into consideration the European Commissions publication- *Assessment of plans and projects significantly affecting Natura 2000 sites - Methodological guidance on the provisions of Articles 6 (3) and (4) of the Habitats Directive 92/43/EEC*, Circular Letter SEA 1/08 & NPWS 1/08 from the Department of the Environment, Heritage

and Local Government, the Planning and Development Act 2000-2010 and *Appropriate Assessment of Plans and Project in Ireland –Guidance for Planning Authorities* (February 2010) from the Department of the Environment, Heritage and Local Government.

The proposed Amendment was referred to the National Parks and Wildlife Service and no response was received.

(4) Traffic:

3000 residential units, in addition to retail, community and educational facilities, are to be accommodated in Hansfield as per the 2006 Hansfield SDZ Planning Scheme. The main spine road to serve the SDZ lands has the benefit of planning permission. The spine road links the Ongar Road and the railway station. The spine road has been designed to accommodate traffic levels generated from the 2006 Planning Scheme when fully built out. The 2006 SDZ Planning Scheme included a transportation appraisal of the SDZ scheme and the impact on the wider road network. The proposed Amendment, which is for a temporary car-park up to a maximum of 300 spaces only, will cease to operate once 2,000 residential units in Hansfield are occupied. A new traffic assessment was not considered necessary in this instance, having regard to the extent and temporary nature of the proposed car-park and to the design capacity of the permitted spine road and wider road network as outlined in the transportation appraisal of the 2006 SDZ Planning Scheme.

As the temporary car-park for up to a maximum of 300 spaces will cease to operate once 2,000 residential units in Hansfield are occupied, it is submitted that the long term viability of the rail station is not contingent on the proposed Amendment.

It is submitted that the proposed Amendment will not attract users north of the M3 rail parking facilities at Dunboyne and Parkway as it would involve a significant detour and increase travel times.

It is agreed that the residents of Hansfield SDZ and residents within the Hansfield Station catchment would benefit from personalised travel planning schemes similar to that implemented at Adamstown. It would not be practical to implement such a travel planning scheme until the Hansfield station is opened, at such time residents travel modes can be assessed.

Manager's Recommendation

It is recommended that the Proposed Amendment to the Hansfield SDZ Planning Scheme 2006 be approved.

Additional Text to be inserted into Section 5.2.7 of the 2006 Hansfield SDZ Planning Scheme:

*“In order to ensure the efficient use of public investment in public transport in Hansfield, a temporary car-park up to a maximum 300 spaces may be provided adjacent to Hansfield railway station. **The temporary car-park shall not operate once Phase 3 of the SDZ Phasing Arrangements has commenced.** The temporary car-park will not affect the overall quantum of commercial, residential or community uses to be provided within zone 7.”*

Figure 5.2.16 ‘Indicative Design Analysis in Zone 7’ to be amended to show location of temporary car-park.

